

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

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	536	0.0	1500	536	0	0.44	0	70.2	67.0	46.8	
1-2 AM	386	0.0	1500	386	0	0.42	0	70.2	67.2	47.4	
2-3 AM	350	0.0	1500	350	0	0.41	0	70.2	67.2	47.6	
3-4 AM	407	0.0	1500	407	0	0.42	0	70.2	67.1	47.3	
4-5 AM	722	0.0	1500	722	0	0.46	0	70.2	66.9	46.0	
5-6 AM	1469	0.0	1499	1469	0	1.48	16	70.2	60.5	35.1	
6-7 AM	2056	0.0	1500	1807	249	10.98+	283	69.5	32.0	32.4	
7-8 AM	2260	0.0	1499	1500	760	16.18+	399	69.2	25.5	32.5	
8-9 AM	2273	0.0	1500	1500	773	16.18+	400	69.2	25.5	32.5	
9-10 AM	2481	0.0	1500	1500	981	16.15+	400	68.9	25.5	32.5	
10-11 AM	2508	0.0	1500	1500	1008	16.14+	400	68.9	25.5	32.5	
11AM-NOON	2491	0.0	1500	1500	991	16.14+	400	68.9	25.5	32.5	
NOON-1PM	2470	0.0	1500	1500	970	16.15+	400	69.0	25.5	32.5	
1-2 PM	2520	0.0	1500	1500	1020	16.14+	400	68.9	25.5	32.5	
2-3 PM	2625	0.0	1500	1500	1125	16.12+	400	68.8	25.5	32.5	
3-4 PM	2677	0.0	1500	1500	1177	16.11+	400	68.7	25.5	32.5	
4-5 PM	2760	0.0	1500	1500	1260	16.10+	400	68.6	25.5	32.5	
5-6 PM	2860	0.0	1500	1500	1360	16.08+	400	68.5	25.5	32.5	
6-7 PM	2494	0.0	1500	1500	994	16.14+	400	68.9	25.5	32.5	
7-8 PM	1779	0.0	1500	1514	265	16.20+	398	69.8	25.6	32.5	
8-9 PM	1439	0.0	1500	1439	0	15.26+	373	70.2	26.6	32.5	
9-10 PM	1297	0.0	1499	1297	0	9.85	238	70.2	34.1	32.8	
10-11 PM	1047	0.0	1500	1047	0	1.16	19	70.2	62.3	43.4	
11PM-MID	779	0.0	1500	779	0	0.47	0	70.2	66.8	45.7	

