

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	787	0.0	1500	787	0	0.47	0	70.2	66.8	45.6	
1-2 AM	552	0.0	1500	552	0	0.44	0	70.2	67.0	46.7	
2-3 AM	416	0.0	1500	416	0	0.42	0	70.2	67.1	47.3	
3-4 AM	387	0.0	1500	387	0	0.42	0	70.2	67.1	47.4	
4-5 AM	437	0.0	1500	437	0	0.42	0	70.2	67.1	47.2	
5-6 AM	621	0.0	1500	621	0	0.45	0	70.2	66.9	46.4	
6-7 AM	934	0.0	1500	934	0	0.49	0	70.2	66.7	45.1	
7-8 AM	1367	0.0	1499	1367	0	0.83	0	70.2	64.4	36.1	
8-9 AM	1915	0.0	1499	1915	0	6.32	166	69.7	41.6	32.5	
9-10 AM	2674	0.0	1499	1500	1174	16.11+	399	68.7	25.5	32.5	
10-11 AM	3209	0.0	1500	1500	1709	16.02+	400	68.1	25.5	32.5	
11AM-NOON	3320	0.0	1500	1500	1820	16.00+	400	67.9	25.5	32.5	
NOON-1PM	3264	0.0	1500	1500	1764	16.01+	400	68.0	25.5	32.5	
1-2 PM	3165	0.0	1500	1500	1665	16.03+	400	68.1	25.5	32.5	
2-3 PM	3217	0.0	1500	1500	1717	16.02+	400	68.1	25.5	32.5	
3-4 PM	3099	0.0	1500	1500	1599	16.04+	400	68.2	25.5	32.5	
4-5 PM	2932	0.0	1500	1500	1432	16.07+	400	68.4	25.5	32.5	
5-6 PM	2692	0.0	1500	1500	1192	16.11+	400	68.7	25.5	32.5	
6-7 PM	2280	0.0	1500	1500	780	16.18+	400	69.2	25.5	32.5	
7-8 PM	1918	0.0	1500	1500	418	16.24+	400	69.7	25.5	32.5	
8-9 PM	1713	0.0	1500	1500	213	16.27+	400	69.9	25.5	32.5	
9-10 PM	1750	0.0	1500	1500	250	16.27+	400	69.9	25.5	32.5	
10-11 PM	1447	0.0	1499	1408	39	15.38+	376	70.2	26.5	32.5	
11PM-MID	1052	0.0	1499	1052	0	4.61	134	70.2	46.9	39.6	

