

<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b> <b>OFF-PEAK DAY 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**

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	639	0.0	OFF	639	0	0.00	0	70.2	70.2	70.2
1-2 AM	418	0.0	OFF	418	0	0.00	0	70.2	70.2	70.2
2-3 AM	381	0.0	OFF	381	0	0.00	0	70.2	70.2	70.2
3-4 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2
4-5 AM	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
5-6 AM	619	0.0	OFF	619	0	0.00	0	70.2	70.2	70.2
6-7 AM	912	0.0	OFF	912	0	0.00	0	70.2	70.2	70.2
7-8 AM	1311	0.0	OFF	1311	0	0.00	0	70.2	70.2	70.2
8-9 AM	1796	0.0	1499	1796	0	4.90	117	69.8	45.8	32.5
9-10 AM	2289	0.0	1499	1573	716	15.90+	392	69.2	25.8	32.5
10-11 AM	2666	0.0	1500	1500	1166	16.12+	400	68.7	25.5	32.5
11AM-NOON	2840	0.0	1500	1500	1340	16.09+	400	68.5	25.5	32.5
NOON-1PM	2786	0.0	1500	1500	1286	16.10+	400	68.6	25.5	32.5
1-2 PM	2744	0.0	1500	1500	1244	16.10+	400	68.6	25.5	32.5
2-3 PM	2464	0.0	1500	1500	964	16.15+	400	69.0	25.5	32.5
3-4 PM	2833	0.0	1500	1500	1333	16.09+	400	68.5	25.5	32.5
4-5 PM	2506	0.0	1500	1500	1006	16.14+	400	68.9	25.5	32.5
5-6 PM	2396	0.0	1500	1500	896	16.16+	400	69.1	25.5	32.5
6-7 PM	1919	0.0	OFF	1919	0	0.23	16	69.7	68.0	68.0
7-8 PM	1569	0.0	OFF	1569	0	0.00	0	70.1	70.1	70.1
8-9 PM	1381	0.0	OFF	1381	0	0.00	0	70.2	70.2	70.2
9-10 PM	1339	0.0	OFF	1339	0	0.00	0	70.2	70.2	70.2
10-11 PM	1064	0.0	OFF	1064	0	0.00	0	70.2	70.2	70.2
11PM-MID	790	0.0	OFF	790	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

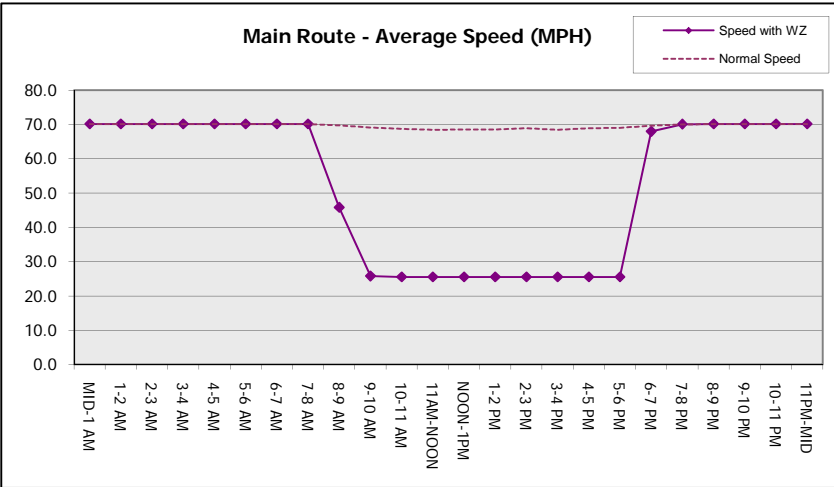
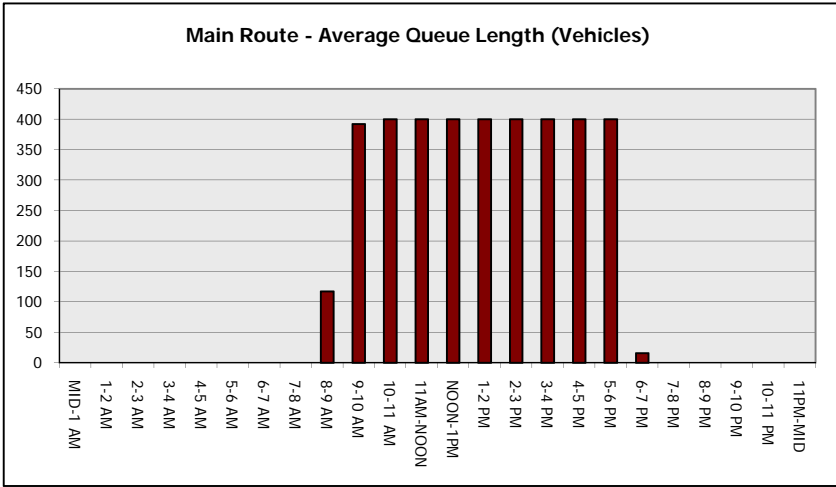
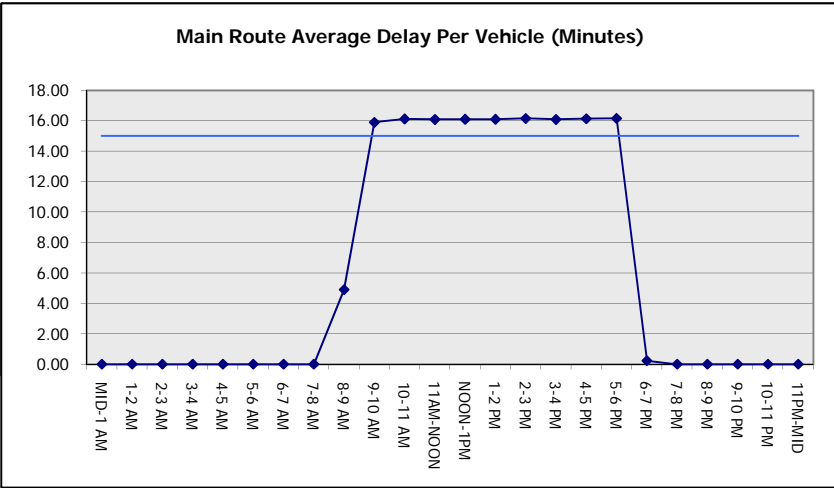
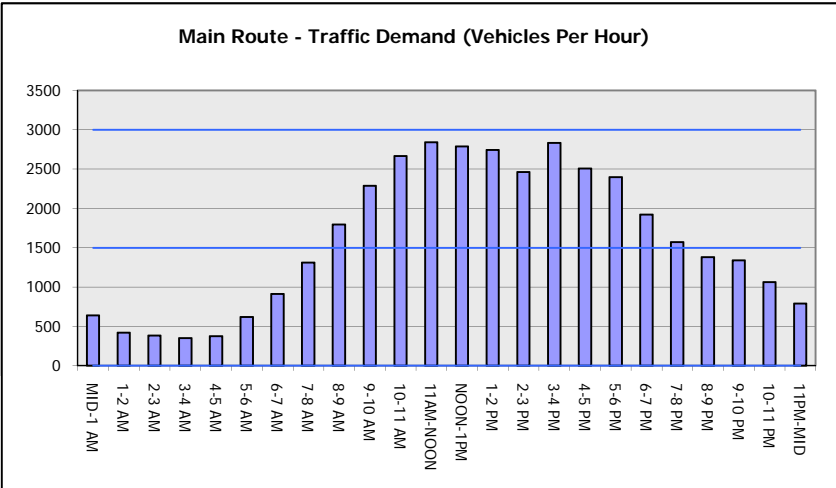
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0666
MAIN ROUTE WITH WORKS	0.0483
'DIVERSION'	0.0400
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,298
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 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>OFF-PEAK DAY 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**

