

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

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	639	0.0	1500	639	0	0.45	0	70.2	66.9	46.3
1-2 AM	418	0.0	1500	418	0	0.42	0	70.2	67.1	47.3
2-3 AM	381	0.0	1500	381	0	0.42	0	70.2	67.2	47.4
3-4 AM	350	0.0	1500	350	0	0.41	0	70.2	67.2	47.6
4-5 AM	373	0.0	1500	373	0	0.42	0	70.2	67.2	47.5
5-6 AM	619	0.0	1500	619	0	0.45	0	70.2	66.9	46.4
6-7 AM	912	0.0	1500	912	0	0.48	0	70.2	66.7	45.1
7-8 AM	1311	0.0	1499	1311	0	0.76	0	70.2	64.9	37.7
8-9 AM	1796	0.0	1499	1796	0	4.90	117	69.8	45.8	32.5
9-10 AM	2289	0.0	1499	1573	716	15.90+	392	69.2	25.8	32.5
10-11 AM	2666	0.0	1500	1500	1166	16.12+	400	68.7	25.5	32.5
11AM-NOON	2840	0.0	1500	1500	1340	16.09+	400	68.5	25.5	32.5
NOON-1PM	2786	0.0	1500	1500	1286	16.10+	400	68.6	25.5	32.5
1-2 PM	2744	0.0	1500	1500	1244	16.10+	400	68.6	25.5	32.5
2-3 PM	2464	0.0	1500	1500	964	16.15+	400	69.0	25.5	32.5
3-4 PM	2833	0.0	1500	1500	1333	16.09+	400	68.5	25.5	32.5
4-5 PM	2506	0.0	1500	1500	1006	16.14+	400	68.9	25.5	32.5
5-6 PM	2396	0.0	1500	1500	896	16.16+	400	69.1	25.5	32.5
6-7 PM	1919	0.0	1499	1500	419	16.24+	400	69.7	25.5	32.5
7-8 PM	1569	0.0	1500	1529	40	16.12+	395	70.1	25.7	32.4
8-9 PM	1381	0.0	1499	1381	0	14.17+	346	70.2	27.8	32.5
9-10 PM	1339	0.0	1500	1339	0	8.84	209	70.2	36.0	32.5
10-11 PM	1064	0.0	1500	1064	0	1.16	19	70.2	62.4	43.1
11PM-MID	790	0.0	1500	790	0	0.47	0	70.2	66.8	45.6