+ 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

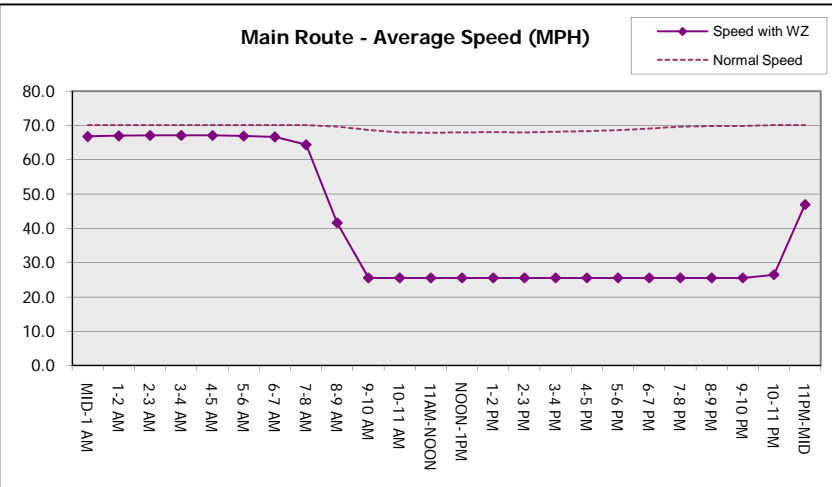
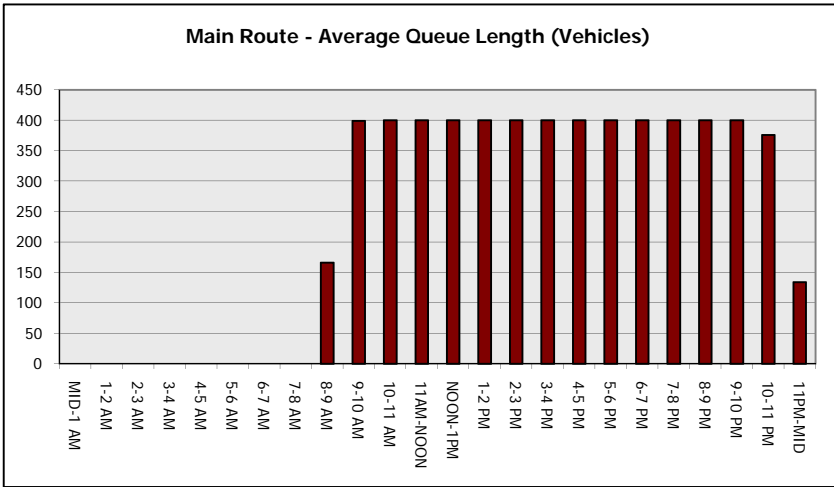
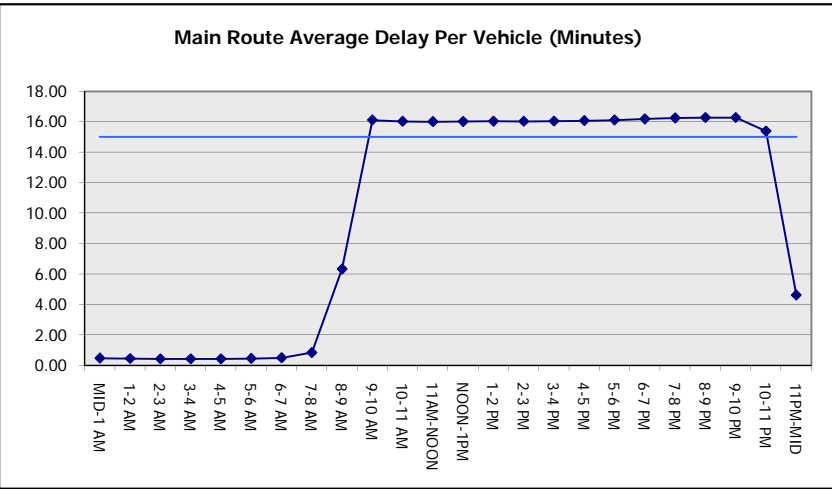
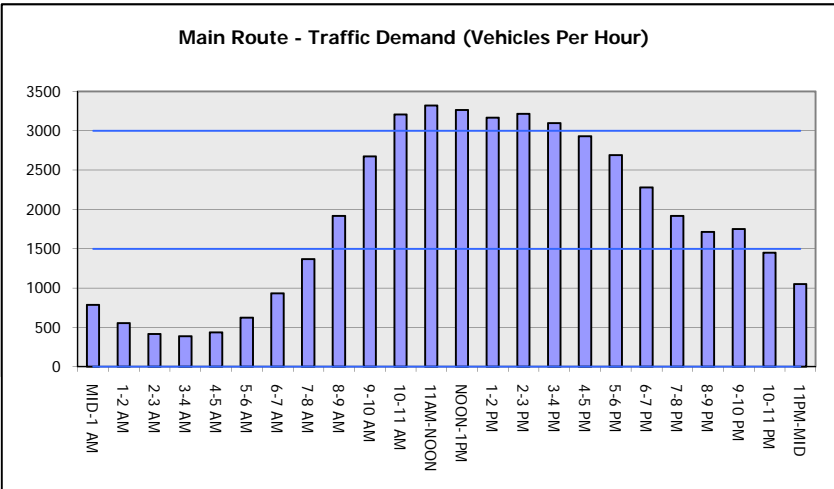
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0783
MAIN ROUTE WITH WORKS	0.0490
'DIVERSION'	0.0634
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,799
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	700	0.0	1500	700	0	0.46	0	70.2	66.9	46.0
1-2 AM	439	0.0	1500	439	0	0.42	0	70.2	67.1	47.2
2-3 AM	384	0.0	1500	384	0	0.42	0	70.2	67.2	47.4
3-4 AM	325	0.0	1500	325	0	0.41	0	70.2	67.2	47.7
4-5 AM	413	0.0	1500	413	0	0.42	0	70.2	67.1	47.3
5-6 AM	693	0.0	1500	693	0	0.46	0	70.2	66.9	46.1
6-7 AM	1040	0.0	1499	1040	0	0.51	0	70.2	66.5	44.2
7-8 AM	1488	0.0	1499	1488	0	1.46	15	70.2	60.7	34.3
8-9 AM	2112	0.0	1500	1789	323	11.01+	285	69.4	32.0	32.4
9-10 AM	2563	0.0	1499	1500	1063	16.14+	399	68.9	25.5	32.5
10-11 AM	2842	0.0	1500	1500	1342	16.09+	400	68.5	25.5	32.5
11AM-NOON	3104	0.0	1500	1500	1604	16.04+	400	68.2	25.5	32.5
NOON-1PM	3330	0.0	1500	1500	1830	16.01+	400	67.9	25.5	32.5
1-2 PM	3229	0.0	1500	1500	1729	16.02+	400	68.0	25.5	32.5
2-3 PM	3108	0.0	1500	1500	1608	16.04+	400	68.2	25.5	32.5
3-4 PM	3075	0.0	1500	1500	1575	16.05+	400	68.2	25.5	32.5
4-5 PM	3110	0.0	1500	1500	1610	16.04+	400	68.2	25.5	32.5
5-6 PM	2718	0.0	1500	1500	1218	16.11+	400	68.7	25.5	32.5
6-7 PM	2339	0.0	1500	1500	839	16.18+	400	69.1	25.5	32.5
7-8 PM	2178	0.0	1500	1500	678	16.20+	400	69.3	25.5	32.5
8-9 PM	1781	0.0	1500	1525	256	16.15+	397	69.8	25.6	32.4
9-10 PM	1699	0.0	1499	1510	190	16.23+	398	69.9	25.5	32.5
10-11 PM	1449	0.0	1500	1449	0	15.59+	381	70.2	26.3	32.5
11PM-MID	992	0.0	1499	992	0	4.29	128	70.2	48.1	40.4

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0782
MAIN ROUTE WITH WORKS	0.0488
'DIVERSION'	0.0637

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$170,401
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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

