

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

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	574	0.0	1500	574	0	0.44	0	70.2	67.0	46.6
1-2 AM	420	0.0	1500	420	0	0.42	0	70.2	67.1	47.3
2-3 AM	349	0.0	1500	349	0	0.41	0	70.2	67.2	47.6
3-4 AM	362	0.0	1500	362	0	0.41	0	70.2	67.2	47.5
4-5 AM	395	0.0	1500	395	0	0.42	0	70.2	67.1	47.4
5-6 AM	584	0.0	1500	584	0	0.44	0	70.2	67.0	46.6
6-7 AM	906	0.0	1500	906	0	0.48	0	70.2	66.7	45.2
7-8 AM	1265	0.0	1499	1265	0	0.70	0	70.2	65.3	39.1
8-9 AM	1746	0.0	1499	1746	0	3.85	86	69.9	49.5	32.5
9-10 AM	2442	0.0	1499	1674	767	15.55+	385	69.0	26.1	32.5
10-11 AM	2749	0.0	1500	1500	1249	16.10+	400	68.6	25.5	32.5
11AM-NOON	2866	0.0	1500	1500	1366	16.08+	400	68.5	25.5	32.5
NOON-1PM	2976	0.0	1500	1500	1476	16.06+	400	68.3	25.5	32.5
1-2 PM	2782	0.0	1500	1500	1282	16.09+	400	68.6	25.5	32.5
2-3 PM	2849	0.0	1500	1500	1349	16.08+	400	68.5	25.5	32.5
3-4 PM	2858	0.0	1500	1500	1358	16.08+	400	68.5	25.5	32.5
4-5 PM	2764	0.0	1500	1500	1264	16.10+	400	68.6	25.5	32.5
5-6 PM	2650	0.0	1500	1500	1150	16.12+	400	68.7	25.5	32.5
6-7 PM	2137	0.0	1500	1500	637	16.20+	400	69.4	25.5	32.5
7-8 PM	1679	0.0	1500	1477	202	16.18+	397	69.9	25.6	32.5
8-9 PM	1352	0.0	1499	1352	0	13.81+	337	70.2	28.3	32.5
9-10 PM	1206	0.0	1499	1206	0	4.50	114	70.2	47.3	36.5
10-11 PM	1059	0.0	1500	1059	0	0.50	0	70.2	66.6	44.6
11PM-MID	839	0.0	1500	839	0	0.47	0	70.2	66.8	45.5

+ 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	0.0690
MAIN ROUTE WITH WORKS	0.0462
'DIVERSION'	0.0486
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$136,757
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

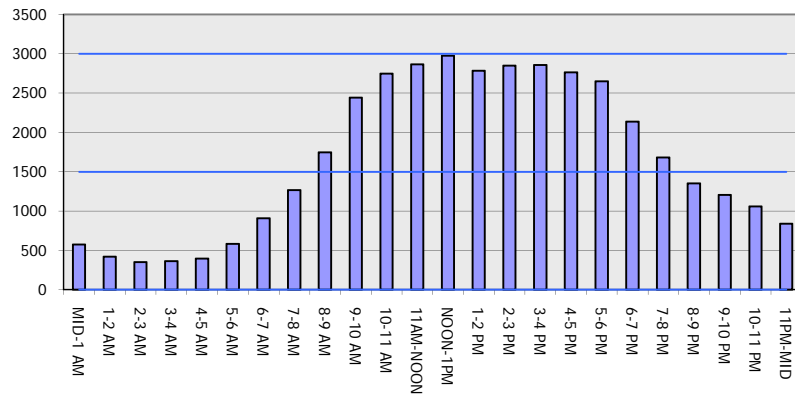
OCTOBER

Analyzed for 2009
Construction Season

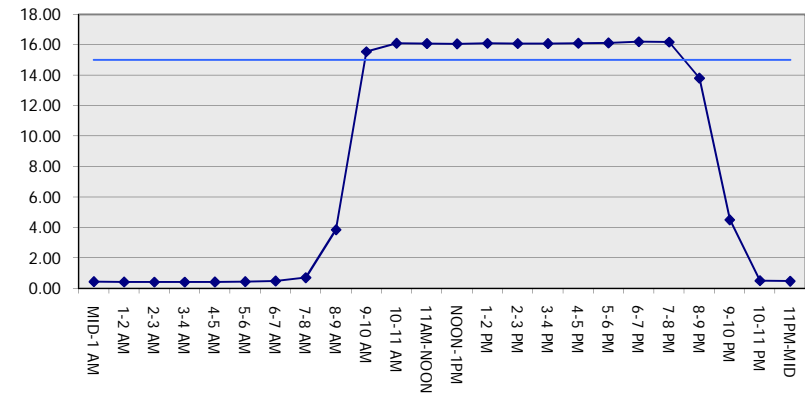
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

