

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

**AUGUST**

Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	593	0.0	3000	593	0	0.36	0	70.2	67.6	49.7
1-2 AM	434	0.0	3000	434	0	0.36	0	70.2	67.6	49.7
2-3 AM	433	0.0	3000	433	0	0.36	0	70.2	67.6	49.7
3-4 AM	468	0.0	3000	468	0	0.36	0	70.2	67.6	49.7
4-5 AM	768	0.0	3000	768	0	0.36	0	70.2	67.6	49.7
5-6 AM	1403	0.0	3000	1403	0	0.36	0	70.2	67.6	49.7
6-7 AM	1927	0.0	3000	1927	0	0.35	0	69.6	67.1	49.7
7-8 AM	2151	0.0	3000	2151	0	0.35	0	69.4	66.9	49.7
8-9 AM	2190	0.0	3000	2190	0	0.35	0	69.3	66.8	49.7
9-10 AM	2549	0.0	3000	2549	0	0.47	0	68.9	65.6	45.1
10-11 AM	2752	0.0	3000	2752	0	0.60	0	68.6	64.5	41.0
11AM-NOON	2766	0.0	3000	2766	0	0.61	0	68.6	64.5	40.7
NOON-1PM	2879	0.0	2999	2879	0	0.68	0	68.4	63.9	38.8
1-2 PM	2977	0.0	2999	2977	0	0.76	0	68.3	63.3	37.3
2-3 PM	3105	0.0	3000	3105	0	1.66	51	68.2	58.1	36.9
3-4 PM	3088	0.0	2999	3088	0	3.51	152	68.2	49.9	36.9
4-5 PM	3059	0.0	2999	3059	0	4.84	224	68.2	45.3	36.9
5-6 PM	3086	0.0	3000	3086	0	6.33	307	68.2	41.0	36.9
6-7 PM	2743	0.0	2999	2743	0	5.01	241	68.6	45.0	37.9
7-8 PM	2142	0.0	3000	2142	0	0.43	4	69.4	66.3	49.7
8-9 PM	1661	0.0	3000	1661	0	0.36	0	70.0	67.4	49.7
9-10 PM	1484	0.0	3000	1484	0	0.36	0	70.2	67.6	49.7
10-11 PM	1381	0.0	3000	1381	0	0.36	0	70.2	67.6	49.7
11PM-MID	1129	0.0	3000	1129	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	0.0818
MAIN ROUTE WITH WORKS	0.0787
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

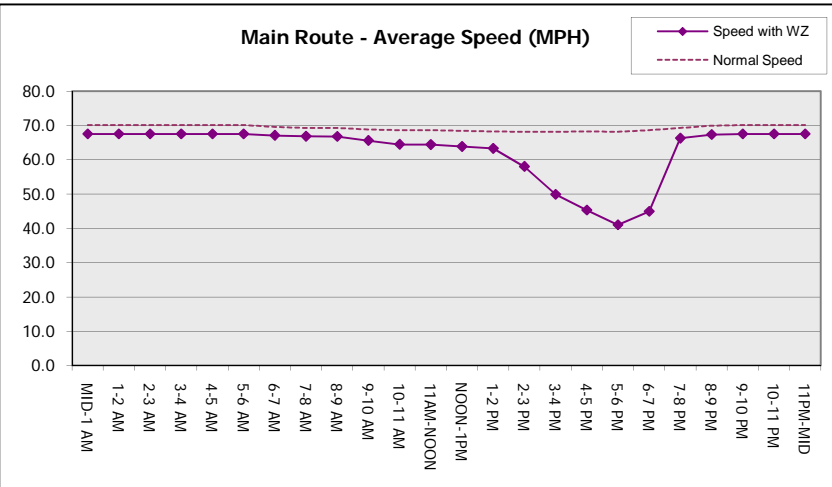
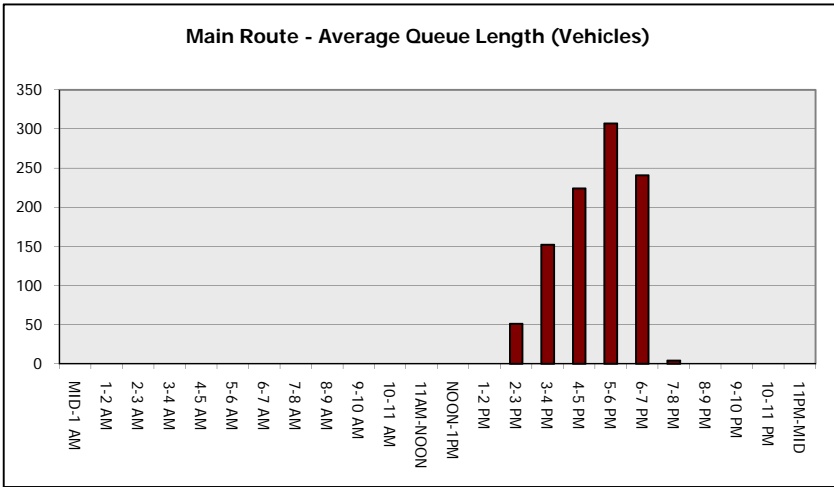
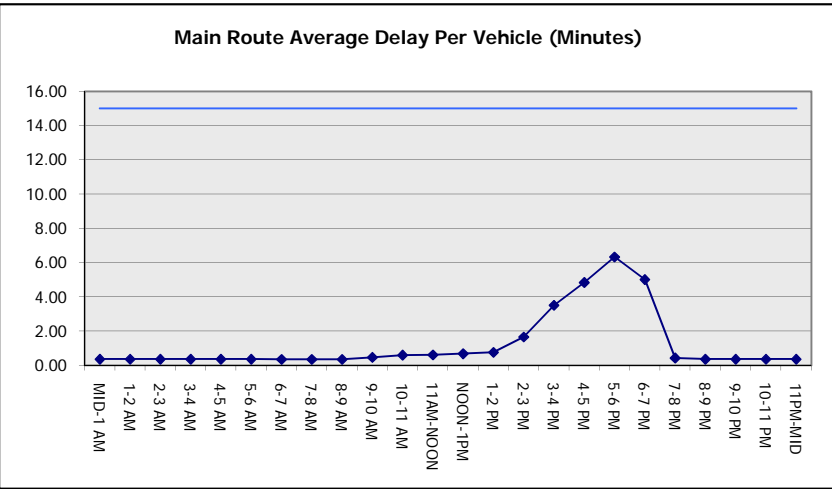
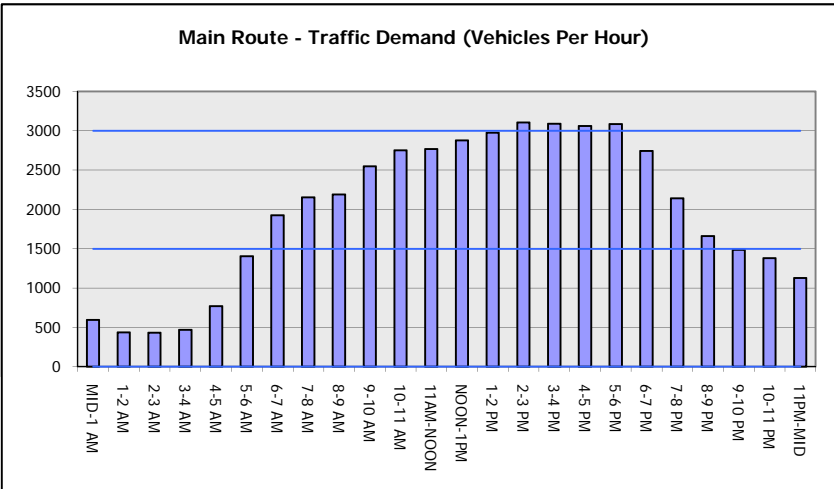
ROAD USER COSTS PER DAY	\$17,861
CONGESTED HOURS PER DAY*	0

