

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	1499	1434	0	1.27	11	70.2	61.7	35.5	
6-7 AM	2015	0.0	1500	1897	118	9.89+	258	69.6	33.9	32.4	
7-8 AM	2237	0.0	1500	1500	737	16.19+	400	69.2	25.5	32.5	
8-9 AM	2194	0.0	1500	1500	694	16.20+	400	69.3	25.5	32.5	
9-10 AM	2345	0.0	1500	1500	845	16.17+	400	69.1	25.5	32.5	
10-11 AM	2391	0.0	1500	1500	891	16.17+	400	69.1	25.5	32.5	
11AM-NOON	2492	0.0	1500	1500	992	16.15+	400	68.9	25.5	32.5	
NOON-1PM	2606	0.0	1500	1500	1106	16.13+	400	68.8	25.5	32.5	
1-2 PM	2748	0.0	1500	1500	1248	16.10+	400	68.6	25.5	32.5	
2-3 PM	2885	0.0	1500	1500	1385	16.08+	400	68.4	25.5	32.5	
3-4 PM	2881	0.0	1500	1500	1381	16.08+	400	68.4	25.5	32.5	
4-5 PM	2945	0.0	1500	1500	1445	16.07+	400	68.4	25.5	32.5	
5-6 PM	2994	0.0	1500	1500	1494	16.06+	400	68.3	25.5	32.5	
6-7 PM	2526	0.0	1500	1500	1026	16.14+	400	68.9	25.5	32.5	
7-8 PM	2060	0.0	1500	1500	560	16.22+	400	69.5	25.5	32.5	
8-9 PM	1540	0.0	1499	1415	125	15.51+	379	70.1	26.3	32.5	
9-10 PM	1313	0.0	1499	1313	0	11.27	273	70.2	31.7	32.5	
10-11 PM	1256	0.0	1500	1256	0	3.15	71	70.2	52.5	36.6	
11PM-MID	867	0.0	1500	867	0	0.48	0	70.2	66.8	45.3	