+ 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

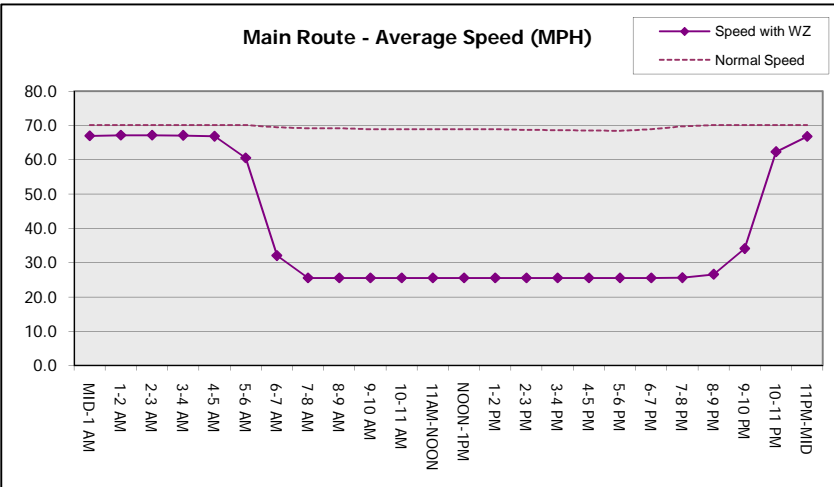
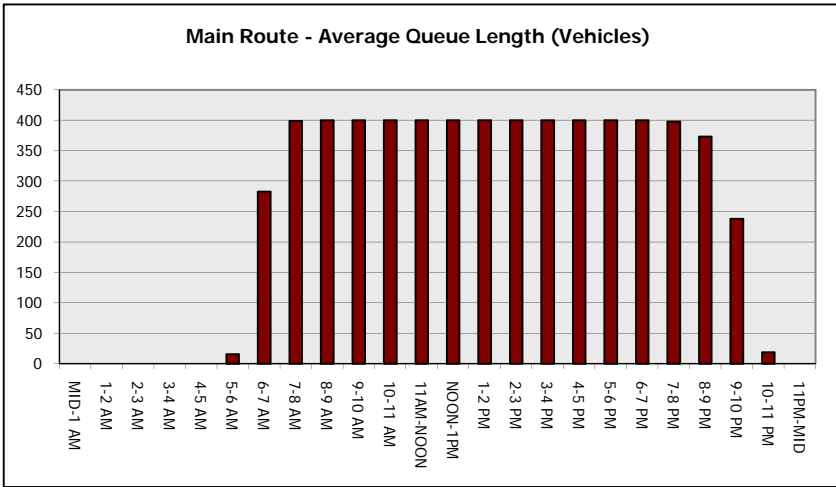
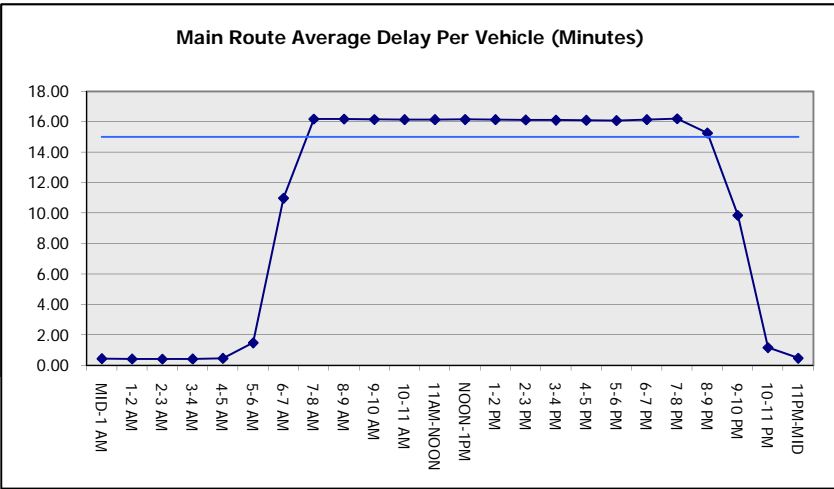
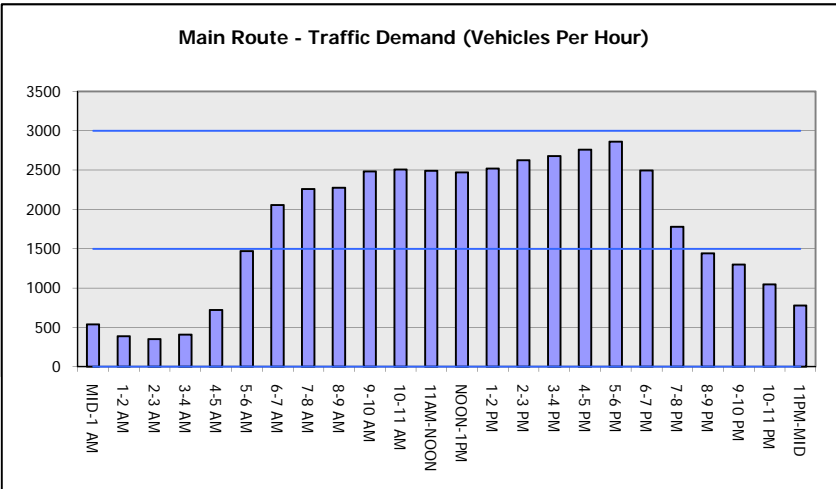
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0740
MAIN ROUTE WITH WORKS	0.0496
'DIVERSION'	0.0520
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,736
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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AUGUST
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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)	AUGUST
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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	555	0.0	1500	555	0	0.44	0	70.2	67.0	46.7
1-2 AM	444	0.0	1500	444	0	0.42	0	70.2	67.1	47.2
2-3 AM	342	0.0	1500	342	0	0.41	0	70.2	67.2	47.6
3-4 AM	390	0.0	1500	390	0	0.42	0	70.2	67.1	47.4
4-5 AM	611	0.0	1500	611	0	0.45	0	70.2	66.9	46.5
5-6 AM	1219	0.0	1499	1219	0	0.69	0	70.2	65.3	39.7
6-7 AM	2074	0.0	1499	1981	94	8.65+	234	69.5	36.2	32.5
7-8 AM	2356	0.0	1500	1494	862	16.15+	399	69.1	25.5	32.6
8-9 AM	1989	0.0	1499	1446	543	16.04+	395	69.6	25.7	32.5
9-10 AM	2095	0.0	1500	1500	595	16.21+	400	69.4	25.5	32.5
10-11 AM	2304	0.0	1500	1500	804	16.18+	400	69.2	25.5	32.5
11AM-NOON	2375	0.0	1500	1500	875	16.16+	400	69.1	25.5	32.5
NOON-1PM	2340	0.0	1500	1500	840	16.17+	400	69.1	25.5	32.5
1-2 PM	2414	0.0	1500	1500	914	16.16+	400	69.1	25.5	32.5
2-3 PM	2612	0.0	1500	1500	1112	16.12+	400	68.8	25.5	32.5
3-4 PM	2797	0.0	1500	1500	1297	16.09+	400	68.6	25.5	32.5
4-5 PM	2804	0.0	1500	1500	1304	16.09+	400	68.6	25.5	32.5
5-6 PM	2724	0.0	1500	1500	1224	16.10+	400	68.7	25.5	32.5
6-7 PM	2299	0.0	1500	1500	799	16.18+	400	69.2	25.5	32.5
7-8 PM	1764	0.0	1500	1494	270	16.24+	399	69.9	25.5	32.5
8-9 PM	1480	0.0	1499	1440	40	15.72+	384	70.2	26.1	32.5
9-10 PM	1292	0.0	1499	1292	0	10.75	261	70.2	32.6	32.6
10-11 PM	1129	0.0	1500	1129	0	1.68	33	70.2	59.4	41.2
11PM-MID	870	0.0	1500	870	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	0.0716
MAIN ROUTE WITH WORKS	0.0496
'DIVERSION'	0.0465

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$122,443
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

