

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	593	0.0	1500	593	0	0.44	0	70.2	67.0	46.5	
1-2 AM	434	0.0	1500	434	0	0.42	0	70.2	67.1	47.2	
2-3 AM	433	0.0	1500	433	0	0.42	0	70.2	67.1	47.2	
3-4 AM	468	0.0	1500	468	0	0.43	0	70.2	67.1	47.1	
4-5 AM	768	0.0	1500	768	0	0.46	0	70.2	66.8	45.8	
5-6 AM	1403	0.0	1499	1403	0	1.07	5	70.2	63.0	35.8	
6-7 AM	1927	0.0	1500	1927	0	8.16	213	69.6	37.3	32.4	
7-8 AM	2151	0.0	1499	1500	651	16.21+	399	69.4	25.5	32.5	
8-9 AM	2190	0.0	1500	1500	690	16.20+	400	69.3	25.5	32.5	
9-10 AM	2549	0.0	1500	1500	1049	16.14+	400	68.9	25.5	32.5	
10-11 AM	2752	0.0	1500	1500	1252	16.11+	400	68.6	25.5	32.5	
11AM-NOON	2766	0.0	1500	1500	1266	16.10+	400	68.6	25.5	32.5	
NOON-1PM	2879	0.0	1500	1500	1379	16.08+	400	68.4	25.5	32.5	
1-2 PM	2977	0.0	1500	1500	1477	16.07+	400	68.3	25.5	32.5	
2-3 PM	3105	0.0	1500	1500	1605	16.05+	400	68.2	25.5	32.5	
3-4 PM	3088	0.0	1500	1500	1588	16.05+	400	68.2	25.5	32.5	
4-5 PM	3059	0.0	1500	1500	1559	16.05+	400	68.2	25.5	32.5	
5-6 PM	3086	0.0	1500	1500	1586	16.05+	400	68.2	25.5	32.5	
6-7 PM	2743	0.0	1500	1500	1243	16.11+	400	68.6	25.5	32.5	
7-8 PM	2142	0.0	1500	1499	643	16.21+	399	69.4	25.5	32.5	
8-9 PM	1661	0.0	1499	1448	213	16.08+	394	70.0	25.7	32.5	
9-10 PM	1484	0.0	1500	1475	10	16.03+	392	70.2	25.8	32.5	
10-11 PM	1381	0.0	1499	1381	0	13.37	325	70.2	28.8	32.5	
11PM-MID	1129	0.0	1499	1129	0	4.00	108	70.2	49.1	38.9	