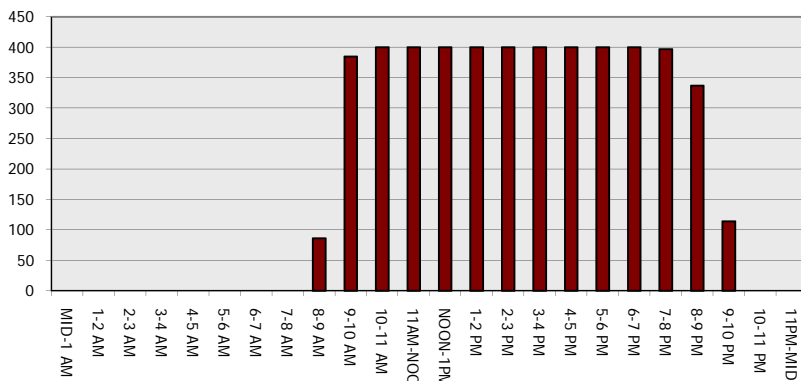
Main Route - Traffic Demand (Vehicles Per Hour)



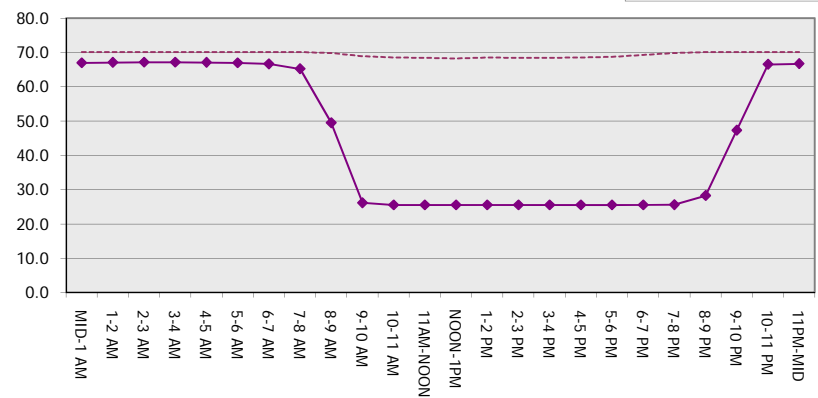
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

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	646	0.0	1500	646	0	0.48	0	70.2	66.8	46.3
1-2 AM	437	0.0	1500	437	0	0.42	0	70.2	67.1	47.2
2-3 AM	356	0.0	1500	356	0	0.41	0	70.2	67.2	47.6
3-4 AM	334	0.0	1500	334	0	0.41	0	70.2	67.2	47.7
4-5 AM	408	0.0	1500	408	0	0.42	0	70.2	67.1	47.3
5-6 AM	681	0.0	1500	681	0	0.45	0	70.2	66.9	46.1
6-7 AM	1009	0.0	1500	1009	0	0.49	0	70.2	66.6	44.8
7-8 AM	1377	0.0	1499	1377	0	0.85	0	70.2	64.3	35.7
8-9 AM	1777	0.0	1499	1777	0	4.80	113	69.8	46.1	32.5
9-10 AM	2183	0.0	1499	1638	545	15.67+	387	69.3	26.0	32.5
10-11 AM	2537	0.0	1500	1500	1037	16.13+	400	68.9	25.5	32.5
11AM-NOON	2748	0.0	1500	1500	1248	16.10+	400	68.6	25.5	32.5
NOON-1PM	2660	0.0	1500	1500	1160	16.11+	400	68.7	25.5	32.5
1-2 PM	2601	0.0	1500	1500	1101	16.12+	400	68.8	25.5	32.5
2-3 PM	2763	0.0	1500	1500	1263	16.10+	400	68.6	25.5	32.5
3-4 PM	2692	0.0	1500	1500	1192	16.11+	400	68.7	25.5	32.5
4-5 PM	2727	0.0	1500	1500	1227	16.10+	400	68.6	25.5	32.5
5-6 PM	2622	0.0	1500	1500	1122	16.12+	400	68.8	25.5	32.5
6-7 PM	2260	0.0	1500	1500	760	16.18+	400	69.2	25.5	32.5
7-8 PM	1866	0.0	1500	1500	366	16.25+	400	69.7	25.5	32.5
8-9 PM	1746	0.0	1500	1500	246	16.27+	400	69.9	25.5	32.5
9-10 PM	1555	0.0	1499	1486	69	16.24+	398	70.1	25.6	32.5
10-11 PM	1501	0.0	1499	1476	25	16.09+	394	70.2	25.7	32.5
11PM-MID	1158	0.0	1499	1158	0	8.93	232	70.2	35.8	35.8

