

<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>AUGUST</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	787	0.0	1500	787	0	0.47	0	70.2	66.8	45.6
1-2 AM	552	0.0	1500	552	0	0.44	0	70.2	67.0	46.7
2-3 AM	416	0.0	1500	416	0	0.42	0	70.2	67.1	47.3
3-4 AM	387	0.0	1500	387	0	0.42	0	70.2	67.1	47.4
4-5 AM	437	0.0	1500	437	0	0.42	0	70.2	67.1	47.2
5-6 AM	621	0.0	1500	621	0	0.45	0	70.2	66.9	46.4
6-7 AM	934	0.0	1500	934	0	0.49	0	70.2	66.7	45.1
7-8 AM	1367	0.0	1499	1367	0	0.83	0	70.2	64.4	36.1
8-9 AM	1915	0.0	OFF	1915	0	0.00	0	69.7	69.7	69.7
9-10 AM	2674	0.0	OFF	2674	0	0.00	0	68.7	68.7	68.7
10-11 AM	3209	0.0	OFF	3209	0	0.00	0	68.1	68.1	68.1
11AM-NOON	3320	0.0	OFF	3320	0	0.00	0	67.9	67.9	67.9
NOON-1PM	3264	0.0	OFF	3264	0	0.00	0	68.0	68.0	68.0
1-2 PM	3165	0.0	OFF	3165	0	0.00	0	68.1	68.1	68.1
2-3 PM	3217	0.0	OFF	3217	0	0.00	0	68.1	68.1	68.1
3-4 PM	3099	0.0	OFF	3099	0	0.00	0	68.2	68.2	68.2
4-5 PM	2932	0.0	OFF	2932	0	0.00	0	68.4	68.4	68.4
5-6 PM	2692	0.0	OFF	2692	0	0.00	0	68.7	68.7	68.7
6-7 PM	2280	0.0	1499	1938	342	12.22+	309	69.2	30.2	32.5
7-8 PM	1918	0.0	1500	1495	423	16.23+	399	69.7	25.5	32.5
8-9 PM	1713	0.0	1499	1482	231	16.20+	398	69.9	25.6	32.5
9-10 PM	1750	0.0	1500	1500	250	16.27+	400	69.9	25.5	32.5
10-11 PM	1447	0.0	1499	1406	41	15.35+	375	70.2	26.5	32.5
11PM-MID	1052	0.0	1499	1052	0	4.58	133	70.2	47.1	39.7

"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

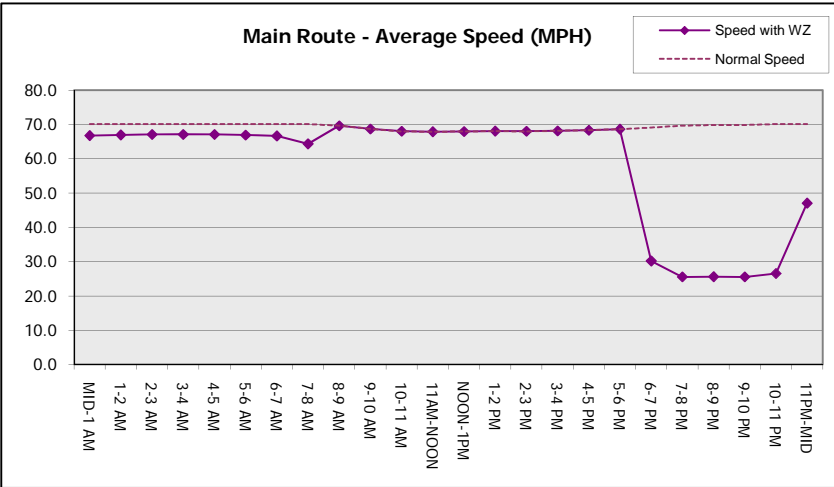
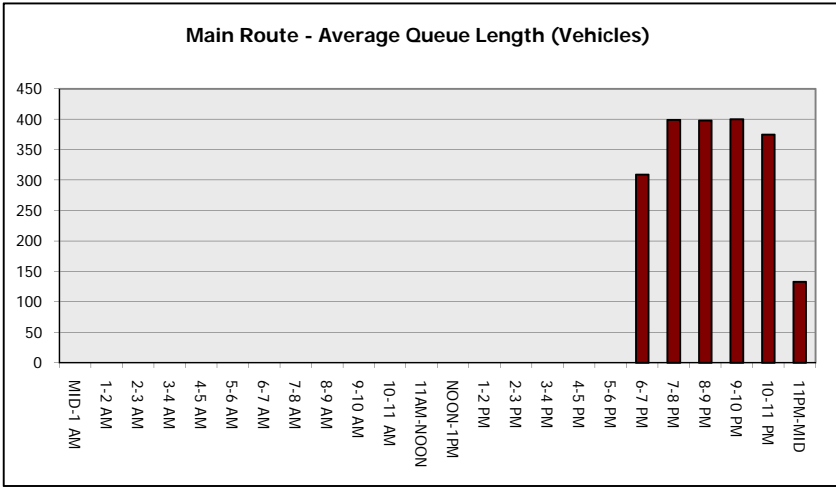
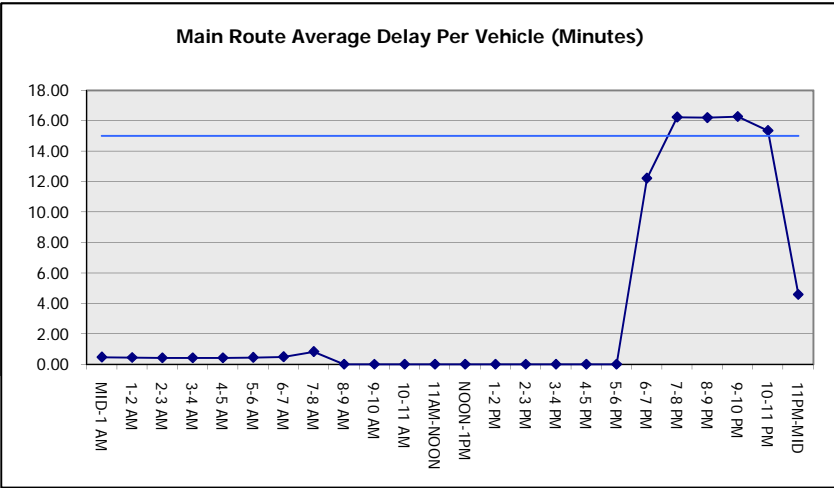
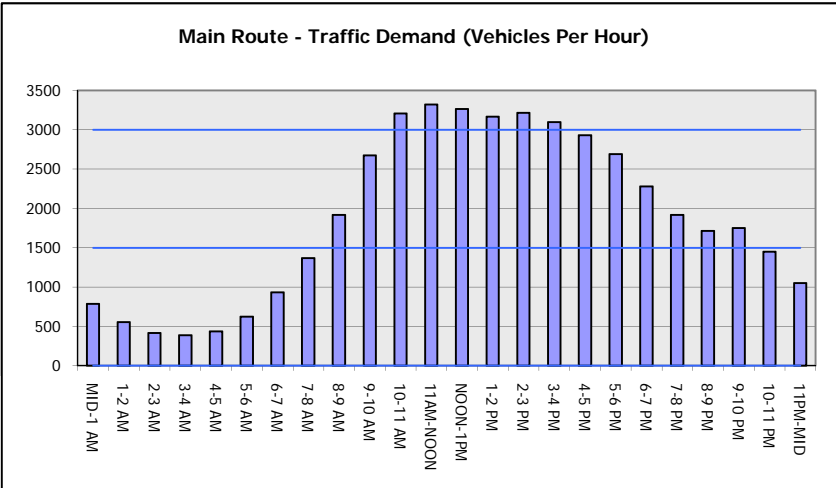
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0783
MAIN ROUTE WITH WORKS	0.0751
'DIVERSION'	0.0052
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,976
CONGESTED HOURS PER DAY*	5