+ 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

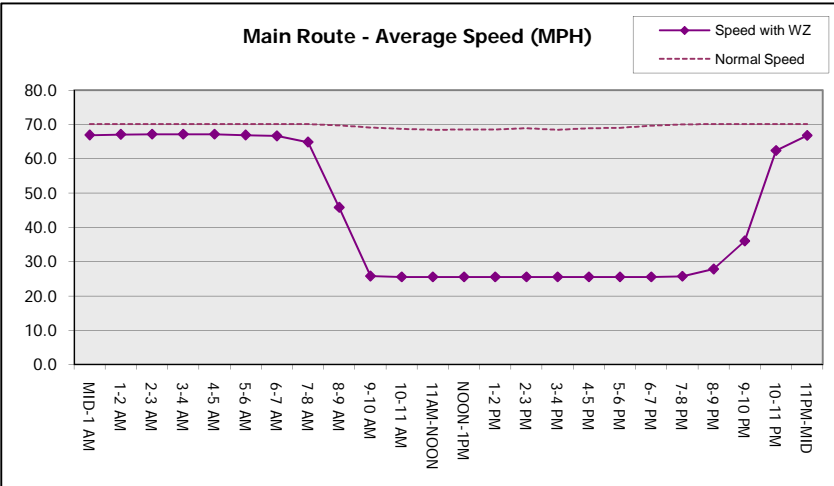
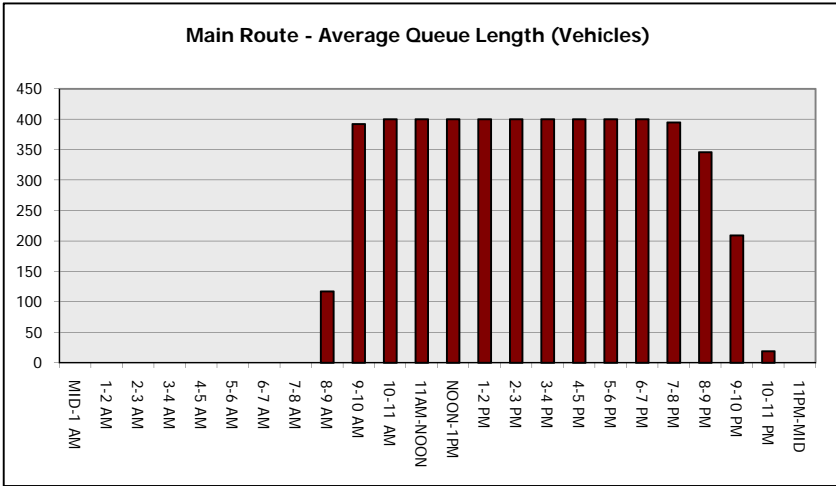
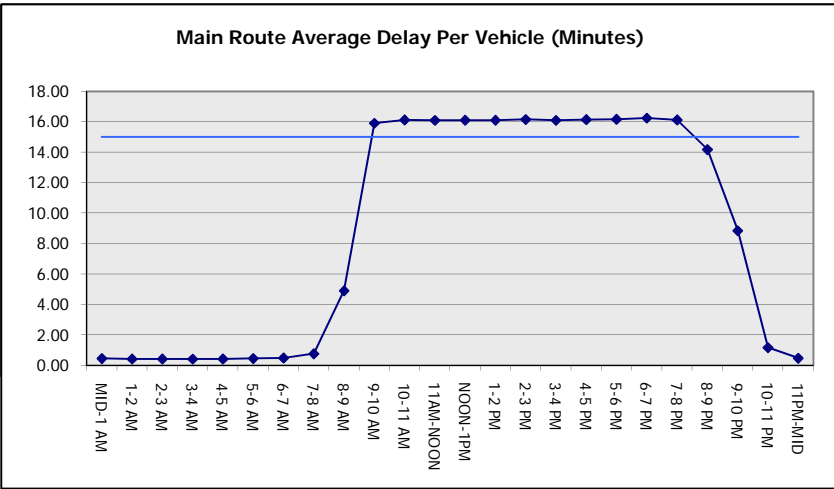
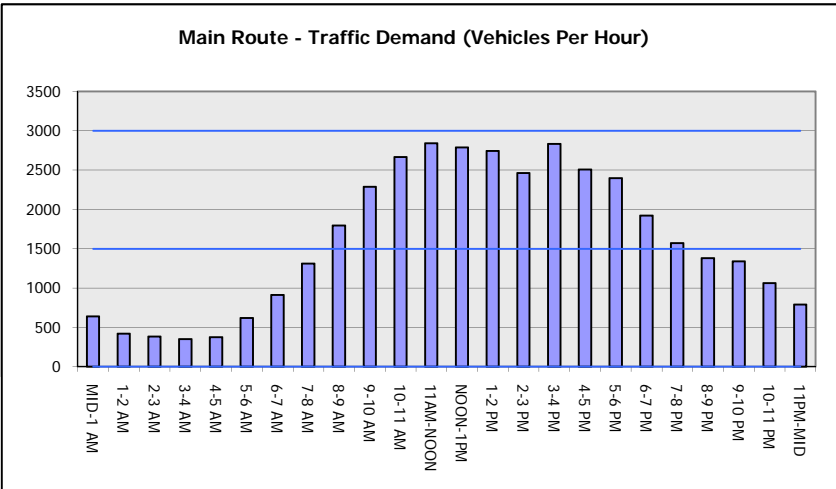
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0666
MAIN ROUTE WITH WORKS	0.0467
'DIVERSION'	0.0418
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$132,575
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	629	0.0	1500	629	0	0.45	0	70.2	66.9	46.3
1-2 AM	445	0.0	1500	445	0	0.42	0	70.2	67.1	47.1
2-3 AM	367	0.0	1500	367	0	0.42	0	70.2	67.2	47.5
3-4 AM	330	0.0	1500	330	0	0.41	0	70.2	67.2	47.7
4-5 AM	406	0.0	1500	406	0	0.42	0	70.2	67.1	47.3
5-6 AM	661	0.0	1500	661	0	0.45	0	70.2	66.9	46.2
6-7 AM	1009	0.0	1499	1009	0	0.49	0	70.2	66.6	44.8
7-8 AM	1400	0.0	1499	1400	0	0.91	0	70.2	63.9	35.2
8-9 AM	1873	0.0	1500	1873	0	6.49	165	69.7	41.2	32.4
9-10 AM	2200	0.0	1499	1500	700	16.19+	399	69.3	25.5	32.5
10-11 AM	2459	0.0	1500	1500	959	16.15+	400	69.0	25.5	32.5
11AM-NOON	2673	0.0	1500	1500	1173	16.11+	400	68.7	25.5	32.5
NOON-1PM	2661	0.0	1500	1500	1161	16.11+	400	68.7	25.5	32.5
1-2 PM	2558	0.0	1500	1500	1058	16.13+	400	68.9	25.5	32.5
2-3 PM	2655	0.0	1500	1500	1155	16.12+	400	68.7	25.5	32.5
3-4 PM	2730	0.0	1500	1500	1230	16.10+	400	68.6	25.5	32.5
4-5 PM	2703	0.0	1500	1500	1203	16.11+	400	68.7	25.5	32.5
5-6 PM	2652	0.0	1500	1500	1152	16.12+	400	68.7	25.5	32.5
6-7 PM	2169	0.0	1500	1500	669	16.20+	400	69.4	25.5	32.5
7-8 PM	1886	0.0	1500	1500	386	16.25+	400	69.7	25.5	32.5
8-9 PM	1625	0.0	1500	1528	98	16.15+	396	70.0	25.6	32.5
9-10 PM	1435	0.0	1499	1427	8	15.51+	379	70.2	26.3	32.5
10-11 PM	1168	0.0	1499	1168	0	7.09	184	70.2	39.9	35.8
11PM-MID	860	0.0	1500	860	0	0.48	0	70.2	66.8	45.4

+ 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	0.0686
MAIN ROUTE WITH WORKS	0.0477
'DIVERSION'	0.0440

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$142,017
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

