

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

SUNDAY 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	377	0.0	1500	377	0	0.42	0	70.2	67.2	47.4	
2-3 AM	311	0.0	1500	311	0	0.41	0	70.2	67.3	47.8	
3-4 AM	264	0.0	1500	264	0	0.40	0	70.2	67.3	48.0	
4-5 AM	251	0.0	1500	251	0	0.40	0	70.2	67.3	48.1	
5-6 AM	334	0.0	1500	334	0	0.41	0	70.2	67.2	47.7	
6-7 AM	506	0.0	1500	506	0	0.43	0	70.2	67.1	46.9	
7-8 AM	702	0.0	1500	702	0	0.46	0	70.2	66.9	46.0	
8-9 AM	1177	0.0	1499	1177	0	0.63	0	70.2	65.7	40.9	
9-10 AM	1859	0.0	1499	1859	0	5.32	135	69.7	44.5	32.5	
10-11 AM	2599	0.0	1499	1500	1099	16.13+	399	68.8	25.5	32.5	
11AM-NOON	2937	0.0	1500	1500	1437	16.07+	399	68.4	25.5	32.5	
NOON-1PM	3263	0.0	1500	1500	1763	16.01+	399	68.0	25.5	32.5	
1-2 PM	3395	0.0	1500	1500	1895	15.99+	400	67.8	25.5	32.5	
2-3 PM	3390	0.0	1499	1500	1890	15.99+	400	67.8	25.5	32.5	
3-4 PM	3407	0.0	1500	1500	1907	15.99+	400	67.8	25.5	32.5	
4-5 PM	3389	0.0	1500	1500	1889	15.99+	400	67.8	25.5	32.5	
5-6 PM	3092	0.0	1500	1500	1592	16.04+	400	68.2	25.5	32.5	
6-7 PM	2695	0.0	1500	1500	1195	16.11+	399	68.7	25.5	32.5	
7-8 PM	2285	0.0	1500	1500	785	16.18+	400	69.2	25.5	32.5	
8-9 PM	1680	0.0	1500	1531	149	15.83+	388	69.9	26.0	32.5	
9-10 PM	1231	0.0	1499	1231	0	11.29	282	70.2	31.7	33.8	
10-11 PM	834	0.0	1500	834	0	0.86	12	70.2	64.2	45.4	
11PM-MID	602	0.0	1500	602	0	0.44	0	70.2	67.0	46.5	

+ 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	0.0713
MAIN ROUTE WITH WORKS	0.0426
'DIVERSION'	0.0627
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,878
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

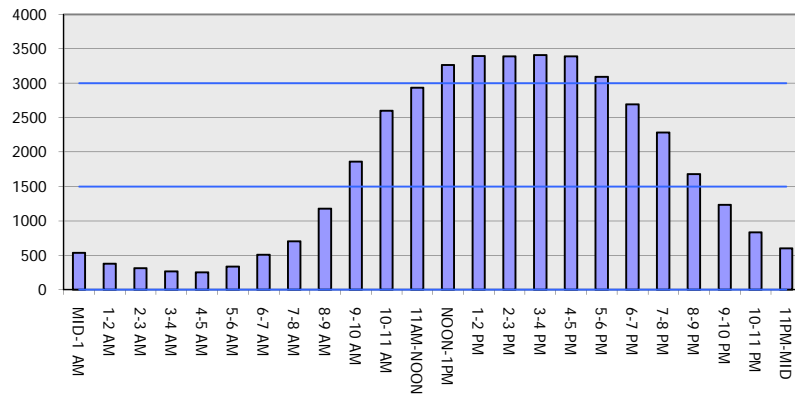
OCTOBER

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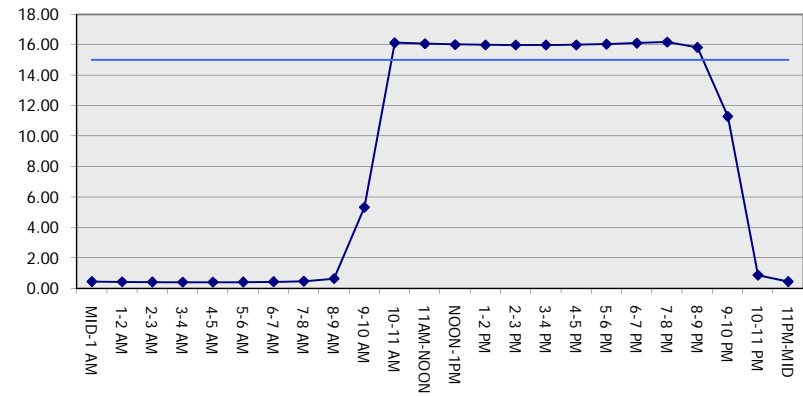
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

