

<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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	536	0.0	OFF	536	0	0.00	0	70.2	70.2	70.2
1-2 AM	386	0.0	OFF	386	0	0.00	0	70.2	70.2	70.2
2-3 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2
3-4 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2
4-5 AM	722	0.0	OFF	722	0	0.00	0	70.2	70.2	70.2
5-6 AM	1469	0.0	OFF	1469	0	0.00	0	70.2	70.2	70.2
6-7 AM	2056	0.0	OFF	2056	0	0.00	0	69.5	69.5	69.5
7-8 AM	2260	0.0	OFF	2260	0	0.00	0	69.2	69.2	69.2
8-9 AM	2273	0.0	OFF	2273	0	0.00	0	69.2	69.2	69.2
9-10 AM	2481	0.0	1499	1976	505	12.66+	318	68.9	29.5	32.5
10-11 AM	2508	0.0	1500	1500	1008	16.15+	400	68.9	25.5	32.5
11AM-NOON	2491	0.0	1500	1500	991	16.16+	400	68.9	25.5	32.5
NOON-1PM	2470	0.0	1500	1500	970	16.16+	400	69.0	25.5	32.5
1-2 PM	2520	0.0	1500	1500	1020	16.15+	400	68.9	25.5	32.5
2-3 PM	2625	0.0	1500	1500	1125	16.13+	400	68.8	25.5	32.5
3-4 PM	2677	0.0	1500	1500	1177	16.12+	400	68.7	25.5	32.5
4-5 PM	2760	0.0	OFF	2760	0	0.43	34	68.6	65.6	65.6
5-6 PM	2860	0.0	OFF	2860	0	0.00	0	68.5	68.5	68.5
6-7 PM	2494	0.0	OFF	2494	0	0.00	0	68.9	68.9	68.9
7-8 PM	1779	0.0	OFF	1779	0	0.00	0	69.8	69.8	69.8
8-9 PM	1439	0.0	OFF	1439	0	0.00	0	70.2	70.2	70.2
9-10 PM	1297	0.0	OFF	1297	0	0.00	0	70.2	70.2	70.2
10-11 PM	1047	0.0	OFF	1047	0	0.00	0	70.2	70.2	70.2
11PM-MID	779	0.0	OFF	779	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

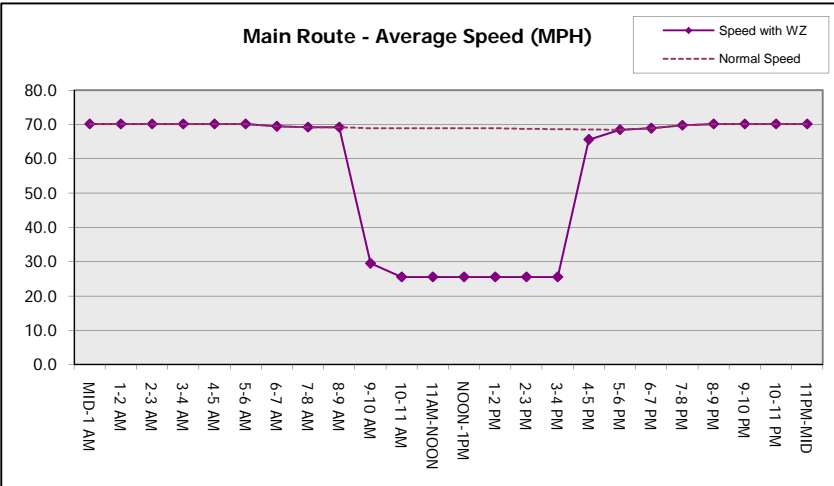
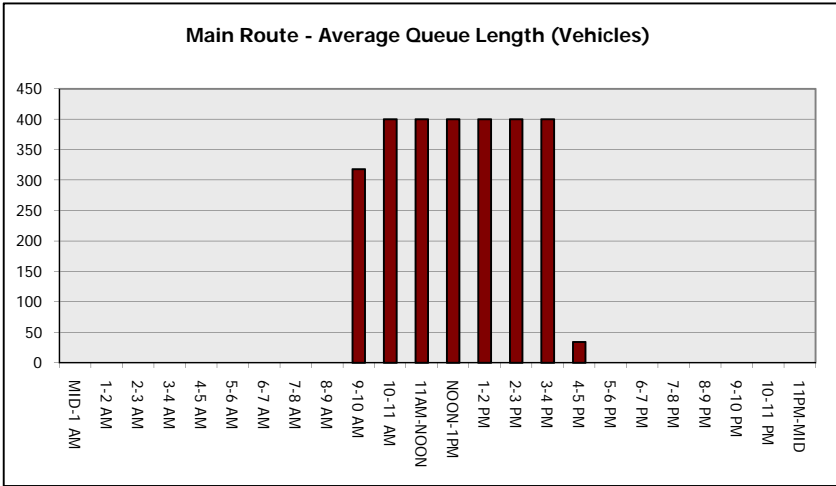
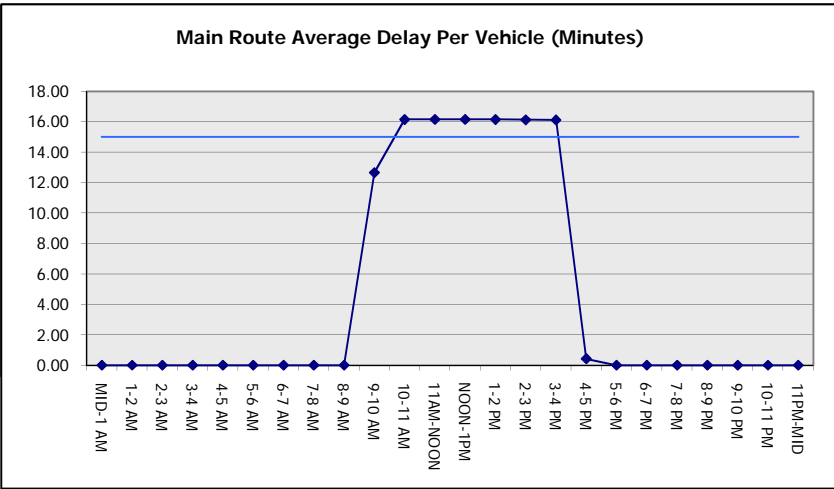
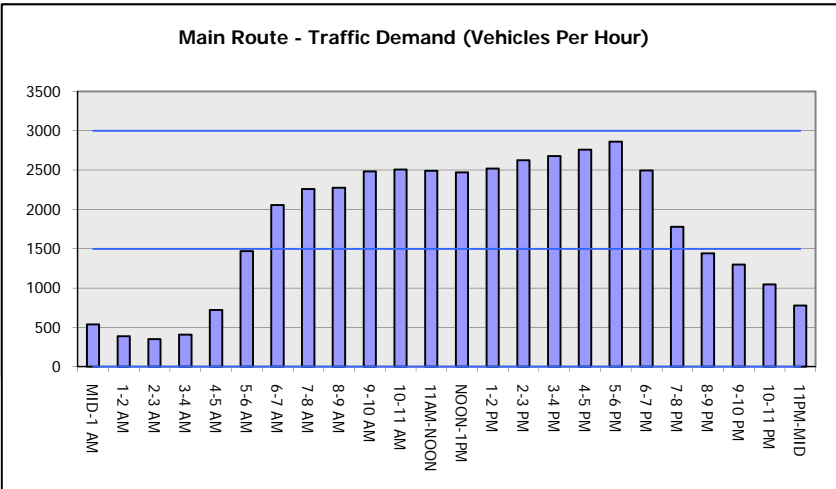
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0740
MAIN ROUTE WITH WORKS	0.0615
'DIVERSION'	0.0273
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,765
CONGESTED HOURS PER DAY*	7

