

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

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	439	0.0	1500	439	0	0.42	0	70.2	67.1	47.2	
1-2 AM	349	0.0	1500	349	0	0.41	0	70.2	67.2	47.6	
2-3 AM	325	0.0	1500	325	0	0.41	0	70.2	67.2	47.7	
3-4 AM	379	0.0	1500	379	0	0.42	0	70.2	67.2	47.4	
4-5 AM	660	0.0	1500	660	0	0.45	0	70.2	66.9	46.2	
5-6 AM	1402	0.0	1499	1402	0	1.18	9	70.2	62.3	36.3	
6-7 AM	2073	0.0	1500	1867	206	10.14+	265	69.5	33.4	32.4	
7-8 AM	2287	0.0	1500	1500	787	16.17+	400	69.2	25.5	32.5	
8-9 AM	2148	0.0	1500	1500	648	16.20+	400	69.4	25.5	32.5	
9-10 AM	2174	0.0	1500	1500	674	16.19+	400	69.4	25.5	32.5	
10-11 AM	2142	0.0	1500	1500	642	16.20+	400	69.4	25.5	32.5	
11AM-NOON	2212	0.0	1500	1500	712	16.19+	400	69.3	25.5	32.5	
NOON-1PM	2276	0.0	1500	1500	776	16.18+	400	69.2	25.5	32.5	
1-2 PM	2354	0.0	1500	1500	854	16.16+	400	69.1	25.5	32.5	
2-3 PM	2455	0.0	1500	1500	955	16.15+	400	69.0	25.5	32.5	
3-4 PM	2669	0.0	1500	1500	1169	16.11+	400	68.7	25.5	32.5	
4-5 PM	2746	0.0	1500	1500	1246	16.10+	400	68.6	25.5	32.5	
5-6 PM	2792	0.0	1500	1500	1292	16.09+	400	68.6	25.5	32.5	
6-7 PM	2256	0.0	1500	1500	756	16.18+	400	69.2	25.5	32.5	
7-8 PM	1626	0.0	1500	1490	136	16.24+	398	70.0	25.6	32.5	
8-9 PM	1328	0.0	1499	1328	0	13.23	323	70.2	29.0	32.5	
9-10 PM	1191	0.0	1499	1191	0	3.60	91	70.2	50.6	37.9	
10-11 PM	961	0.0	1500	961	0	0.49	0	70.2	66.7	45.0	
11PM-MID	691	0.0	1500	691	0	0.46	0	70.2	66.9	46.1	

+ 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

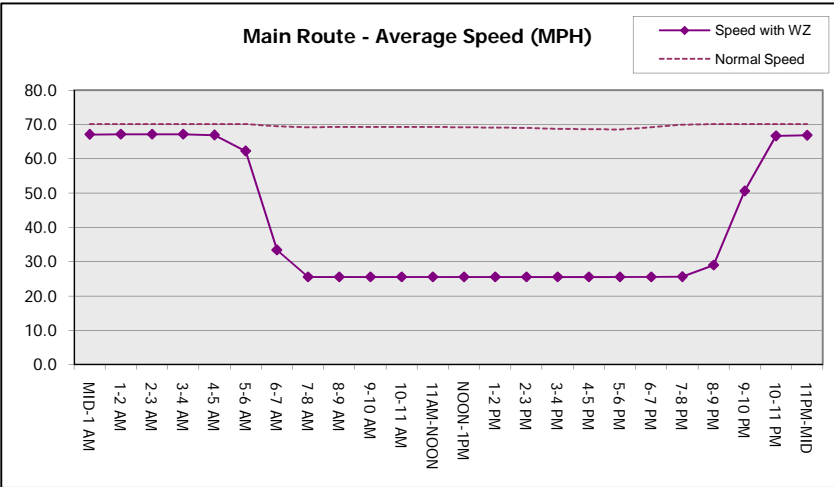
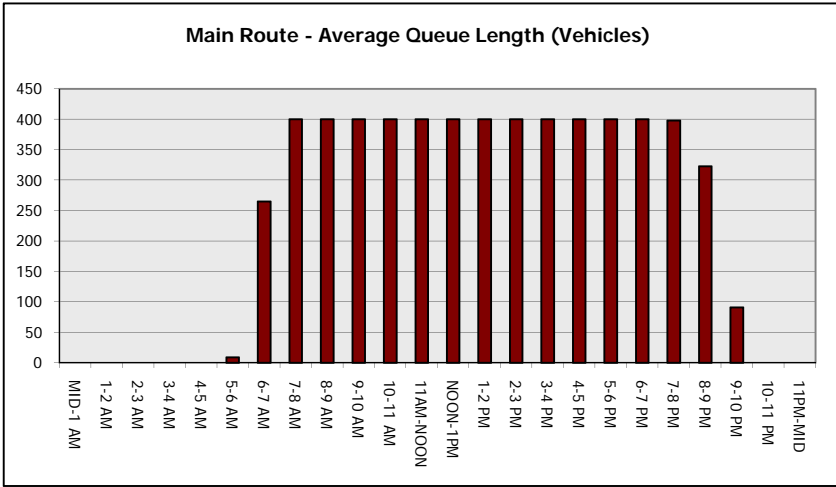
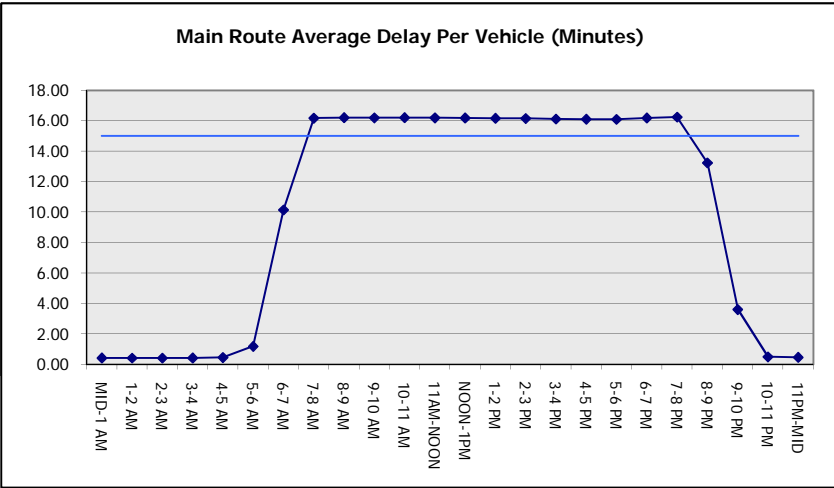
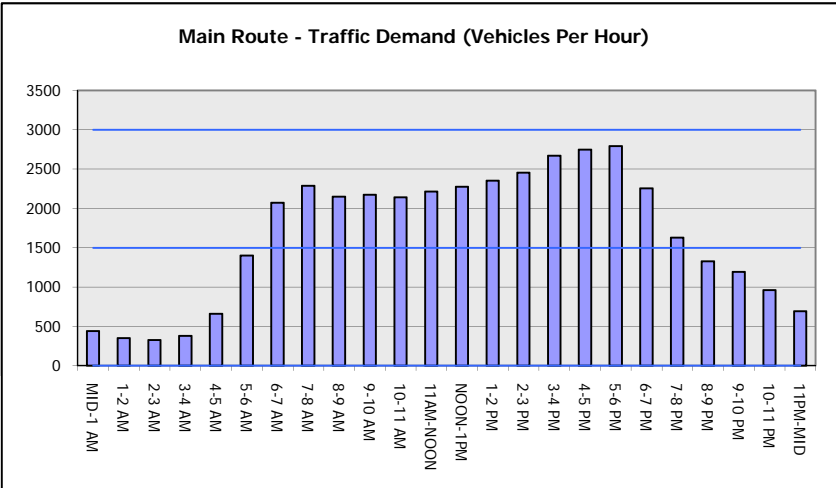
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0693
MAIN ROUTE WITH WORKS	0.0485
'DIVERSION'	0.0436
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$116,961
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR 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

