

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	522	0.0	1500	522	0	0.43	0	70.2	67.1	46.8	
1-2 AM	407	0.0	1500	407	0	0.42	0	70.2	67.1	47.3	
2-3 AM	400	0.0	1500	400	0	0.42	0	70.2	67.1	47.4	
3-4 AM	451	0.0	1500	451	0	0.43	0	70.2	67.1	47.1	
4-5 AM	759	0.0	1500	759	0	0.46	0	70.2	66.8	45.8	
5-6 AM	1358	0.0	1499	1358	0	0.85	1	70.2	64.3	36.6	
6-7 AM	1963	0.0	1500	1963	0	7.81	209	69.6	38.0	32.4	
7-8 AM	2203	0.0	1500	1494	709	16.18+	399	69.3	25.5	32.5	
8-9 AM	2150	0.0	1500	1500	650	16.21+	399	69.4	25.5	32.5	
9-10 AM	2271	0.0	1500	1500	771	16.19+	400	69.2	25.5	32.5	
10-11 AM	2429	0.0	1500	1500	929	16.16+	400	69.0	25.5	32.5	
11AM-NOON	2442	0.0	1500	1500	942	16.16+	400	69.0	25.5	32.5	
NOON-1PM	2641	0.0	1500	1500	1141	16.13+	400	68.7	25.5	32.5	
1-2 PM	2774	0.0	1500	1500	1274	16.11+	399	68.6	25.5	32.5	
2-3 PM	2874	0.0	1500	1500	1374	16.09+	400	68.5	25.5	32.5	
3-4 PM	2971	0.0	1500	1500	1471	16.07+	400	68.4	25.5	32.5	
4-5 PM	3181	0.0	1500	1500	1681	16.03+	400	68.1	25.5	32.5	
5-6 PM	3255	0.0	1500	1500	1755	16.02+	400	68.0	25.5	32.5	
6-7 PM	2703	0.0	1500	1500	1203	16.12+	400	68.7	25.5	32.5	
7-8 PM	1951	0.0	1499	1438	512	16.00+	393	69.6	25.7	32.5	
8-9 PM	1409	0.0	1499	1409	0	15.31+	375	70.2	26.5	32.5	
9-10 PM	1272	0.0	1499	1272	0	8.46	205	70.2	36.8	33.4	
10-11 PM	1083	0.0	1500	1083	0	0.83	9	70.2	64.4	43.5	
11PM-MID	830	0.0	1500	830	0	0.47	0	70.2	66.8	45.5	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0768
MAIN ROUTE WITH WORKS	0.0499
'DIVERSION'	0.0579
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,549
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

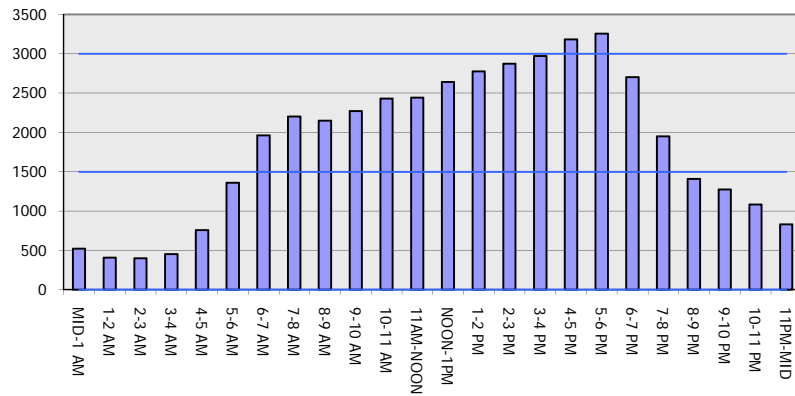
OCTOBER

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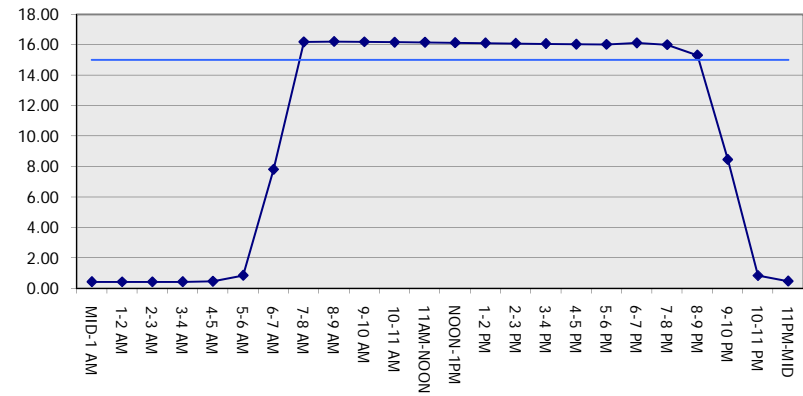
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

