

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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	787	0.0	3000	787	0	0.36	0	70.2	67.6	49.7
1-2 AM	552	0.0	3000	552	0	0.36	0	70.2	67.6	49.7
2-3 AM	416	0.0	3000	416	0	0.36	0	70.2	67.6	49.7
3-4 AM	387	0.0	3000	387	0	0.36	0	70.2	67.6	49.7
4-5 AM	437	0.0	3000	437	0	0.36	0	70.2	67.6	49.7
5-6 AM	621	0.0	3000	621	0	0.36	0	70.2	67.6	49.7
6-7 AM	934	0.0	3000	934	0	0.36	0	70.2	67.6	49.7
7-8 AM	1367	0.0	3000	1367	0	0.36	0	70.2	67.6	49.7
8-9 AM	1915	0.0	3000	1915	0	0.35	0	69.7	67.1	49.7
9-10 AM	2674	0.0	2999	2674	0	0.55	0	68.7	65.0	42.7
10-11 AM	3209	0.0	2999	3209	0	2.19	84	68.1	55.4	36.9
11AM-NOON	3320	0.0	3000	3320	0	7.25	366	67.9	38.8	36.9
NOON-1PM	3264	0.0	2999	3264	0	12.75+	665	68.0	29.2	36.9
1-2 PM	3165	0.0	2999	3000	165	15.28+	799	68.1	26.3	36.9
2-3 PM	3217	0.0	3000	3000	217	15.27+	800	68.1	26.3	36.9
3-4 PM	3099	0.0	3000	3000	99	15.29+	800	68.2	26.3	36.9
4-5 PM	2932	0.0	3000	2932	0	14.78+	771	68.4	26.8	36.9
5-6 PM	2692	0.0	2999	2692	0	11.41	590	68.7	31.2	36.9
6-7 PM	2280	0.0	2999	2280	0	2.46	136	69.2	54.9	45.5
7-8 PM	1918	0.0	3000	1918	0	0.35	0	69.7	67.1	49.7
8-9 PM	1713	0.0	3000	1713	0	0.36	0	69.9	67.3	49.7
9-10 PM	1750	0.0	3000	1750	0	0.36	0	69.9	67.3	49.7
10-11 PM	1447	0.0	3000	1447	0	0.36	0	70.2	67.6	49.7
11PM-MID	1052	0.0	3000	1052	0	0.36	0	70.2	67.6	49.7

+ 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

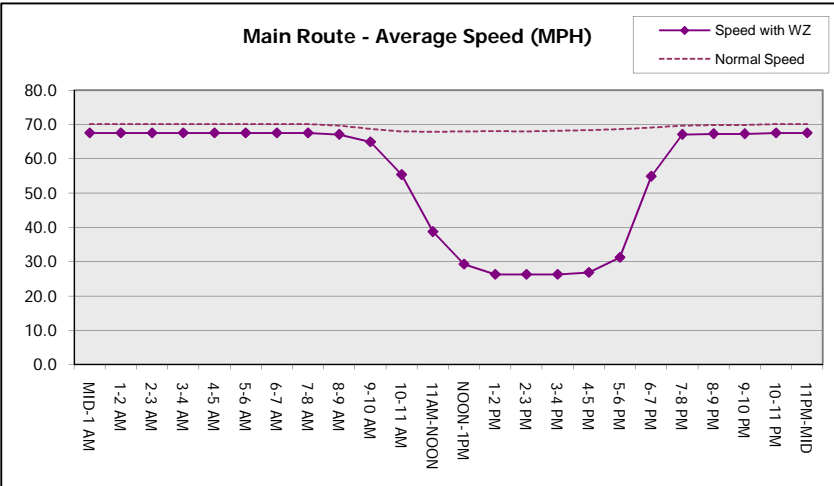
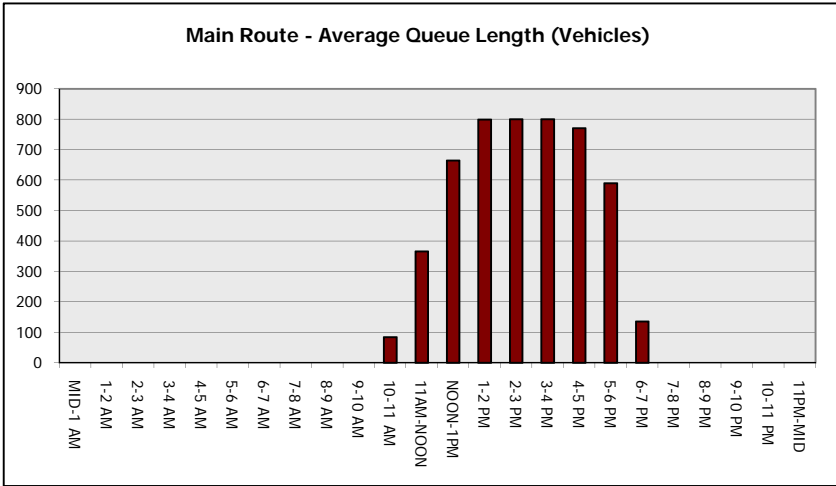
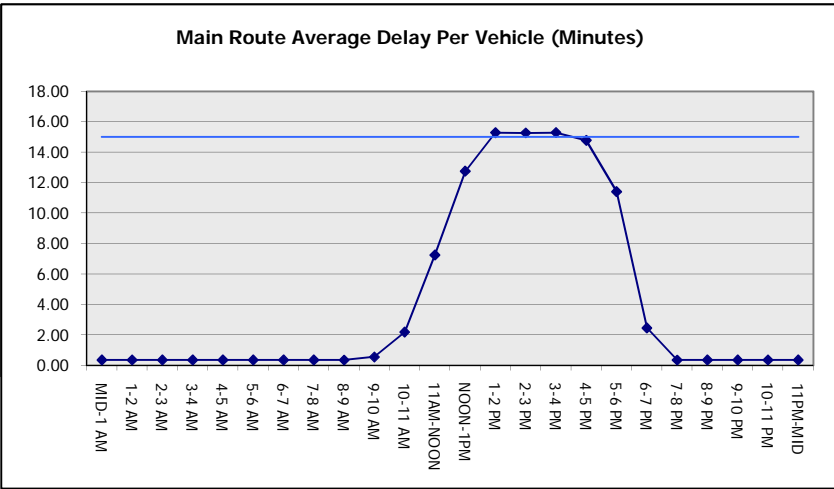
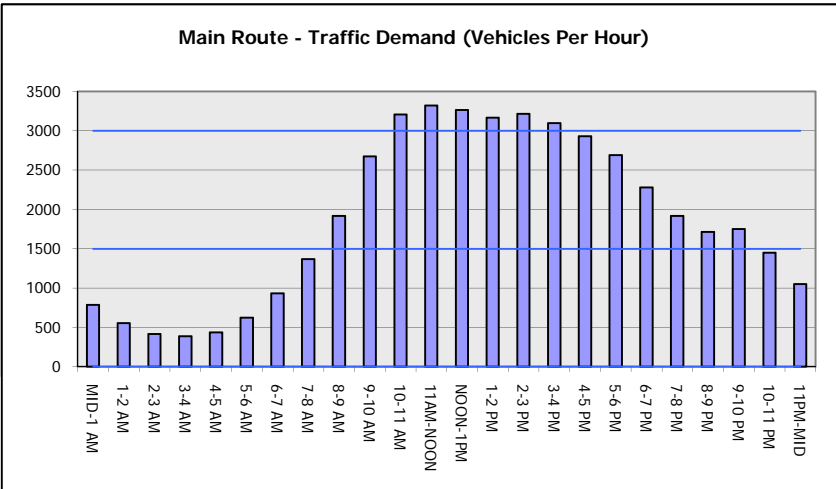
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0783
MAIN ROUTE WITH WORKS	0.0745
'DIVERSION'	0.0019
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$84,131
CONGESTED HOURS PER DAY*	5

