

<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	504	0.0	1500	504	0	0.43	0	70.2	67.1	46.9	
1-2 AM	317	0.0	1500	317	0	0.41	0	70.2	67.2	47.8	
2-3 AM	290	0.0	1500	290	0	0.41	0	70.2	67.3	47.9	
3-4 AM	240	0.0	1500	240	0	0.40	0	70.2	67.3	48.1	
4-5 AM	223	0.0	1500	223	0	0.40	0	70.2	67.3	48.2	
5-6 AM	322	0.0	1500	322	0	0.41	0	70.2	67.2	47.7	
6-7 AM	517	0.0	1500	517	0	0.43	0	70.2	67.1	46.8	
7-8 AM	781	0.0	1500	781	0	0.47	0	70.2	66.8	45.7	
8-9 AM	1140	0.0	1499	1140	0	0.60	0	70.2	66.0	41.8	
9-10 AM	1795	0.0	1499	1795	0	4.46	106	69.8	47.3	32.5	
10-11 AM	2457	0.0	1499	1548	909	15.97+	395	69.0	25.7	32.5	
11AM-NOON	2902	0.0	1500	1500	1402	16.08+	400	68.4	25.5	32.5	
NOON-1PM	3133	0.0	1500	1500	1633	16.04+	400	68.1	25.5	32.5	
1-2 PM	3165	0.0	1500	1500	1665	16.04+	400	68.1	25.5	32.5	
2-3 PM	3194	0.0	1500	1500	1694	16.03+	400	68.1	25.5	32.5	
3-4 PM	3221	0.0	1500	1500	1721	16.03+	400	68.1	25.5	32.5	
4-5 PM	3324	0.0	1500	1500	1824	16.01+	400	67.9	25.5	32.5	
5-6 PM	3226	0.0	1500	1500	1726	16.03+	400	68.0	25.5	32.5	
6-7 PM	2535	0.0	1500	1500	1035	16.14+	400	68.9	25.5	32.5	
7-8 PM	2152	0.0	1500	1500	652	16.21+	400	69.4	25.5	32.5	
8-9 PM	1859	0.0	1500	1540	319	16.07+	395	69.7	25.7	32.5	
9-10 PM	1417	0.0	1500	1417	0	15.11+	370	70.2	26.8	32.5	
10-11 PM	975	0.0	1499	975	0	3.52	103	70.2	50.9	41.2	
11PM-MID	626	0.0	1500	626	0	0.45	0	70.2	66.9	46.4	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- 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

