

<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**

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	819	0.0	1500	819	0	0.47	0	70.2	66.8	45.5	
1-2 AM	572	0.0	1500	572	0	0.44	0	70.2	67.0	46.6	
2-3 AM	356	0.0	1500	356	0	0.41	0	70.2	67.2	47.6	
3-4 AM	289	0.0	1500	289	0	0.41	0	70.2	67.3	47.9	
4-5 AM	287	0.0	1500	287	0	0.41	0	70.2	67.3	47.9	
5-6 AM	384	0.0	1500	384	0	0.42	0	70.2	67.2	47.4	
6-7 AM	577	0.0	1500	577	0	0.44	0	70.2	67.0	46.6	
7-8 AM	852	0.0	1500	852	0	0.48	0	70.2	66.8	45.4	
8-9 AM	1260	0.0	1499	1260	0	0.70	0	70.2	65.3	39.4	
9-10 AM	2162	0.0	1499	1943	219	8.86+	240	69.4	35.8	32.5	
10-11 AM	2938	0.0	1500	1500	1438	16.07+	400	68.4	25.5	32.5	
11AM-NOON	3635	0.0	1500	1500	2135	15.92+	400	67.3	25.5	32.5	
NOON-1PM	3918	0.0	1500	1500	2418	15.63+	400	65.4	25.5	32.5	
1-2 PM	4042	0.0	1500	1500	2542	15.50+	400	64.5	25.5	32.5	
2-3 PM	4003	0.0	1500	1500	2503	15.54+	400	64.8	25.5	32.5	
3-4 PM	4082	0.0	1500	1500	2582	15.46+	400	64.3	25.5	32.5	
4-5 PM	3847	0.0	1500	1500	2347	15.71+	400	65.9	25.5	32.5	
5-6 PM	3788	0.0	1500	1500	2288	15.77+	400	66.3	25.5	32.5	
6-7 PM	3224	0.0	1500	1500	1724	16.02+	400	68.1	25.5	32.5	
7-8 PM	2723	0.0	1500	1500	1223	16.11+	400	68.7	25.5	32.5	
8-9 PM	2265	0.0	1500	1500	765	16.19+	400	69.2	25.5	32.5	
9-10 PM	1750	0.0	1499	1446	304	16.05+	394	69.9	25.7	32.5	
10-11 PM	1202	0.0	1499	1202	0	10.60	268	70.2	32.8	34.6	
11PM-MID	823	0.0	1500	823	0	0.68	6	70.2	65.4	45.5	