*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) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	700	0.0	3000	700	0	0.36	0	70.2	67.6	49.7
1-2 AM	439	0.0	3000	439	0	0.36	0	70.2	67.6	49.7
2-3 AM	384	0.0	3000	384	0	0.36	0	70.2	67.6	49.7
3-4 AM	325	0.0	3000	325	0	0.36	0	70.2	67.6	49.7
4-5 AM	413	0.0	3000	413	0	0.36	0	70.2	67.6	49.7
5-6 AM	693	0.0	3000	693	0	0.36	0	70.2	67.6	49.7
6-7 AM	1040	0.0	3000	1040	0	0.36	0	70.2	67.6	49.7
7-8 AM	1488	0.0	3000	1488	0	0.36	0	70.2	67.6	49.7
8-9 AM	2112	0.0	3000	2112	0	0.35	0	69.4	66.9	49.7
9-10 AM	2563	0.0	3000	2563	0	0.48	0	68.9	65.6	44.8
10-11 AM	2842	0.0	2999	2842	0	0.66	0	68.5	64.1	39.4
11AM-NOON	3104	0.0	2999	3104	0	1.40	36	68.2	59.5	36.9
NOON-1PM	3330	0.0	3000	3330	0	5.38	264	67.9	43.6	36.9
1-2 PM	3229	0.0	2999	3229	0	10.77	555	68.0	32.1	36.9
2-3 PM	3108	0.0	2999	3108	0	13.85+	721	68.2	27.9	36.9
3-4 PM	3075	0.0	2999	3037	38	15.20+	794	68.2	26.4	36.9
4-5 PM	3110	0.0	3000	3000	110	15.29+	799	68.2	26.3	36.9
5-6 PM	2718	0.0	2999	2718	0	13.25+	690	68.7	28.7	36.9
6-7 PM	2339	0.0	2999	2339	0	3.88	223	69.1	49.0	43.6
7-8 PM	2178	0.0	3000	2178	0	0.35	0	69.3	66.9	49.7
8-9 PM	1781	0.0	3000	1781	0	0.35	0	69.8	67.3	49.7
9-10 PM	1699	0.0	3000	1699	0	0.36	0	69.9	67.4	49.7
10-11 PM	1449	0.0	3000	1449	0	0.36	0	70.2	67.6	49.7
11PM-MID	992	0.0	3000	992	0	0.36	0	70.2	67.6	49.7

+ 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	0.0782
MAIN ROUTE WITH WORKS	0.0750
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,636
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