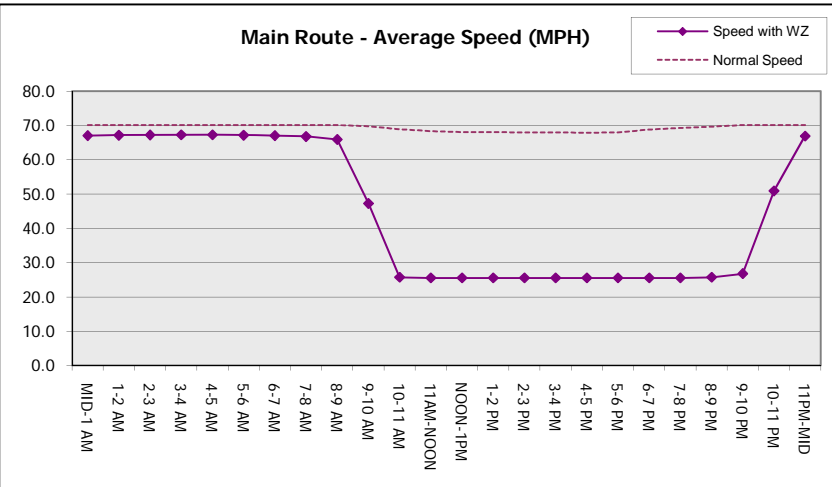
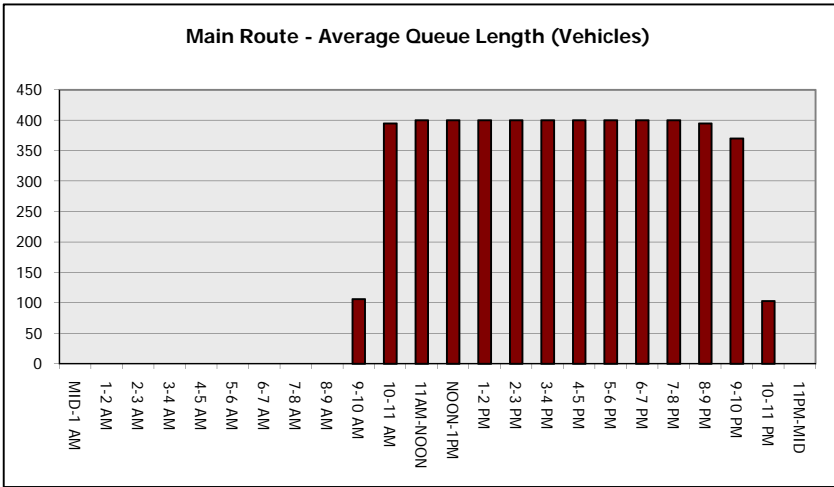
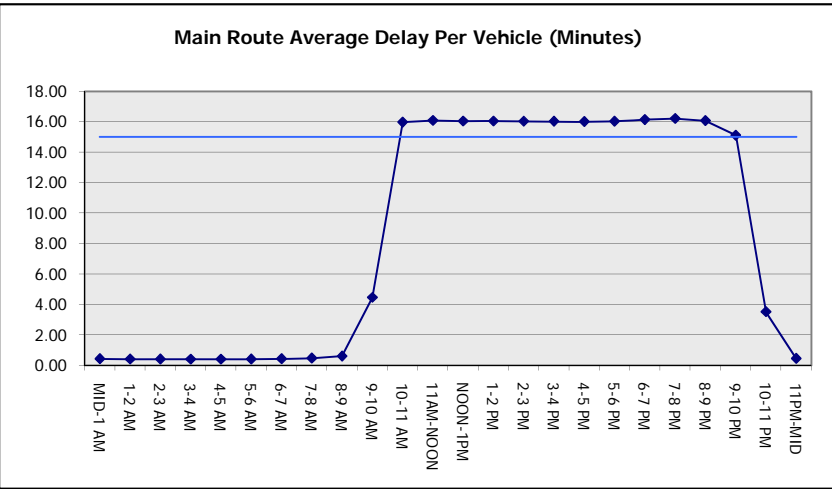
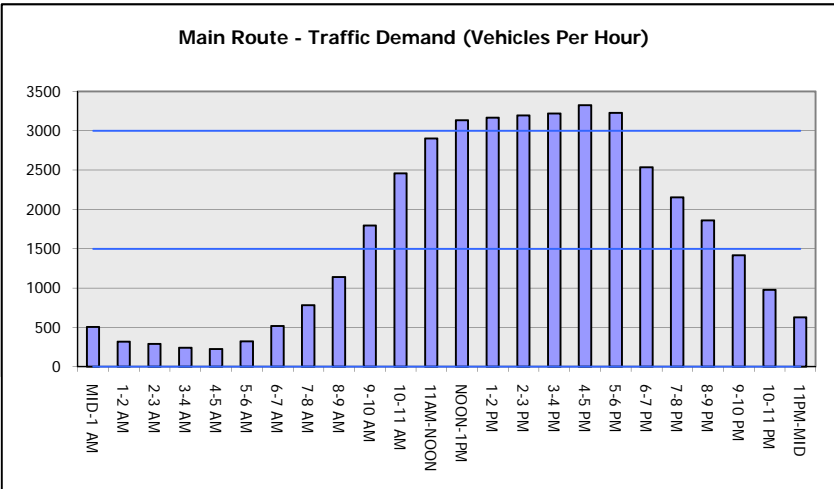
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0699
MAIN ROUTE WITH WORKS	0.0429
'DIVERSION'	0.0586
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$148,657
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	637	0.0	1500	637	0	0.45	0	70.2	66.9	46.3
1-2 AM	399	0.0	1500	399	0	0.42	0	70.2	67.1	47.4
2-3 AM	275	0.0	1500	275	0	0.40	0	70.2	67.3	47.9
3-4 AM	204	0.0	1500	204	0	0.40	0	70.2	67.3	48.3
4-5 AM	208	0.0	1500	208	0	0.40	0	70.2	67.3	48.3
5-6 AM	283	0.0	1500	283	0	0.40	0	70.2	67.3	47.9
6-7 AM	498	0.0	1500	498	0	0.43	0	70.2	67.1	46.9
7-8 AM	773	0.0	1500	773	0	0.47	0	70.2	66.8	45.7
8-9 AM	1212	0.0	1499	1212	0	0.64	0	70.2	65.6	40.7
9-10 AM	1649	0.0	1499	1649	0	2.41	41	70.0	55.6	32.5
10-11 AM	2266	0.0	1500	1821	445	14.17+	354	69.2	27.7	32.4
11AM-NOON	2638	0.0	1500	1500	1138	16.13+	400	68.7	25.5	32.5
NOON-1PM	2684	0.0	1500	1500	1184	16.12+	400	68.7	25.5	32.5
1-2 PM	2607	0.0	1500	1500	1107	16.14+	400	68.8	25.5	32.5
2-3 PM	2554	0.0	1500	1500	1054	16.15+	400	68.9	25.5	32.5
3-4 PM	2628	0.0	1500	1500	1128	16.13+	400	68.7	25.5	32.5
4-5 PM	2697	0.0	1500	1500	1197	16.12+	400	68.7	25.5	32.5
5-6 PM	2598	0.0	1500	1500	1098	16.14+	400	68.8	25.5	32.5
6-7 PM	2461	0.0	1500	1500	961	16.16+	399	69.0	25.5	32.5
7-8 PM	2308	0.0	1500	1496	811	16.17+	399	69.2	25.5	32.5
8-9 PM	1857	0.0	1499	1453	404	16.08+	395	69.7	25.7	32.5
9-10 PM	1528	0.0	1499	1455	73	16.07+	394	70.1	25.7	32.5
10-11 PM	1101	0.0	1499	1101	0	7.18	199	70.2	39.6	37.3
11PM-MID	772	0.0	1500	772	0	0.47	0	70.2	66.8	45.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- 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	0.0639
MAIN ROUTE WITH WORKS	0.0438
'DIVERSION'	0.0426

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$131,849
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