+ 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

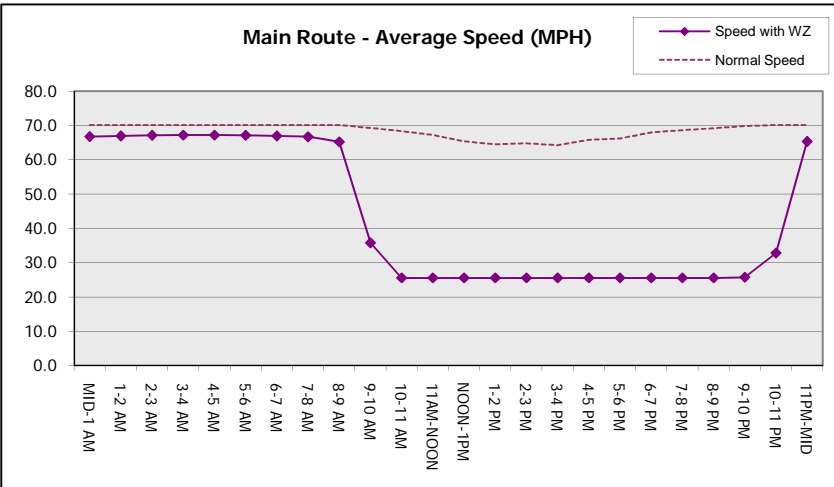
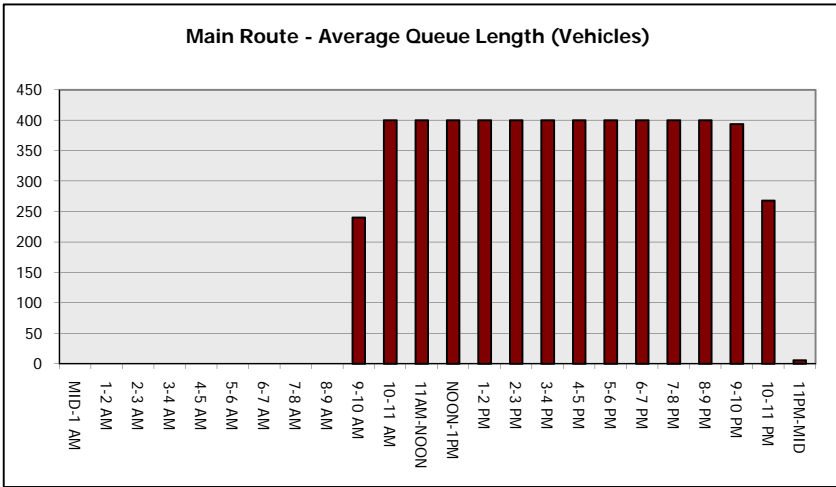
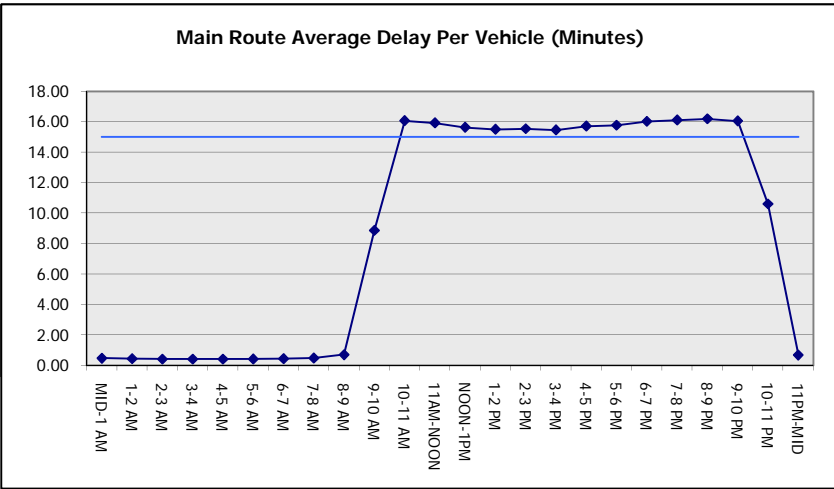
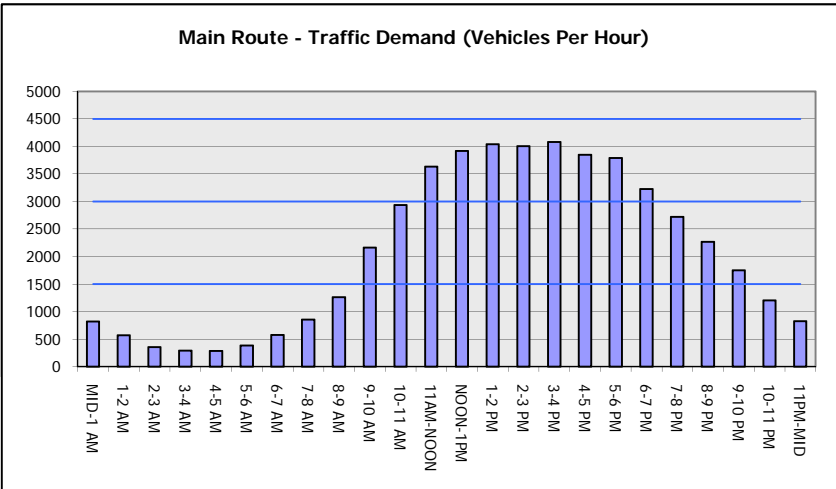
MAIN ROUTE WITHOUT WORKS	0.0864
MAIN ROUTE WITH WORKS	0.0456
'DIVERSION'	0.0903
PIA: Personal Injury Accidents	
<b>IMPACTS ON ROAD USERS</b>	
ROAD USER COSTS PER DAY	\$186,288
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
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**  
**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>AUGUST</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	661	0.0	1500	661	0	0.45	0	70.2	66.9	46.2
1-2 AM	425	0.0	1500	425	0	0.42	0	70.2	67.1	47.3
2-3 AM	278	0.0	1500	278	0	0.40	0	70.2	67.3	47.9
3-4 AM	227	0.0	1500	227	0	0.40	0	70.2	67.3	48.1
4-5 AM	224	0.0	1500	224	0	0.40	0	70.2	67.3	48.2
5-6 AM	303	0.0	1500	303	0	0.41	0	70.2	67.3	47.8
6-7 AM	481	0.0	1500	481	0	0.43	0	70.2	67.1	47.0
7-8 AM	771	0.0	1500	771	0	0.47	0	70.2	66.8	45.8
8-9 AM	1239	0.0	1499	1239	0	0.67	0	70.2	65.5	40.0
9-10 AM	1855	0.0	1499	1855	0	5.48	138	69.7	44.0	32.5
10-11 AM	2487	0.0	1499	1500	987	16.15+	399	68.9	25.5	32.5
11AM-NOON	3055	0.0	1500	1500	1555	16.05+	400	68.2	25.5	32.5
NOON-1PM	2970	0.0	1500	1500	1470	16.07+	400	68.4	25.5	32.5
1-2 PM	2881	0.0	1500	1500	1381	16.08+	400	68.4	25.5	32.5
2-3 PM	2855	0.0	1500	1500	1355	16.09+	400	68.5	25.5	32.5
3-4 PM	2828	0.0	1500	1500	1328	16.09+	400	68.5	25.5	32.5
4-5 PM	3045	0.0	1500	1500	1545	16.05+	400	68.2	25.5	32.5
5-6 PM	2768	0.0	1500	1500	1268	16.10+	400	68.6	25.5	32.5
6-7 PM	2768	0.0	1499	1500	1268	16.10+	400	68.6	25.5	32.5
7-8 PM	2536	0.0	1500	1500	1036	16.14+	400	68.9	25.5	32.5
8-9 PM	2089	0.0	1500	1500	589	16.22+	400	69.4	25.5	32.5
9-10 PM	1571	0.0	1500	1529	42	15.95+	390	70.1	25.8	32.4
10-11 PM	1219	0.0	1499	1219	0	10.58	265	70.2	32.9	34.0
11PM-MID	853	0.0	1500	853	0	0.76	9	70.2	64.8	45.3

+ 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	0.0701
MAIN ROUTE WITH WORKS	0.0443
'DIVERSION'	0.0555

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,763
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
 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**  
**SUNDAY EASTBOUND DIRECTION**