+ 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

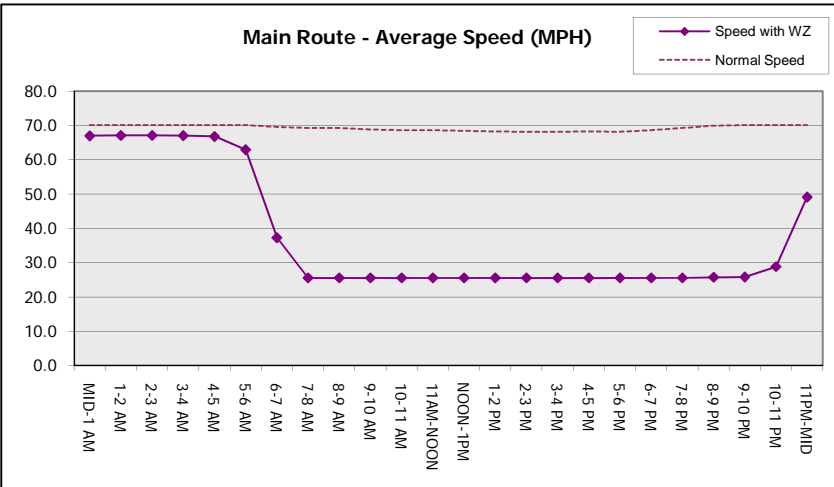
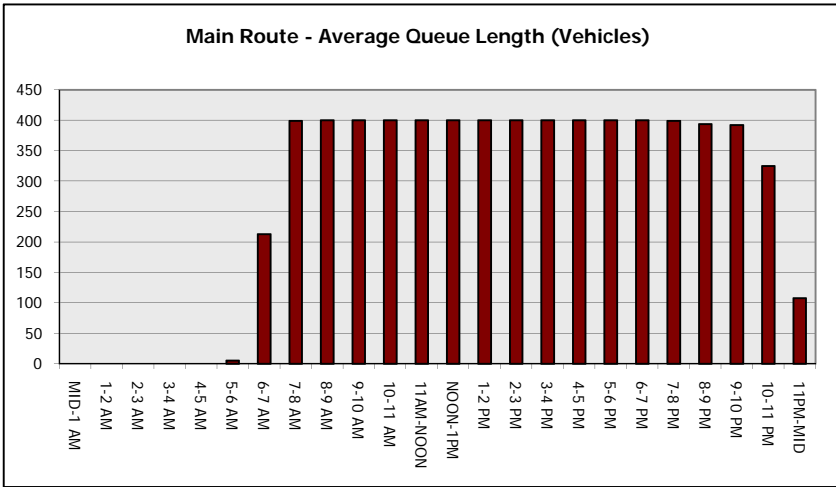
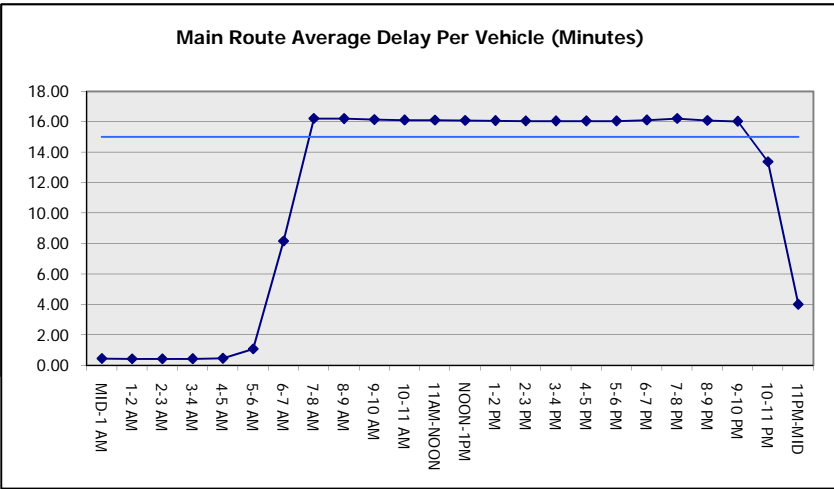
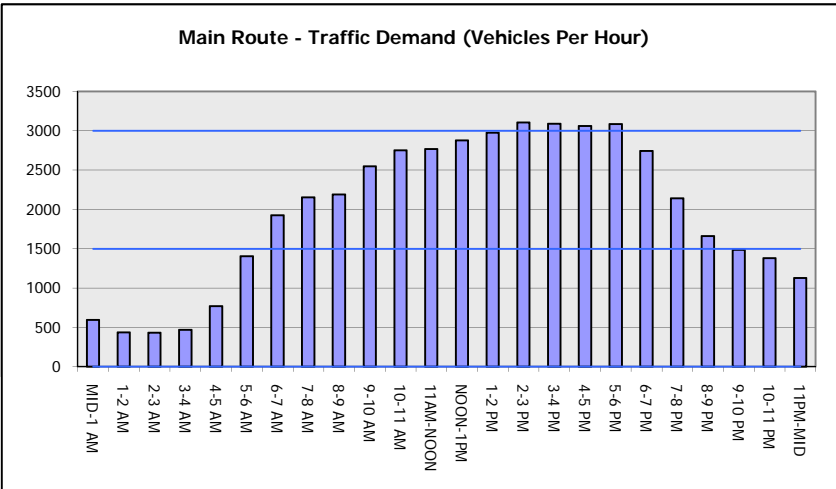
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0818
MAIN ROUTE WITH WORKS	0.0517
'DIVERSION'	0.0651
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,448
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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AUGUST
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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)	AUGUST
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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	706	0.0	1500	706	0	0.46	0	70.2	66.9	46.0	
1-2 AM	589	0.0	1500	589	0	0.44	0	70.2	67.0	46.5	
2-3 AM	413	0.0	1500	413	0	0.42	0	70.2	67.1	47.3	
3-4 AM	472	0.0	1500	472	0	0.43	0	70.2	67.1	47.0	
4-5 AM	680	0.0	1500	680	0	0.45	0	70.2	66.9	46.1	
5-6 AM	1283	0.0	1499	1283	0	0.72	0	70.2	65.1	39.0	
6-7 AM	2024	0.0	1499	2016	7	8.31+	228	69.6	36.9	32.5	
7-8 AM	2313	0.0	1500	1392	921	15.76+	391	69.2	25.9	33.8	
8-9 AM	2119	0.0	1500	1500	619	16.20+	400	69.4	25.5	32.5	
9-10 AM	2357	0.0	1500	1500	857	16.16+	400	69.1	25.5	32.5	
10-11 AM	2777	0.0	1500	1500	1277	16.09+	400	68.6	25.5	32.5	
11AM-NOON	2926	0.0	1500	1500	1426	16.07+	400	68.4	25.5	32.5	
NOON-1PM	3068	0.0	1500	1500	1568	16.04+	400	68.2	25.5	32.5	
1-2 PM	3339	0.0	1500	1500	1839	15.99+	400	67.9	25.5	32.5	
2-3 PM	3575	0.0	1500	1500	2075	15.95+	400	67.6	25.5	32.5	
3-4 PM	3607	0.0	1500	1500	2107	15.94+	400	67.5	25.5	32.5	
4-5 PM	3503	0.0	1500	1500	2003	15.96+	400	67.7	25.5	32.5	
5-6 PM	3582	0.0	1500	1500	2082	15.95+	400	67.6	25.5	32.5	
6-7 PM	3440	0.0	1500	1500	1940	15.98+	400	67.8	25.5	32.5	
7-8 PM	3227	0.0	1500	1500	1727	16.01+	400	68.0	25.5	32.5	
8-9 PM	2453	0.0	1500	1500	953	16.15+	400	69.0	25.5	32.5	
9-10 PM	1914	0.0	1500	1500	414	16.24+	400	69.7	25.5	32.5	
10-11 PM	1481	0.0	1500	1439	43	15.86+	388	70.2	26.0	32.5	
11PM-MID	1080	0.0	1499	1080	0	5.78	166	70.2	43.3	38.6	

