

<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>AUGUST</b> Analyzed for 2009 Construction Season
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**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	OFF	593	0	0.00	0	70.2	70.2	70.2
1-2 AM	434	0.0	OFF	434	0	0.00	0	70.2	70.2	70.2
2-3 AM	433	0.0	OFF	433	0	0.00	0	70.2	70.2	70.2
3-4 AM	468	0.0	OFF	468	0	0.00	0	70.2	70.2	70.2
4-5 AM	768	0.0	OFF	768	0	0.00	0	70.2	70.2	70.2
5-6 AM	1403	0.0	OFF	1403	0	0.00	0	70.2	70.2	70.2
6-7 AM	1927	0.0	OFF	1927	0	0.00	0	69.6	69.6	69.6
7-8 AM	2151	0.0	OFF	2151	0	0.00	0	69.4	69.4	69.4
8-9 AM	2190	0.0	OFF	2190	0	0.00	0	69.3	69.3	69.3
9-10 AM	2549	0.0	1499	1989	559	12.80+	322	68.9	29.3	32.9
10-11 AM	2752	0.0	1500	1500	1252	16.07+	400	68.6	25.5	33.3
11AM-NOON	2766	0.0	1500	1500	1266	16.06+	400	68.6	25.5	33.3
NOON-1PM	2879	0.0	1500	1500	1379	16.04+	400	68.4	25.5	33.3
1-2 PM	2977	0.0	1500	1500	1477	16.03+	400	68.3	25.5	33.3
2-3 PM	3105	0.0	1500	1500	1605	16.00+	400	68.2	25.5	33.3
3-4 PM	3088	0.0	1500	1500	1588	16.01+	400	68.2	25.5	33.3
4-5 PM	3059	0.0	OFF	3059	0	0.49	40	68.2	64.9	64.9
5-6 PM	3086	0.0	OFF	3086	0	0.00	0	68.2	68.2	68.2
6-7 PM	2743	0.0	OFF	2743	0	0.00	0	68.6	68.6	68.6
7-8 PM	2142	0.0	OFF	2142	0	0.00	0	69.4	69.4	69.4
8-9 PM	1661	0.0	OFF	1661	0	0.00	0	70.0	70.0	70.0
9-10 PM	1484	0.0	OFF	1484	0	0.00	0	70.2	70.2	70.2
10-11 PM	1381	0.0	OFF	1381	0	0.00	0	70.2	70.2	70.2
11PM-MID	1129	0.0	OFF	1129	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	0.0818
MAIN ROUTE WITH WORKS	0.0653
'DIVERSION'	0.0367
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$69,611
CONGESTED HOURS PER DAY*	7

\*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)**

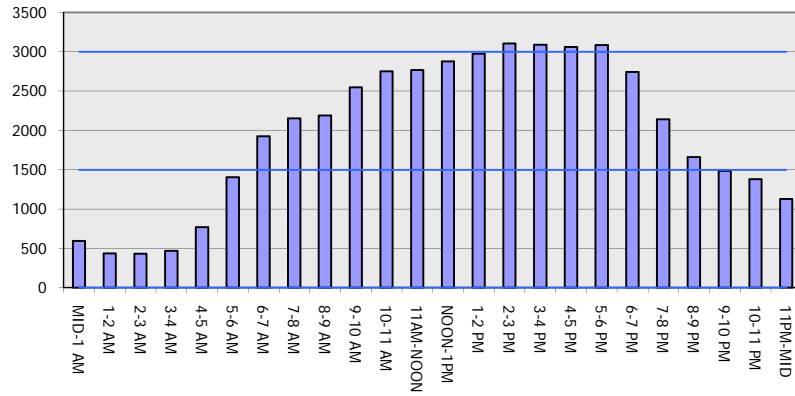
**AUGUST**

Analyzed for 2009  
 Construction Season

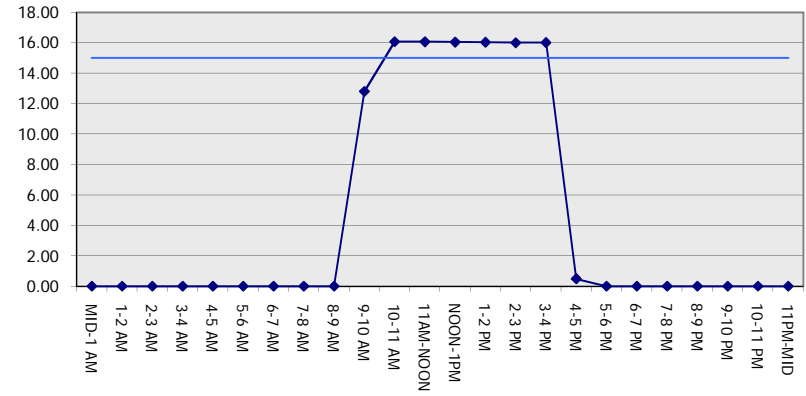
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

