

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

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	445	0.0	1500	445	0	0.42	0	70.2	67.1	47.1
1-2 AM	358	0.0	1500	358	0	0.41	0	70.2	67.2	47.6
2-3 AM	354	0.0	1500	354	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	1436	0.0	1499	1436	0	1.34	13	70.2	61.4	35.6
6-7 AM	2103	0.0	1500	1800	303	10.94+	283	69.4	32.1	32.4
7-8 AM	2289	0.0	1499	1500	789	16.18+	399	69.2	25.5	32.5
8-9 AM	2149	0.0	1500	1500	649	16.21+	400	69.4	25.5	32.5
9-10 AM	2146	0.0	1500	1500	646	16.21+	400	69.4	25.5	32.5
10-11 AM	2088	0.0	1500	1500	588	16.22+	400	69.4	25.5	32.5
11AM-NOON	2131	0.0	1500	1500	631	16.21+	400	69.4	25.5	32.5
NOON-1PM	2222	0.0	1500	1500	722	16.20+	400	69.3	25.5	32.5
1-2 PM	2328	0.0	1500	1500	828	16.18+	400	69.1	25.5	32.5
2-3 PM	2433	0.0	1500	1500	933	16.16+	400	69.0	25.5	32.5
3-4 PM	2568	0.0	1500	1500	1068	16.14+	400	68.9	25.5	32.5
4-5 PM	2638	0.0	1500	1500	1138	16.12+	400	68.7	25.5	32.5
5-6 PM	2801	0.0	1500	1500	1301	16.10+	400	68.6	25.5	32.5
6-7 PM	2178	0.0	1500	1500	678	16.20+	400	69.3	25.5	32.5
7-8 PM	1596	0.0	1500	1530	65	15.92+	390	70.0	25.9	32.4
8-9 PM	1245	0.0	1499	1245	0	10.97	271	70.2	32.2	33.2
9-10 PM	1129	0.0	1500	1129	0	1.44	26	70.2	60.8	41.6
10-11 PM	821	0.0	1500	821	0	0.47	0	70.2	66.8	45.5
11PM-MID	651	0.0	1500	651	0	0.45	0	70.2	66.9	46.3

+ 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	0.0681
MAIN ROUTE WITH WORKS	0.0482
'DIVERSION'	0.0415
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,337
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

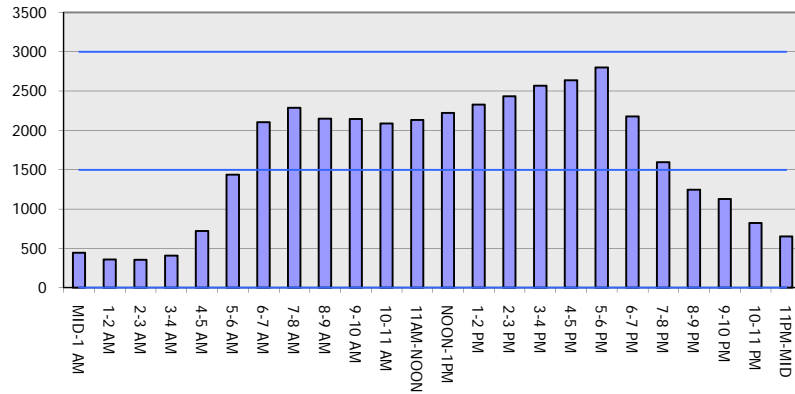
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