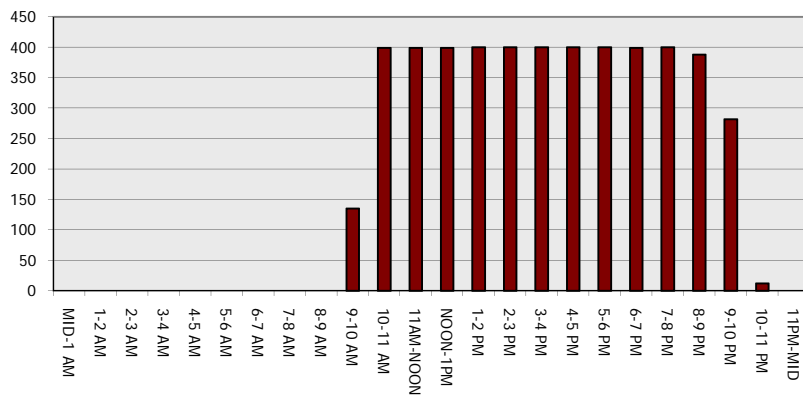
Main Route - Traffic Demand (Vehicles Per Hour)



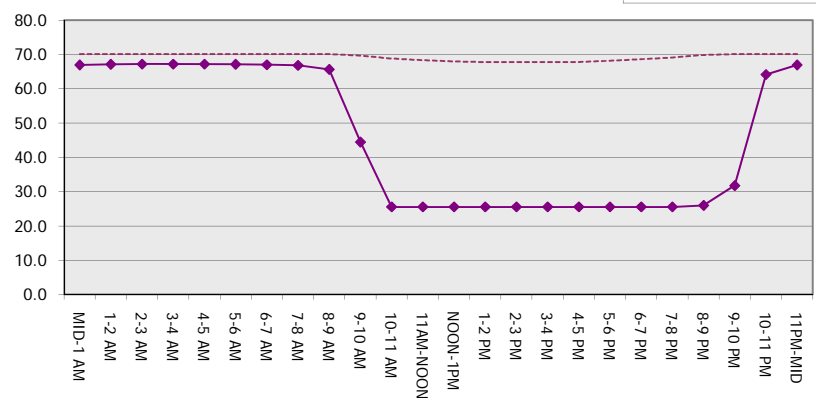
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	649	0.0	1500	649	0	0.45	0	70.2	66.9	46.3
1-2 AM	425	0.0	1500	425	0	0.42	0	70.2	67.1	47.3
2-3 AM	345	0.0	1500	345	0	0.41	0	70.2	67.2	47.6
3-4 AM	223	0.0	1500	223	0	0.40	0	70.2	67.3	48.2
4-5 AM	217	0.0	1500	217	0	0.40	0	70.2	67.3	48.2
5-6 AM	362	0.0	1500	362	0	0.41	0	70.2	67.2	47.5
6-7 AM	546	0.0	1500	546	0	0.44	0	70.2	67.0	46.7
7-8 AM	805	0.0	1500	805	0	0.47	0	70.2	66.8	45.6
8-9 AM	1226	0.0	1499	1226	0	0.65	0	70.2	65.6	40.4
9-10 AM	1758	0.0	1499	1758	0	4.20	96	69.9	48.2	32.5
10-11 AM	2282	0.0	1499	1668	615	15.57+	385	69.2	26.1	32.5
11AM-NOON	2624	0.0	1500	1500	1124	16.12+	400	68.8	25.5	32.5
NOON-1PM	2791	0.0	1500	1500	1291	16.09+	400	68.6	25.5	32.5
1-2 PM	2760	0.0	1500	1500	1260	16.10+	400	68.6	25.5	32.5
2-3 PM	2731	0.0	1500	1500	1231	16.10+	400	68.6	25.5	32.5
3-4 PM	2745	0.0	1500	1500	1245	16.10+	400	68.6	25.5	32.5
4-5 PM	2808	0.0	1500	1500	1308	16.09+	400	68.6	25.5	32.5
5-6 PM	2713	0.0	1500	1500	1213	16.11+	400	68.7	25.5	32.5
6-7 PM	2518	0.0	1500	1500	1018	16.14+	400	68.9	25.5	32.5
7-8 PM	2215	0.0	1500	1500	715	16.19+	400	69.3	25.5	32.5
8-9 PM	1822	0.0	1500	1497	325	16.24+	399	69.8	25.5	32.5
9-10 PM	1437	0.0	1499	1383	54	15.04+	368	70.2	26.8	32.5
10-11 PM	1076	0.0	1499	1076	0	4.52	129	70.2	47.3	39.4
11PM-MID	735	0.0	1500	735	0	0.46	0	70.2	66.9	45.9

