

<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	439	0.0	3000	439	0	0.36	0	70.2	67.6	49.7
1-2 AM	349	0.0	3000	349	0	0.36	0	70.2	67.6	49.7
2-3 AM	325	0.0	3000	325	0	0.36	0	70.2	67.6	49.7
3-4 AM	379	0.0	3000	379	0	0.36	0	70.2	67.6	49.7
4-5 AM	660	0.0	3000	660	0	0.36	0	70.2	67.6	49.7
5-6 AM	1402	0.0	3000	1402	0	0.36	0	70.2	67.6	49.7
6-7 AM	2073	0.0	3000	2073	0	0.35	0	69.5	66.9	49.7
7-8 AM	2287	0.0	3000	2287	0	0.35	0	69.2	66.8	49.7
8-9 AM	2148	0.0	3000	2148	0	0.35	0	69.4	66.9	49.7
9-10 AM	2174	0.0	3000	2174	0	0.35	0	69.4	66.9	49.7
10-11 AM	2142	0.0	3000	2142	0	0.35	0	69.4	66.9	49.7
11AM-NOON	2212	0.0	3000	2212	0	0.35	0	69.3	66.8	49.7
NOON-1PM	2276	0.0	3000	2276	0	0.35	0	69.2	66.8	49.7
1-2 PM	2354	0.0	3000	2354	0	0.35	0	69.1	66.7	49.7
2-3 PM	2455	0.0	3000	2455	0	0.41	0	69.0	66.1	47.3
3-4 PM	2669	0.0	3000	2669	0	0.55	0	68.7	65.0	42.5
4-5 PM	2746	0.0	3000	2746	0	0.60	0	68.6	64.6	41.1
5-6 PM	2792	0.0	3000	2792	0	0.63	0	68.6	64.3	40.2
6-7 PM	2256	0.0	3000	2256	0	0.35	0	69.2	66.8	49.7
7-8 PM	1626	0.0	3000	1626	0	0.36	0	70.0	67.4	49.7
8-9 PM	1328	0.0	3000	1328	0	0.36	0	70.2	67.6	49.7
9-10 PM	1191	0.0	3000	1191	0	0.36	0	70.2	67.6	49.7
10-11 PM	961	0.0	3000	961	0	0.36	0	70.2	67.6	49.7
11PM-MID	691	0.0	3000	691	0	0.36	0	70.2	67.6	49.7