\*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)**

**AUGUST**  
 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>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**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	700	0.0	1500	700	0	0.46	0	70.2	66.9	46.0
1-2 AM	439	0.0	1500	439	0	0.42	0	70.2	67.1	47.2
2-3 AM	384	0.0	1500	384	0	0.42	0	70.2	67.2	47.4
3-4 AM	325	0.0	1500	325	0	0.41	0	70.2	67.2	47.7
4-5 AM	413	0.0	1500	413	0	0.42	0	70.2	67.1	47.3
5-6 AM	693	0.0	1500	693	0	0.46	0	70.2	66.9	46.1
6-7 AM	1040	0.0	1499	1040	0	0.51	0	70.2	66.5	44.2
7-8 AM	1488	0.0	1499	1488	0	1.46	15	70.2	60.7	34.3
8-9 AM	2112	0.0	OFF	2112	0	0.02	0	69.4	69.3	69.3
9-10 AM	2563	0.0	OFF	2563	0	0.00	0	68.9	68.9	68.9
10-11 AM	2842	0.0	OFF	2842	0	0.00	0	68.5	68.5	68.5
11AM-NOON	3104	0.0	OFF	3104	0	0.00	0	68.2	68.2	68.2
NOON-1PM	3330	0.0	OFF	3330	0	0.00	0	67.9	67.9	67.9
1-2 PM	3229	0.0	OFF	3229	0	0.00	0	68.0	68.0	68.0
2-3 PM	3108	0.0	OFF	3108	0	0.00	0	68.2	68.2	68.2
3-4 PM	3075	0.0	OFF	3075	0	0.00	0	68.2	68.2	68.2
4-5 PM	3110	0.0	OFF	3110	0	0.00	0	68.2	68.2	68.2
5-6 PM	2718	0.0	OFF	2718	0	0.00	0	68.7	68.7	68.7
6-7 PM	2339	0.0	1499	1953	386	12.40+	313	69.1	29.9	32.5
7-8 PM	2178	0.0	1500	1500	678	16.20+	400	69.3	25.5	32.5
8-9 PM	1781	0.0	1499	1461	320	16.11+	396	69.8	25.6	32.5
9-10 PM	1699	0.0	1500	1500	199	16.28+	400	69.9	25.5	32.5
10-11 PM	1449	0.0	1499	1410	39	15.41+	377	70.2	26.5	32.5
11PM-MID	992	0.0	1499	992	0	4.08	122	70.2	48.8	40.6

"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	0.0782
MAIN ROUTE WITH WORKS	0.0745
'DIVERSION'	0.0065

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,494
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
 Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

