

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	504	0.0	OFF	504	0	0.00	0	70.2	70.2	70.2	
1-2 AM	317	0.0	OFF	317	0	0.00	0	70.2	70.2	70.2	
2-3 AM	290	0.0	OFF	290	0	0.00	0	70.2	70.2	70.2	
3-4 AM	240	0.0	OFF	240	0	0.00	0	70.2	70.2	70.2	
4-5 AM	223	0.0	OFF	223	0	0.00	0	70.2	70.2	70.2	
5-6 AM	322	0.0	OFF	322	0	0.00	0	70.2	70.2	70.2	
6-7 AM	517	0.0	OFF	517	0	0.00	0	70.2	70.2	70.2	
7-8 AM	781	0.0	OFF	781	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1140	0.0	OFF	1140	0	0.00	0	70.2	70.2	70.2	
9-10 AM	1795	0.0	1499	1795	0	4.46	106	69.8	47.3	32.5	
10-11 AM	2457	0.0	1499	1548	909	15.97+	395	69.0	25.7	32.5	
11AM-NOON	2902	0.0	1500	1500	1402	16.08+	400	68.4	25.5	32.5	
NOON-1PM	3133	0.0	1500	1500	1633	16.04+	400	68.1	25.5	32.5	
1-2 PM	3165	0.0	1500	1500	1665	16.04+	400	68.1	25.5	32.5	
2-3 PM	3194	0.0	1500	1500	1694	16.03+	400	68.1	25.5	32.5	
3-4 PM	3221	0.0	1500	1500	1721	16.03+	400	68.1	25.5	32.5	
4-5 PM	3324	0.0	1500	1500	1824	16.01+	400	67.9	25.5	32.5	
5-6 PM	3226	0.0	1500	1500	1726	16.03+	400	68.0	25.5	32.5	
6-7 PM	2535	0.0	1500	1500	1035	16.14+	400	68.9	25.5	32.5	
7-8 PM	2152	0.0	OFF	2152	0	0.21	15	69.4	67.8	67.8	
8-9 PM	1859	0.0	OFF	1859	0	0.00	0	69.7	69.7	69.7	
9-10 PM	1417	0.0	OFF	1417	0	0.00	0	70.2	70.2	70.2	
10-11 PM	975	0.0	OFF	975	0	0.00	0	70.2	70.2	70.2	
11PM-MID	626	0.0	OFF	626	0	0.00	0	70.2	70.2	70.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0699
MAIN ROUTE WITH WORKS	0.0453
'DIVERSION'	0.0547
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$121,919
CONGESTED HOURS PER DAY*	9