\*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**  
**MON-THUR 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	555	0.0	OFF	555	0	0.00	0	70.2	70.2	70.2
1-2 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2
2-3 AM	342	0.0	OFF	342	0	0.00	0	70.2	70.2	70.2
3-4 AM	390	0.0	OFF	390	0	0.00	0	70.2	70.2	70.2
4-5 AM	611	0.0	OFF	611	0	0.00	0	70.2	70.2	70.2
5-6 AM	1219	0.0	OFF	1219	0	0.00	0	70.2	70.2	70.2
6-7 AM	2074	0.0	OFF	2074	0	0.00	0	69.5	69.5	69.5
7-8 AM	2356	0.0	OFF	2356	0	0.00	0	69.1	69.1	69.1
8-9 AM	1989	0.0	OFF	1989	0	0.00	0	69.6	69.6	69.6
9-10 AM	2095	0.0	1499	1905	190	9.76+	257	69.4	34.1	32.5
10-11 AM	2304	0.0	1500	1500	804	16.17+	400	69.2	25.5	32.5
11AM-NOON	2375	0.0	1500	1500	875	16.16+	400	69.1	25.5	32.5
NOON-1PM	2340	0.0	1500	1500	840	16.17+	400	69.1	25.5	32.5
1-2 PM	2414	0.0	1500	1500	914	16.15+	400	69.1	25.5	32.5
2-3 PM	2612	0.0	1500	1500	1112	16.12+	400	68.8	25.5	32.5
3-4 PM	2797	0.0	1500	1500	1297	16.09+	400	68.6	25.5	32.5
4-5 PM	2804	0.0	OFF	2804	0	0.33	25	68.6	66.3	66.3
5-6 PM	2724	0.0	OFF	2724	0	0.00	0	68.7	68.7	68.7
6-7 PM	2299	0.0	OFF	2299	0	0.00	0	69.2	69.2	69.2
7-8 PM	1764	0.0	OFF	1764	0	0.00	0	69.9	69.9	69.9
8-9 PM	1480	0.0	OFF	1480	0	0.00	0	70.2	70.2	70.2
9-10 PM	1292	0.0	OFF	1292	0	0.00	0	70.2	70.2	70.2
10-11 PM	1129	0.0	OFF	1129	0	0.00	0	70.2	70.2	70.2
11PM-MID	870	0.0	OFF	870	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	0.0716
MAIN ROUTE WITH WORKS	0.0604
'DIVERSION'	0.0242

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$56,737
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