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	629	0.0	OFF	629	0	0.00	0	70.2	70.2	70.2
1-2 AM	445	0.0	OFF	445	0	0.00	0	70.2	70.2	70.2
2-3 AM	367	0.0	OFF	367	0	0.00	0	70.2	70.2	70.2
3-4 AM	330	0.0	OFF	330	0	0.00	0	70.2	70.2	70.2
4-5 AM	406	0.0	OFF	406	0	0.00	0	70.2	70.2	70.2
5-6 AM	661	0.0	OFF	661	0	0.00	0	70.2	70.2	70.2
6-7 AM	1009	0.0	OFF	1009	0	0.00	0	70.2	70.2	70.2
7-8 AM	1400	0.0	OFF	1400	0	0.00	0	70.2	70.2	70.2
8-9 AM	1873	0.0	1499	1873	0	6.33	161	69.7	41.6	32.5
9-10 AM	2200	0.0	1499	1500	700	16.19+	399	69.3	25.5	32.5
10-11 AM	2459	0.0	1499	1500	959	16.15+	400	69.0	25.5	32.5
11AM-NOON	2673	0.0	1500	1500	1173	16.11+	400	68.7	25.5	32.5
NOON-1PM	2661	0.0	1500	1500	1161	16.12+	400	68.7	25.5	32.5
1-2 PM	2558	0.0	1499	1500	1058	16.13+	400	68.9	25.5	32.5
2-3 PM	2655	0.0	1500	1500	1155	16.12+	400	68.7	25.5	32.5
3-4 PM	2730	0.0	1500	1500	1230	16.10+	400	68.6	25.5	32.5
4-5 PM	2703	0.0	1500	1500	1203	16.11+	400	68.7	25.5	32.5
5-6 PM	2652	0.0	1500	1500	1152	16.12+	400	68.7	25.5	32.5
6-7 PM	2169	0.0	OFF	2169	0	0.25	18	69.4	67.6	67.6
7-8 PM	1886	0.0	OFF	1886	0	0.00	0	69.7	69.7	69.7
8-9 PM	1625	0.0	OFF	1625	0	0.00	0	70.0	70.0	70.0
9-10 PM	1435	0.0	OFF	1435	0	0.00	0	70.2	70.2	70.2
10-11 PM	1168	0.0	OFF	1168	0	0.00	0	70.2	70.2	70.2
11PM-MID	860	0.0	OFF	860	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0686
MAIN ROUTE WITH WORKS	0.0506
'DIVERSION'	0.0393

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,328
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
 OFF-PEAK DAY 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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

