

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

**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	518	0.0	1500	518	0	0.43	0	70.2	67.1	46.8	
1-2 AM	428	0.0	1500	428	0	0.42	0	70.2	67.1	47.3	
2-3 AM	390	0.0	1500	390	0	0.42	0	70.2	67.1	47.4	
3-4 AM	441	0.0	1500	441	0	0.42	0	70.2	67.1	47.2	
4-5 AM	757	0.0	1500	757	0	0.46	0	70.2	66.8	45.8	
5-6 AM	1434	0.0	OFF	1434	0	0.00	0	70.2	70.2	70.2	
6-7 AM	2015	0.0	OFF	2015	0	0.00	0	69.6	69.6	69.6	
7-8 AM	2237	0.0	OFF	2237	0	0.00	0	69.2	69.2	69.2	
8-9 AM	2194	0.0	OFF	2194	0	0.00	0	69.3	69.3	69.3	
9-10 AM	2345	0.0	OFF	2345	0	0.00	0	69.1	69.1	69.1	
10-11 AM	2391	0.0	OFF	2391	0	0.00	0	69.1	69.1	69.1	
11AM-NOON	2492	0.0	OFF	2492	0	0.00	0	68.9	68.9	68.9	
NOON-1PM	2606	0.0	OFF	2606	0	0.00	0	68.8	68.8	68.8	
1-2 PM	2748	0.0	OFF	2748	0	0.00	0	68.6	68.6	68.6	
2-3 PM	2885	0.0	OFF	2885	0	0.00	0	68.4	68.4	68.4	
3-4 PM	2881	0.0	OFF	2881	0	0.00	0	68.4	68.4	68.4	
4-5 PM	2945	0.0	OFF	2945	0	0.00	0	68.4	68.4	68.4	
5-6 PM	2994	0.0	OFF	2994	0	0.00	0	68.3	68.3	68.3	
6-7 PM	2526	0.0	OFF	2526	0	0.00	0	68.9	68.9	68.9	
7-8 PM	2060	0.0	1499	1859	201	10.92+	283	69.5	32.2	32.5	
8-9 PM	1540	0.0	1500	1520	20	15.93+	390	70.1	25.9	32.4	
9-10 PM	1313	0.0	1499	1313	0	12.07	294	70.2	30.6	32.5	
10-11 PM	1256	0.0	1500	1256	0	3.74	88	70.2	50.1	36.0	
11PM-MID	867	0.0	1500	867	0	0.48	0	70.2	66.8	45.3	

"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

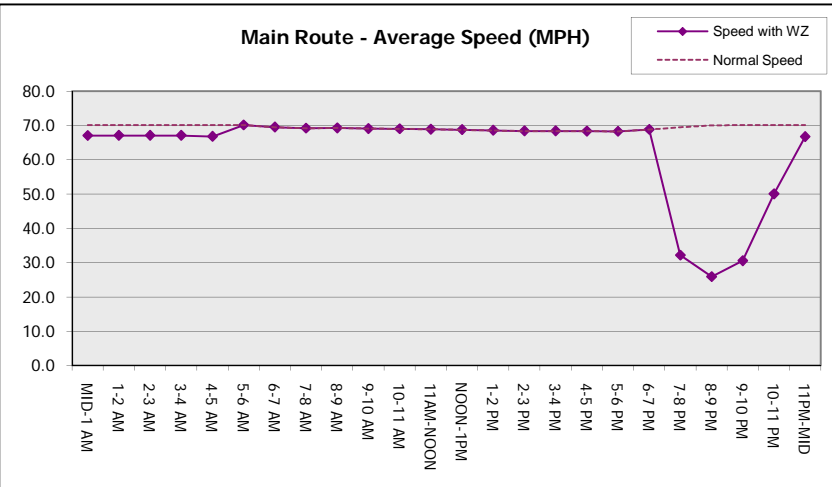
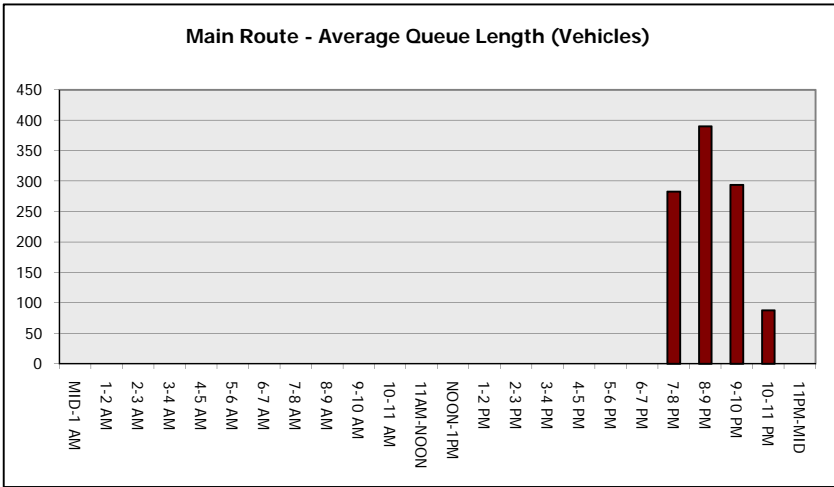
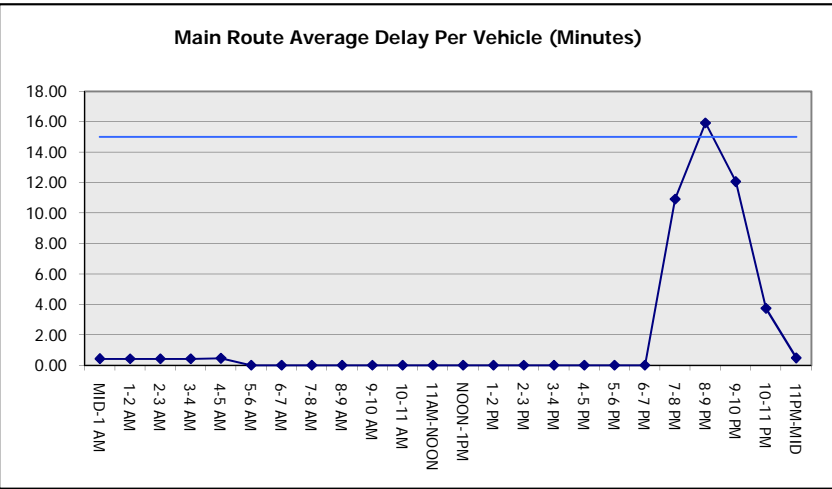
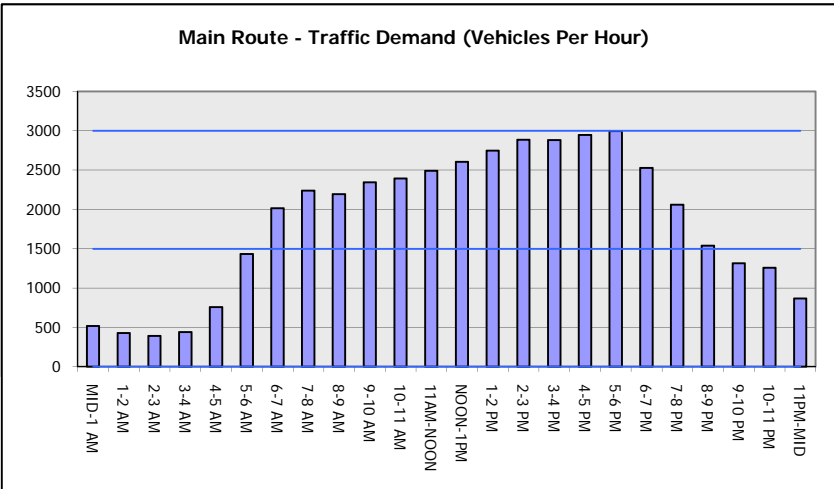
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0768
MAIN ROUTE WITH WORKS	0.0758
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,067
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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