\*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)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	706	0.0	3000	706	0	0.36	0	70.2	67.6	49.7	
1-2 AM	589	0.0	3000	589	0	0.36	0	70.2	67.6	49.7	
2-3 AM	413	0.0	3000	413	0	0.36	0	70.2	67.6	49.7	
3-4 AM	472	0.0	3000	472	0	0.36	0	70.2	67.6	49.7	
4-5 AM	680	0.0	3000	680	0	0.36	0	70.2	67.6	49.7	
5-6 AM	1283	0.0	3000	1283	0	0.36	0	70.2	67.6	49.7	
6-7 AM	2024	0.0	3000	2024	0	0.35	0	69.6	67.0	49.7	
7-8 AM	2313	0.0	3000	2313	0	0.35	0	69.2	66.7	49.7	
8-9 AM	2119	0.0	3000	2119	0	0.35	0	69.4	66.9	49.7	
9-10 AM	2357	0.0	3000	2357	0	0.35	0	69.1	66.7	49.7	
10-11 AM	2777	0.0	3000	2777	0	0.62	0	68.6	64.4	40.6	
11AM-NOON	2926	0.0	2999	2926	0	0.71	0	68.4	63.7	38.0	
NOON-1PM	3068	0.0	2999	3068	0	1.13	20	68.2	61.0	36.9	
1-2 PM	3339	0.0	3000	3339	0	4.57	221	67.9	46.0	36.9	
2-3 PM	3575	0.0	3000	3378	197	12.43+	658	67.6	29.6	36.9	
3-4 PM	3607	0.0	2999	3000	607	15.20+	800	67.5	26.3	36.9	
4-5 PM	3503	0.0	3000	3000	503	15.22+	800	67.7	26.3	36.9	
5-6 PM	3582	0.0	3000	3000	582	15.21+	800	67.6	26.3	36.9	
6-7 PM	3440	0.0	3000	3000	440	15.23+	800	67.8	26.3	36.9	
7-8 PM	3227	0.0	3000	3003	224	15.26+	799	68.0	26.3	36.9	
8-9 PM	2453	0.0	2999	2453	0	10.42+	555	69.0	32.9	38.5	
9-10 PM	1914	0.0	3000	1914	0	0.81	30	69.7	64.1	49.7	
10-11 PM	1481	0.0	3000	1481	0	0.36	0	70.2	67.6	49.7	
11PM-MID	1080	0.0	3000	1080	0	0.36	0	70.2	67.6	49.7	

+ 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	0.0918
MAIN ROUTE WITH WORKS	0.0840
'DIVERSION'	0.0103

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,783
CONGESTED HOURS PER DAY*	7

\*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)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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