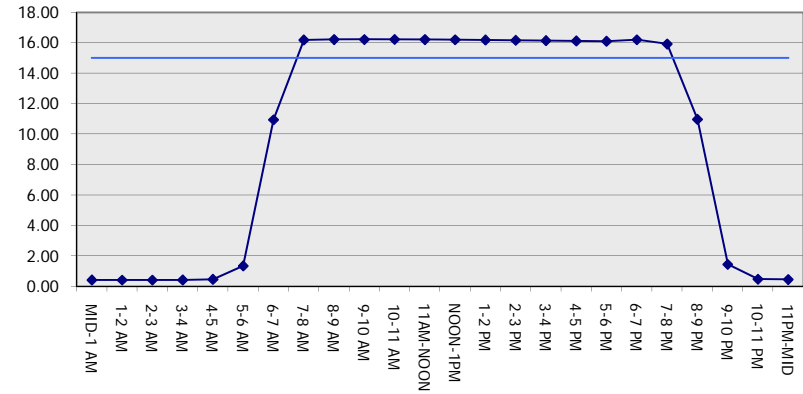
MON-THUR

WESTBOUND DIRECTION

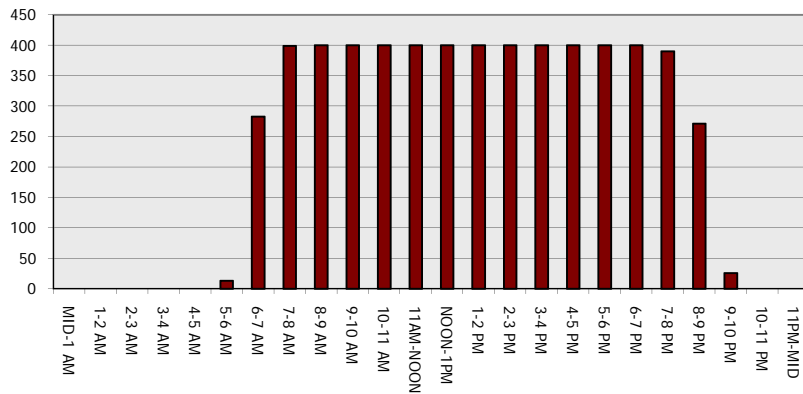
Main Route - Traffic Demand (Vehicles Per Hour)



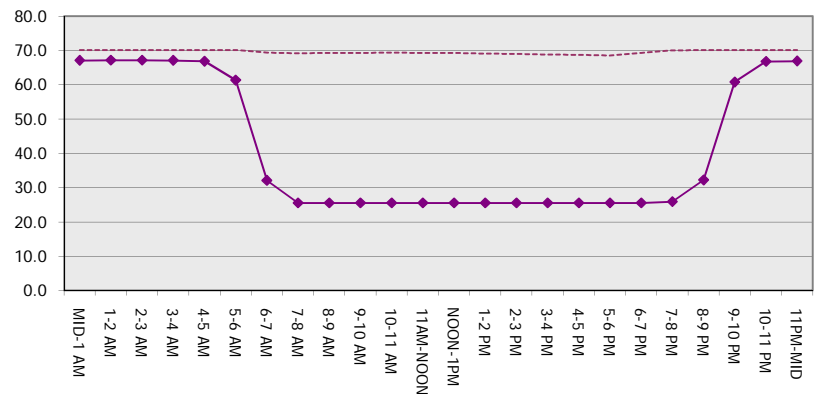
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	451	0.0	1500	451	0	0.43	0	70.2	67.1	47.1
1-2 AM	356	0.0	1500	356	0	0.41	0	70.2	67.2	47.6
2-3 AM	329	0.0	1500	329	0	0.41	0	70.2	67.2	47.7
3-4 AM	380	0.0	1500	380	0	0.42	0	70.2	67.2	47.4
4-5 AM	591	0.0	1500	591	0	0.44	0	70.2	67.0	46.5
5-6 AM	1243	0.0	1499	1243	0	0.71	0	70.2	65.2	39.2
6-7 AM	2143	0.0	1499	1914	229	9.35+	249	69.4	34.8	32.5
7-8 AM	2329	0.0	1500	1500	829	16.17+	400	69.1	25.5	32.5
8-9 AM	2013	0.0	1500	1500	513	16.22+	400	69.6	25.5	32.5
9-10 AM	1924	0.0	1500	1500	424	16.24+	400	69.7	25.5	32.5
10-11 AM	2042	0.0	1500	1500	542	16.22+	400	69.5	25.5	32.5
11AM-NOON	2041	0.0	1500	1500	541	16.22+	400	69.5	25.5	32.5
NOON-1PM	2042	0.0	1500	1500	542	16.22+	400	69.5	25.5	32.5
1-2 PM	2089	0.0	1500	1500	589	16.21+	400	69.4	25.5	32.5
2-3 PM	2268	0.0	1500	1500	768	16.18+	400	69.2	25.5	32.5
3-4 PM	2614	0.0	1500	1500	1114	16.12+	400	68.8	25.5	32.5
4-5 PM	2647	0.0	1500	1500	1147	16.12+	400	68.7	25.5	32.5
5-6 PM	2546	0.0	1500	1500	1046	16.13+	400	68.9	25.5	32.5
6-7 PM	2027	0.0	1500	1500	527	16.22+	400	69.5	25.5	32.5
7-8 PM	1441	0.0	1499	1402	39	15.32+	375	70.2	26.5	32.5
8-9 PM	1254	0.0	1499	1254	0	8.36	204	70.2	37.0	33.7
9-10 PM	1077	0.0	1500	1077	0	0.74	6	70.2	65.0	43.9
10-11 PM	856	0.0	1500	856	0	0.48	0	70.2	66.8	45.4
11PM-MID	661	0.0	1500	661	0	0.45	0	70.2	66.9	46.2

+ 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	0.0648
MAIN ROUTE WITH WORKS	0.0476
'DIVERSION'	0.0355

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$106,011
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