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

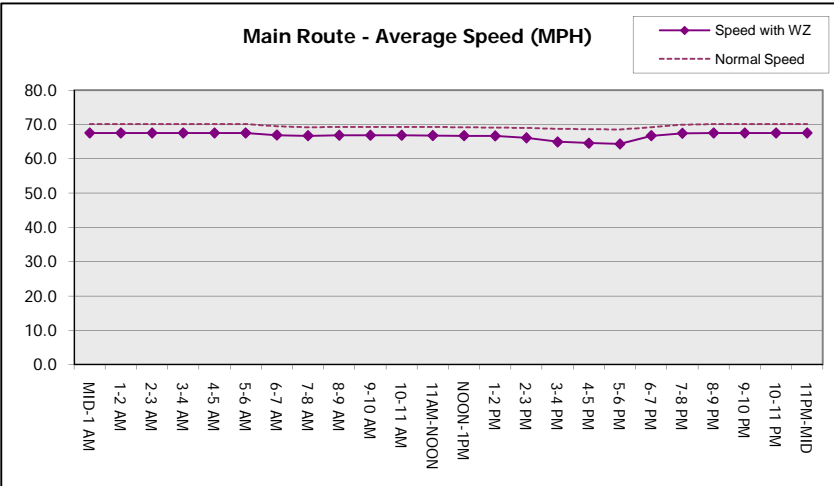
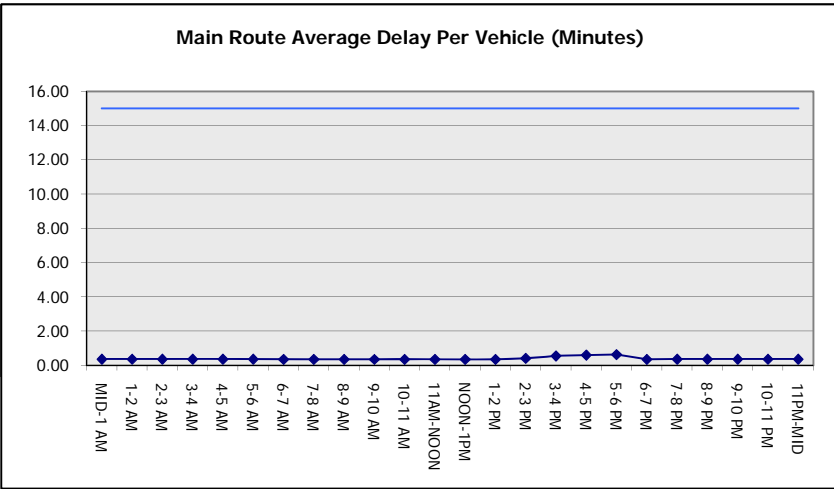
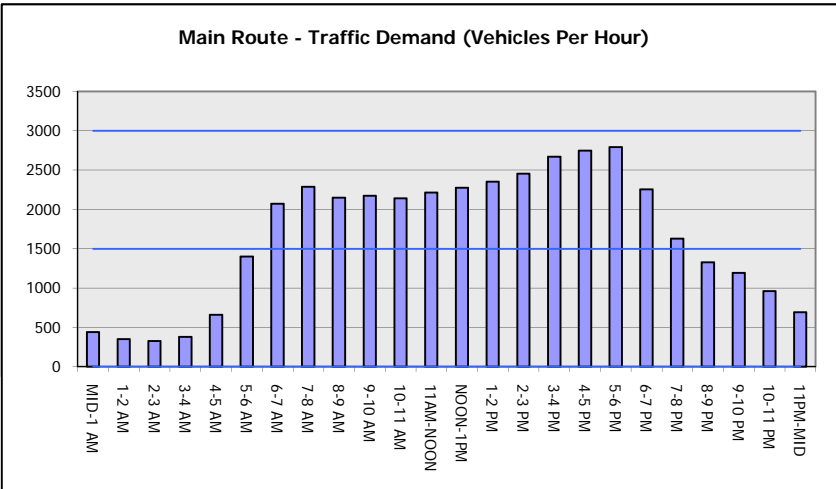
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0693
MAIN ROUTE WITH WORKS	0.0666
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,124
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	465	0.0	3000	465	0	0.36	0	70.2	67.6	49.7
1-2 AM	357	0.0	3000	357	0	0.36	0	70.2	67.6	49.7
2-3 AM	323	0.0	3000	323	0	0.36	0	70.2	67.6	49.7
3-4 AM	353	0.0	3000	353	0	0.36	0	70.2	67.6	49.7
4-5 AM	598	0.0	3000	598	0	0.36	0	70.2	67.6	49.7
5-6 AM	1215	0.0	3000	1215	0	0.36	0	70.2	67.6	49.7
6-7 AM	2072	0.0	3000	2072	0	0.35	0	69.5	66.9	49.7
7-8 AM	2274	0.0	3000	2274	0	0.35	0	69.2	66.8	49.7
8-9 AM	1931	0.0	3000	1931	0	0.35	0	69.6	67.1	49.7
9-10 AM	1995	0.0	3000	1995	0	0.35	0	69.6	67.1	49.7
10-11 AM	2116	0.0	3000	2116	0	0.35	0	69.4	66.9	49.7
11AM-NOON	2108	0.0	3000	2108	0	0.35	0	69.4	66.9	49.7
NOON-1PM	2095	0.0	3000	2095	0	0.35	0	69.4	66.9	49.7
1-2 PM	2194	0.0	3000	2194	0	0.35	0	69.3	66.8	49.7
2-3 PM	2406	0.0	3000	2406	0	0.37	0	69.1	66.4	48.6
3-4 PM	2666	0.0	3000	2666	0	0.54	0	68.7	65.0	42.6
4-5 PM	2691	0.0	3000	2691	0	0.56	0	68.7	64.9	42.2
5-6 PM	2525	0.0	3000	2525	0	0.45	0	68.9	65.8	45.6
6-7 PM	2101	0.0	3000	2101	0	0.35	0	69.4	66.9	49.7
7-8 PM	1658	0.0	3000	1658	0	0.36	0	70.0	67.4	49.7
8-9 PM	1361	0.0	3000	1361	0	0.36	0	70.2	67.6	49.7
9-10 PM	1188	0.0	3000	1188	0	0.36	0	70.2	67.6	49.7
10-11 PM	970	0.0	3000	970	0	0.36	0	70.2	67.6	49.7
11PM-MID	708	0.0	3000	708	0	0.36	0	70.2	67.6	49.7

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0666
MAIN ROUTE WITH WORKS	0.0640
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,869
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