+ 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	0.0705
MAIN ROUTE WITH WORKS	0.0489
'DIVERSION'	0.0456

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,219
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

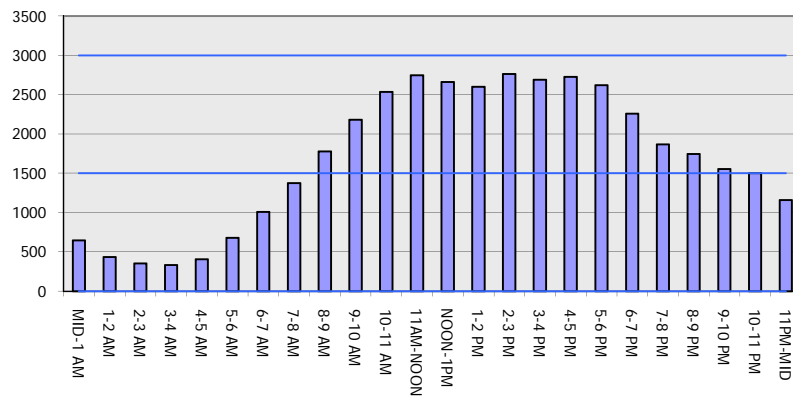
OCTOBER

Analyzed for 2009
 Construction Season

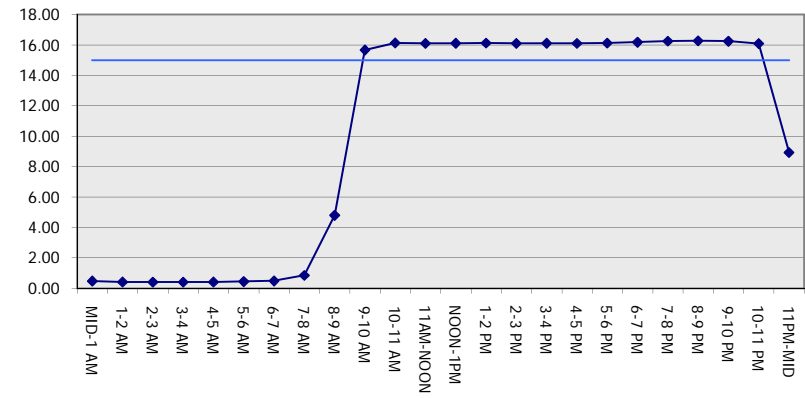
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

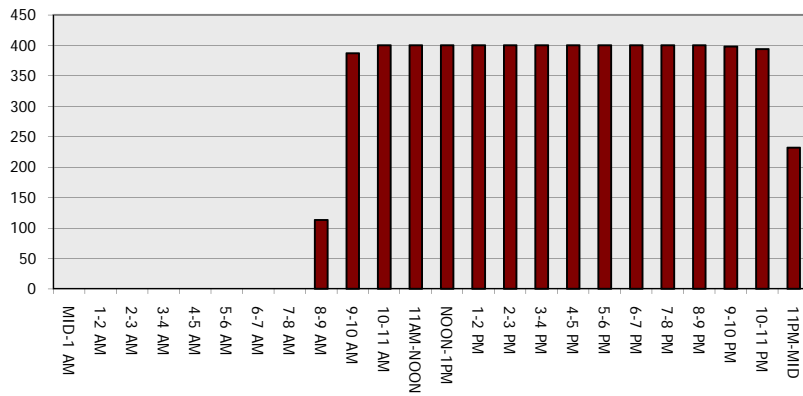
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