<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b> <b>NIGHTTIME 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**

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	611	0.0	1500	611	0	0.45	0	70.2	66.9	46.5
1-2 AM	397	0.0	1500	397	0	0.42	0	70.2	67.1	47.4
2-3 AM	413	0.0	1500	413	0	0.42	0	70.2	67.1	47.3
3-4 AM	432	0.0	1500	432	0	0.42	0	70.2	67.1	47.2
4-5 AM	666	0.0	1500	666	0	0.45	0	70.2	66.9	46.2
5-6 AM	1300	0.0	OFF	1300	0	0.00	0	70.2	70.2	70.2
6-7 AM	2155	0.0	OFF	2155	0	0.00	0	69.4	69.4	69.4
7-8 AM	2294	0.0	OFF	2294	0	0.00	0	69.2	69.2	69.2
8-9 AM	2023	0.0	OFF	2023	0	0.00	0	69.6	69.6	69.6
9-10 AM	2265	0.0	OFF	2265	0	0.00	0	69.2	69.2	69.2
10-11 AM	2344	0.0	OFF	2344	0	0.00	0	69.1	69.1	69.1
11AM-NOON	2500	0.0	OFF	2500	0	0.00	0	68.9	68.9	68.9
NOON-1PM	2641	0.0	OFF	2641	0	0.00	0	68.7	68.7	68.7
1-2 PM	2907	0.0	OFF	2907	0	0.00	0	68.4	68.4	68.4
2-3 PM	3144	0.0	OFF	3144	0	0.00	0	68.1	68.1	68.1
3-4 PM	3282	0.0	OFF	3282	0	0.00	0	67.9	67.9	67.9
4-5 PM	3387	0.0	OFF	3387	0	0.00	0	67.8	67.8	67.8
5-6 PM	3303	0.0	OFF	3303	0	0.00	0	67.9	67.9	67.9
6-7 PM	3066	0.0	OFF	3066	0	0.00	0	68.2	68.2	68.2
7-8 PM	2535	0.0	1499	1827	708	13.18+	330	68.9	28.8	36.5
8-9 PM	2102	0.0	1499	1540	562	16.03+	395	69.4	25.7	32.7
9-10 PM	1629	0.0	1500	1522	108	15.90+	389	70.0	25.9	32.5
10-11 PM	1259	0.0	1499	1259	0	11.75	290	70.2	31.1	33.2
11PM-MID	891	0.0	1500	891	0	1.11	20	70.2	62.7	45.1

"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	0.0825
MAIN ROUTE WITH WORKS	0.0794
'DIVERSION'	0.0055

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$25,554
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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