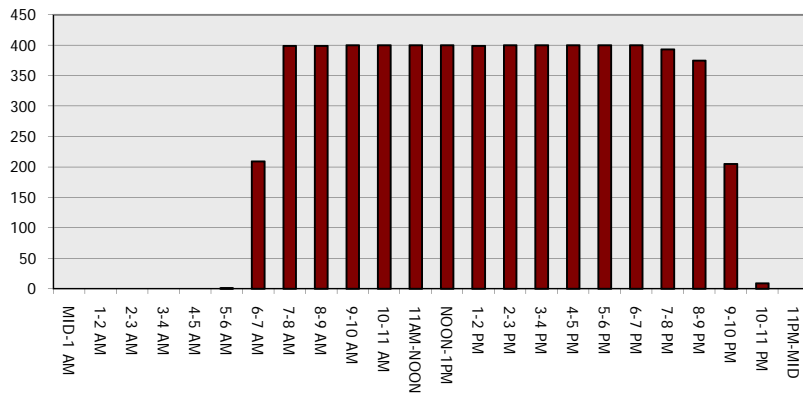
Main Route - Traffic Demand (Vehicles Per Hour)



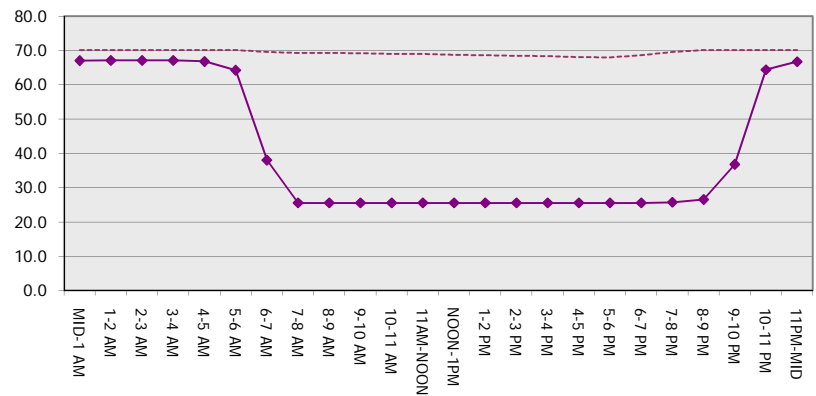
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	568	0.0	1500	568	0	0.44	0	70.2	67.0	46.6
1-2 AM	456	0.0	1500	456	0	0.43	0	70.2	67.1	47.1
2-3 AM	398	0.0	1500	398	0	0.42	0	70.2	67.1	47.4
3-4 AM	457	0.0	1500	457	0	0.43	0	70.2	67.1	47.1
4-5 AM	628	0.0	1500	628	0	0.45	0	70.2	66.9	46.3
5-6 AM	1311	0.0	1499	1311	0	0.76	0	70.2	64.9	38.2
6-7 AM	2078	0.0	1499	1962	116	8.90+	239	69.4	35.7	32.5
7-8 AM	2249	0.0	1500	1500	749	16.20+	400	69.2	25.5	32.5
8-9 AM	2035	0.0	1499	1481	555	16.16+	398	69.5	25.6	32.5
9-10 AM	2131	0.0	1500	1500	631	16.21+	400	69.4	25.5	32.5
10-11 AM	2444	0.0	1500	1500	944	16.16+	400	69.0	25.5	32.5
11AM-NOON	2550	0.0	1500	1500	1050	16.14+	400	68.9	25.5	32.5
NOON-1PM	2577	0.0	1500	1500	1077	16.13+	400	68.8	25.5	32.5
1-2 PM	2789	0.0	1500	1500	1289	16.10+	400	68.6	25.5	32.5
2-3 PM	3183	0.0	1500	1500	1683	16.03+	400	68.1	25.5	32.5
3-4 PM	3206	0.0	1500	1500	1706	16.03+	400	68.1	25.5	32.5
4-5 PM	3256	0.0	1500	1500	1756	16.02+	400	68.0	25.5	32.5
5-6 PM	3144	0.0	1500	1500	1644	16.04+	400	68.1	25.5	32.5
6-7 PM	2807	0.0	1500	1500	1307	16.09+	400	68.6	25.5	32.5
7-8 PM	2537	0.0	1500	1500	1037	16.14+	400	68.9	25.5	32.5
8-9 PM	2265	0.0	1500	1500	765	16.19+	400	69.2	25.5	32.5
9-10 PM	1681	0.0	1499	1449	232	16.07+	394	69.9	25.7	32.5
10-11 PM	1254	0.0	1499	1254	0	11.74	291	70.2	31.1	33.2
11PM-MID	973	0.0	1500	973	0	1.25	24	70.2	61.9	44.1