+ 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

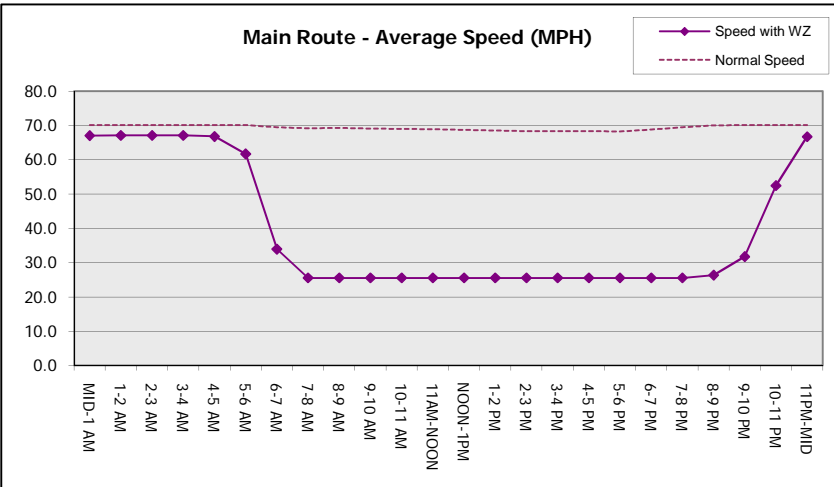
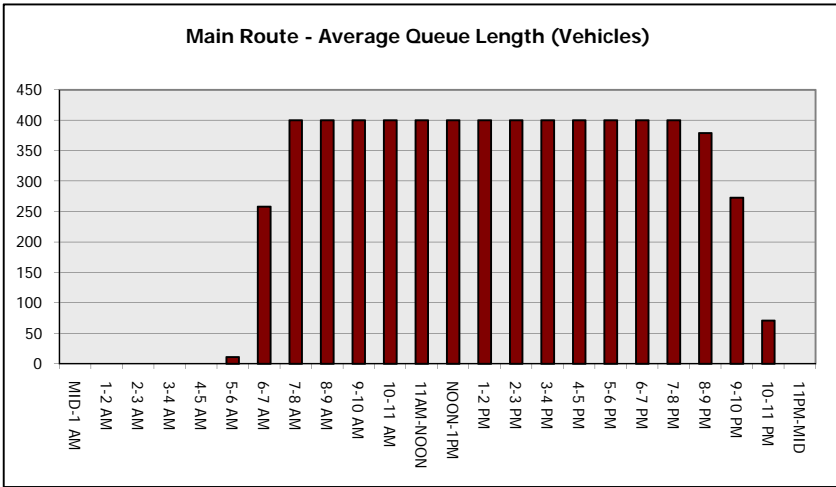
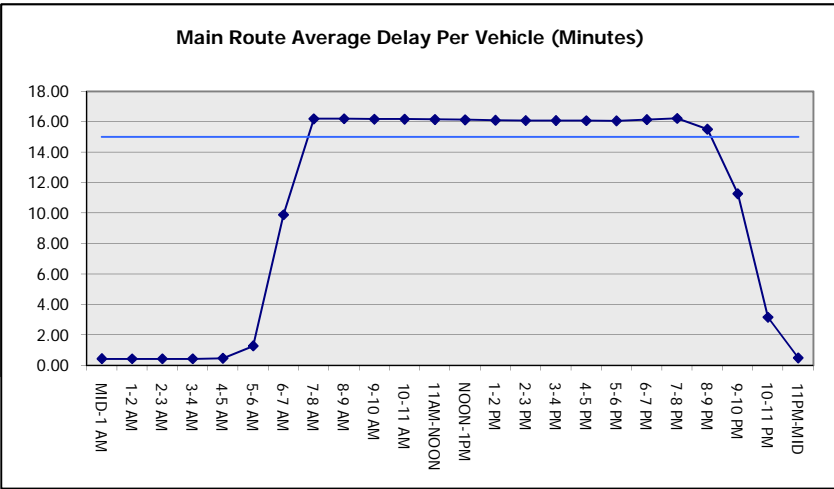
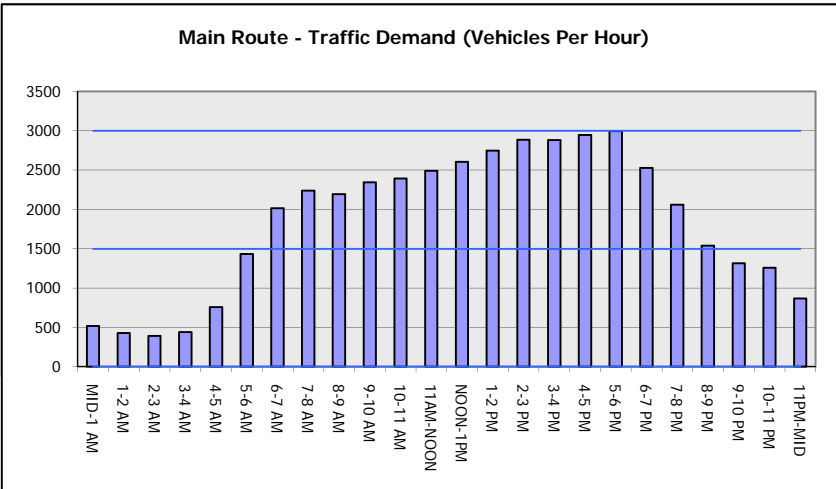
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0768
MAIN ROUTE WITH WORKS	0.0504
'DIVERSION'	0.0564
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$135,836
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	1499	1300	0	0.74	0	70.2	65.0	38.6
6-7 AM	2155	0.0	1499	1896	259	9.58+	254	69.4	34.4	32.5
7-8 AM	2294	0.0	1499	1500	794	16.17+	399	69.2	25.5	32.5
8-9 AM	2023	0.0	1500	1500	523	16.22+	400	69.6	25.5	32.5
9-10 AM	2265	0.0	1500	1500	765	16.18+	400	69.2	25.5	32.5
10-11 AM	2344	0.0	1500	1500	844	16.16+	400	69.1	25.5	32.5
11AM-NOON	2500	0.0	1500	1500	1000	16.14+	400	68.9	25.5	32.5
NOON-1PM	2641	0.0	1500	1500	1141	16.11+	400	68.7	25.5	32.5
1-2 PM	2907	0.0	1500	1500	1407	16.07+	400	68.4	25.5	32.5
2-3 PM	3144	0.0	1500	1500	1644	16.03+	400	68.1	25.5	32.5
3-4 PM	3282	0.0	1500	1500	1782	16.00+	400	67.9	25.5	32.5
4-5 PM	3387	0.0	1500	1500	1887	15.98+	400	67.8	25.5	32.5
5-6 PM	3303	0.0	1500	1500	1803	16.00+	400	67.9	25.5	32.5
6-7 PM	3066	0.0	1500	1500	1566	16.04+	400	68.2	25.5	32.5
7-8 PM	2535	0.0	1500	1500	1035	16.13+	400	68.9	25.5	32.5
8-9 PM	2102	0.0	1500	1500	602	16.21+	400	69.4	25.5	32.5
9-10 PM	1629	0.0	1500	1501	128	16.28+	399	70.0	25.5	32.5
10-11 PM	1259	0.0	1499	1259	0	12.10	299	70.2	30.5	33.0
11PM-MID	891	0.0	1500	891	0	1.18	23	70.2	62.3	45.1

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0825
MAIN ROUTE WITH WORKS	0.0507
'DIVERSION'	0.0690

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$151,715
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