+ 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	0.0918
MAIN ROUTE WITH WORKS	0.0518
'DIVERSION'	0.0878

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,655
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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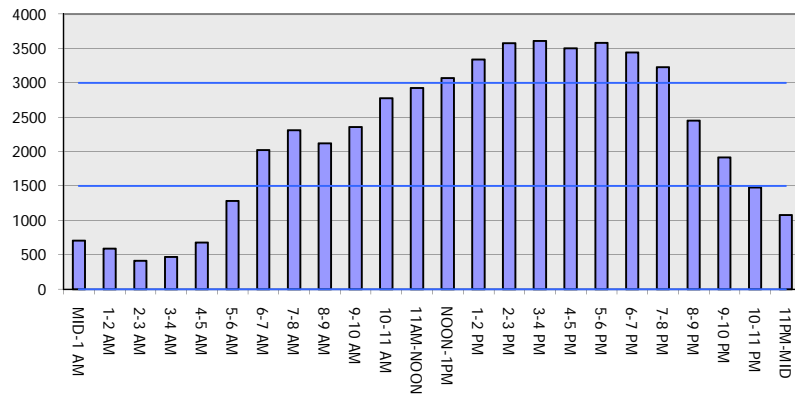
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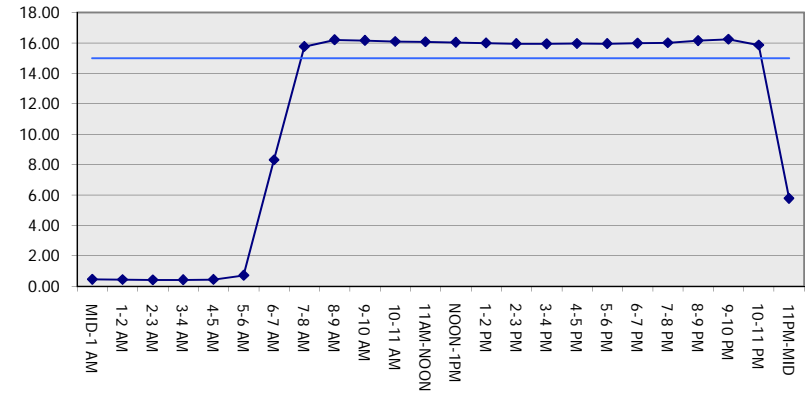
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

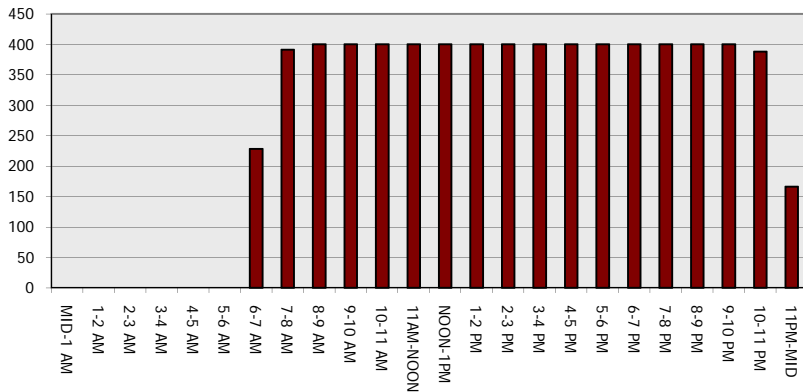
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