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	465	0.0	1500	465	0	0.43	0	70.2	67.1	47.1
1-2 AM	357	0.0	1500	357	0	0.41	0	70.2	67.2	47.6
2-3 AM	323	0.0	1500	323	0	0.41	0	70.2	67.2	47.7
3-4 AM	353	0.0	1500	353	0	0.41	0	70.2	67.2	47.6
4-5 AM	598	0.0	1500	598	0	0.44	0	70.2	67.0	46.5
5-6 AM	1215	0.0	1499	1215	0	0.68	0	70.2	65.4	39.8
6-7 AM	2072	0.0	1499	1977	95	8.71+	236	69.5	36.1	32.5
7-8 AM	2274	0.0	1500	1491	783	16.16+	399	69.2	25.5	32.5
8-9 AM	1931	0.0	1499	1453	478	16.07+	395	69.6	25.6	32.5
9-10 AM	1995	0.0	1500	1500	495	16.23+	400	69.6	25.5	32.5
10-11 AM	2116	0.0	1500	1500	616	16.21+	400	69.4	25.5	32.5
11AM-NOON	2108	0.0	1500	1500	608	16.21+	400	69.4	25.5	32.5
NOON-1PM	2095	0.0	1500	1500	595	16.21+	400	69.4	25.5	32.5
1-2 PM	2194	0.0	1500	1500	694	16.19+	400	69.3	25.5	32.5
2-3 PM	2406	0.0	1500	1500	906	16.16+	400	69.1	25.5	32.5
3-4 PM	2666	0.0	1500	1500	1166	16.11+	400	68.7	25.5	32.5
4-5 PM	2691	0.0	1500	1500	1191	16.11+	400	68.7	25.5	32.5
5-6 PM	2525	0.0	1500	1500	1025	16.14+	400	68.9	25.5	32.5
6-7 PM	2101	0.0	1500	1500	601	16.21+	400	69.4	25.5	32.5
7-8 PM	1658	0.0	1500	1474	185	16.17+	397	70.0	25.6	32.5
8-9 PM	1361	0.0	1499	1361	0	13.88+	339	70.2	28.2	32.5
9-10 PM	1188	0.0	1499	1188	0	4.45	115	70.2	47.5	37.1
10-11 PM	970	0.0	1500	970	0	0.49	0	70.2	66.7	44.9
11PM-MID	708	0.0	1500	708	0	0.46	0	70.2	66.9	46.0

+ 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	0.0666
MAIN ROUTE WITH WORKS	0.0483
'DIVERSION'	0.0379

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,778
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