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0815
MAIN ROUTE WITH WORKS	0.0508
'DIVERSION'	0.0664

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$149,420
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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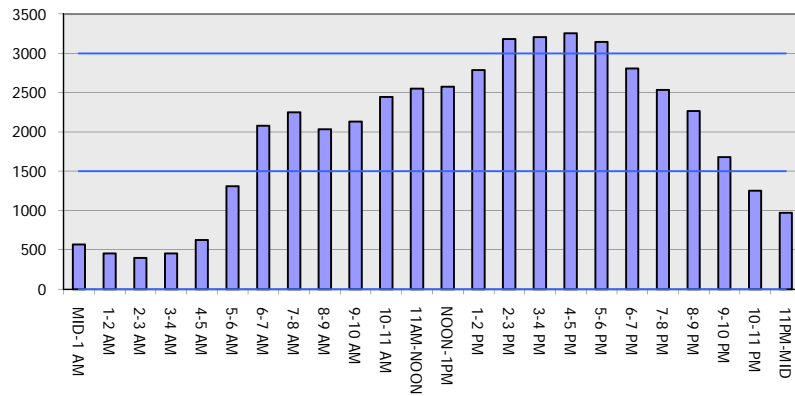
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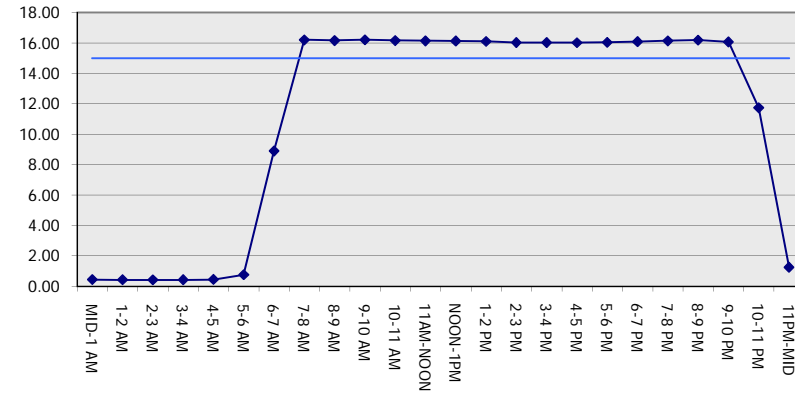
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

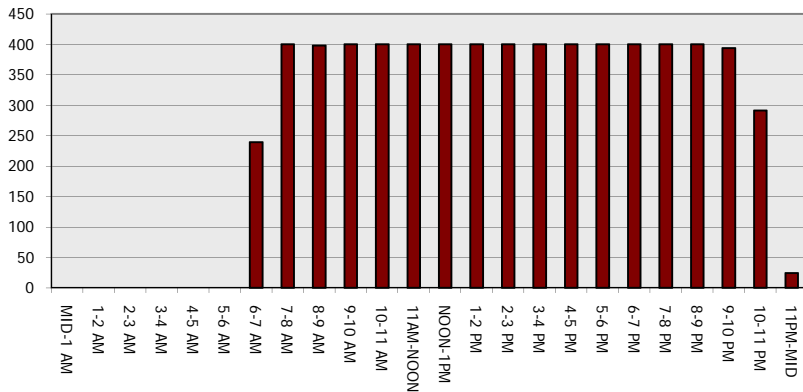
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