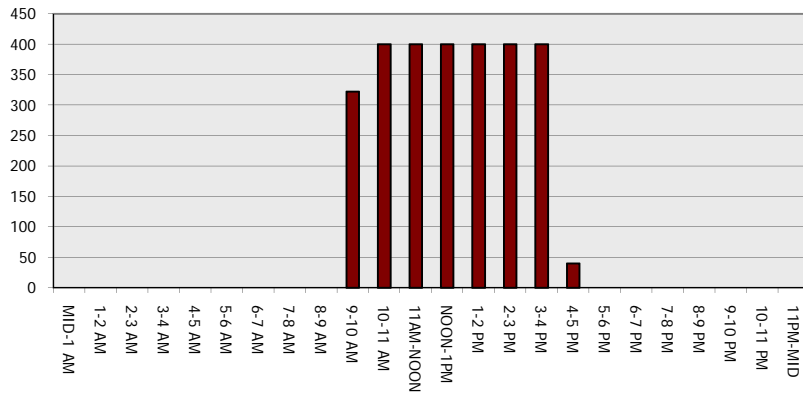
**Main Route - Traffic Demand (Vehicles Per Hour)**



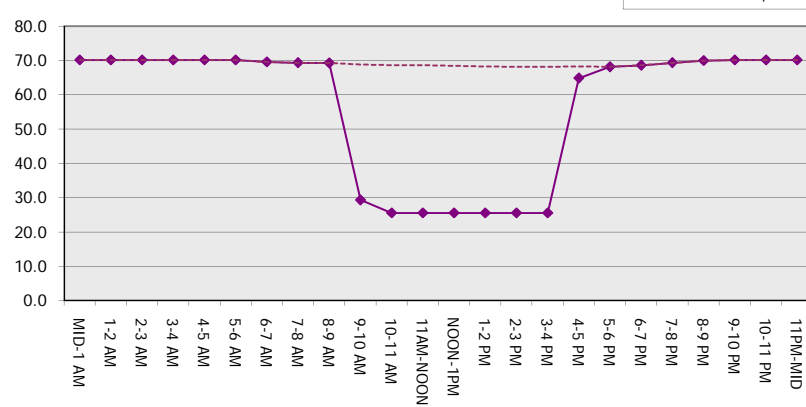
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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	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	OFF	706	0	0.00	0	70.2	70.2	70.2
1-2 AM	589	0.0	OFF	589	0	0.00	0	70.2	70.2	70.2
2-3 AM	413	0.0	OFF	413	0	0.00	0	70.2	70.2	70.2
3-4 AM	472	0.0	OFF	472	0	0.00	0	70.2	70.2	70.2
4-5 AM	680	0.0	OFF	680	0	0.00	0	70.2	70.2	70.2
5-6 AM	1283	0.0	OFF	1283	0	0.00	0	70.2	70.2	70.2
6-7 AM	2024	0.0	OFF	2024	0	0.00	0	69.6	69.6	69.6
7-8 AM	2313	0.0	OFF	2313	0	0.00	0	69.2	69.2	69.2
8-9 AM	2119	0.0	OFF	2119	0	0.00	0	69.4	69.4	69.4
9-10 AM	2357	0.0	1499	1887	470	11.54+	296	69.1	31.1	32.5
10-11 AM	2777	0.0	1500	1500	1277	16.09+	400	68.6	25.5	32.5
11AM-NOON	2926	0.0	1500	1500	1426	16.07+	400	68.4	25.5	32.5
NOON-1PM	3068	0.0	1500	1500	1568	16.04+	400	68.2	25.5	32.5
1-2 PM	3339	0.0	1500	1500	1839	15.99+	400	67.9	25.5	32.5
2-3 PM	3575	0.0	1500	1500	2075	15.95+	400	67.6	25.5	32.5
3-4 PM	3607	0.0	1500	1500	2107	15.94+	400	67.5	25.5	32.5
4-5 PM	3503	0.0	OFF	3503	0	0.61	30	67.7	63.7	63.7
5-6 PM	3582	0.0	OFF	3582	0	0.00	0	67.6	67.6	67.6
6-7 PM	3440	0.0	OFF	3440	0	0.00	0	67.8	67.8	67.8
7-8 PM	3227	0.0	OFF	3227	0	0.00	0	68.0	68.0	68.0
8-9 PM	2453	0.0	OFF	2453	0	0.00	0	69.0	69.0	69.0
9-10 PM	1914	0.0	OFF	1914	0	0.00	0	69.7	69.7	69.7
10-11 PM	1481	0.0	OFF	1481	0	0.00	0	70.2	70.2	70.2
11PM-MID	1080	0.0	OFF	1080	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	0.0918
MAIN ROUTE WITH WORKS	0.0724
'DIVERSION'	0.0432

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$74,541
CONGESTED HOURS PER DAY*	7

\*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)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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