+ 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	0.0656
MAIN ROUTE WITH WORKS	0.0441
'DIVERSION'	0.0458

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$135,526
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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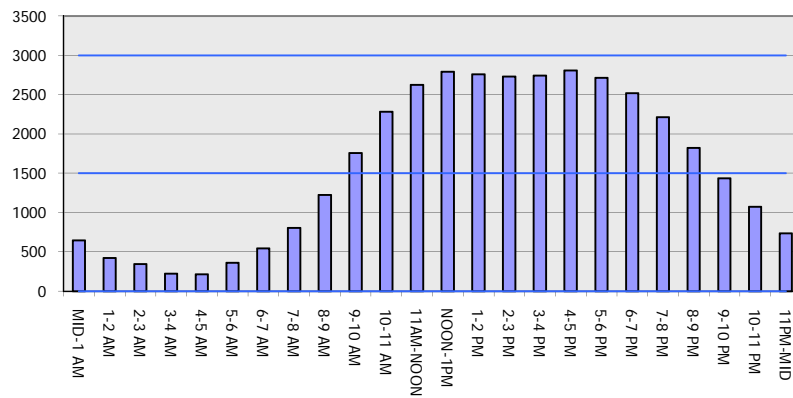
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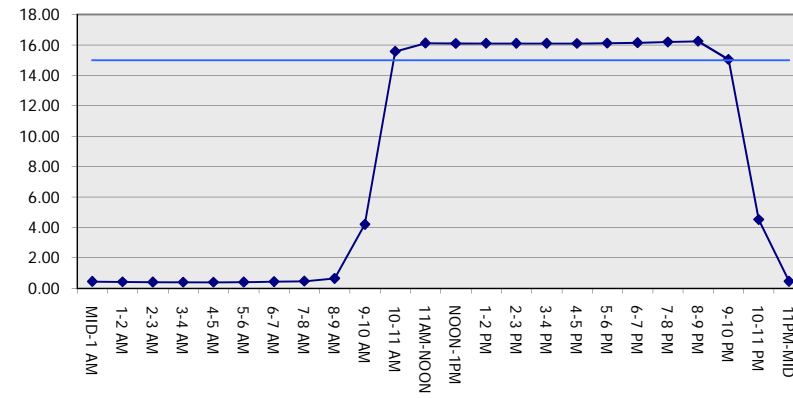
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

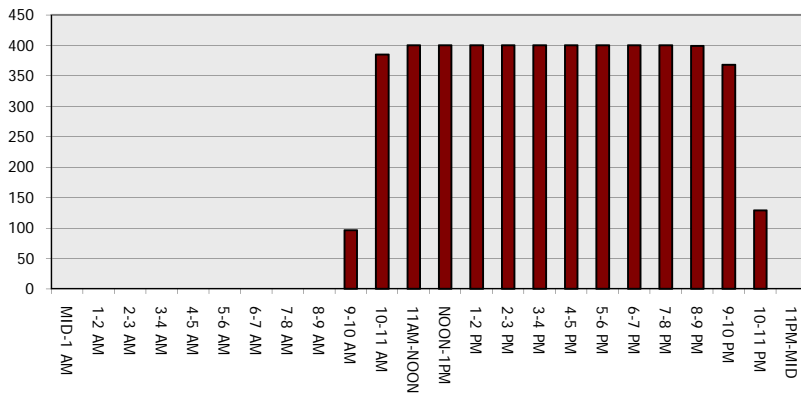
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