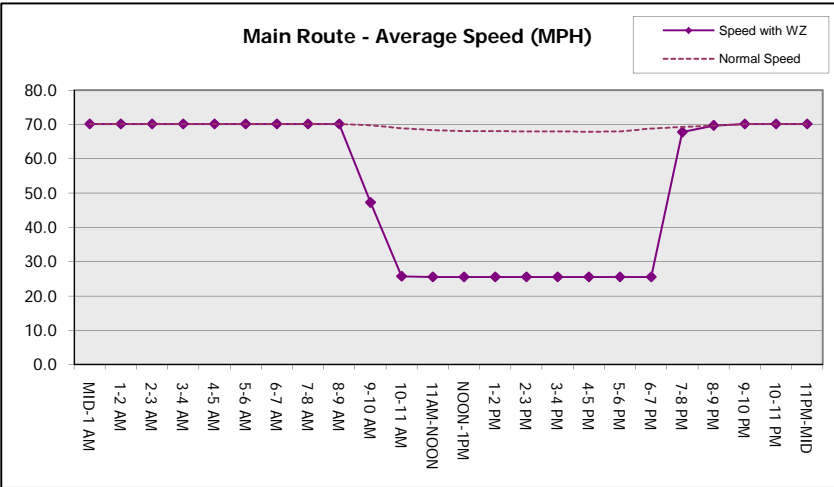
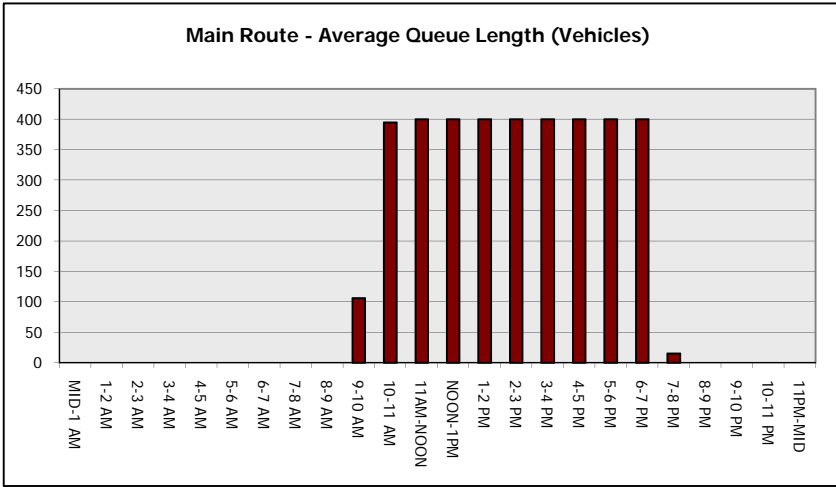
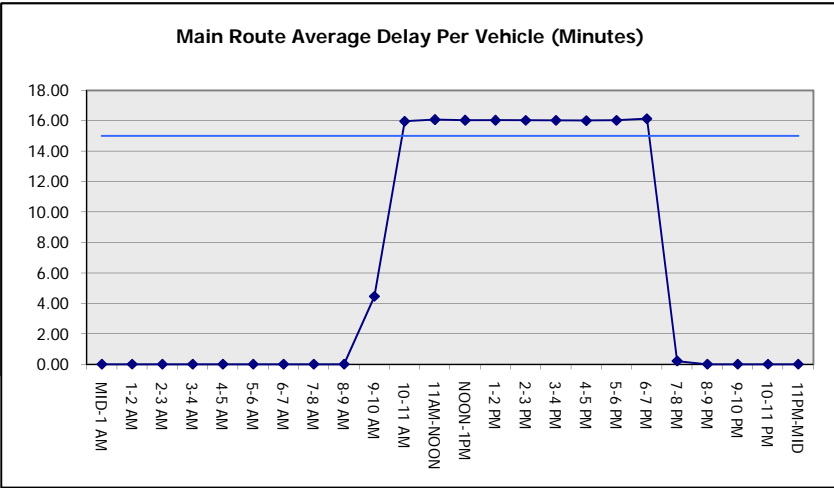
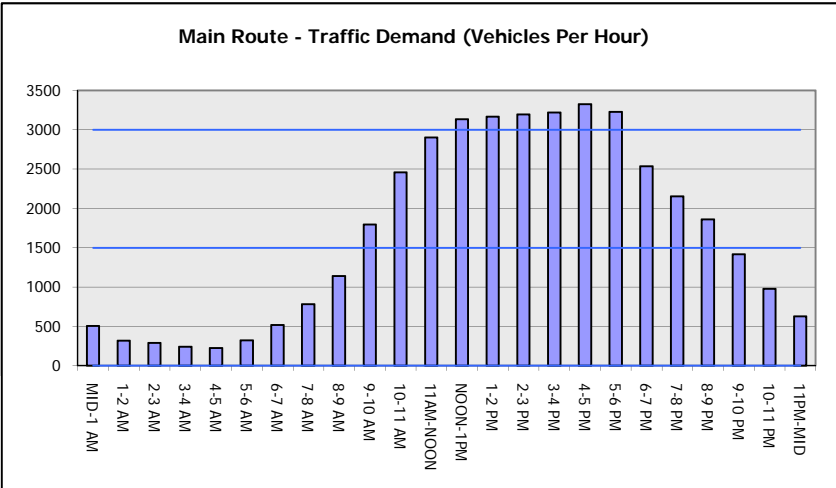
*Delays Exceeding User-Specified Maximum

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	637	0.0	OFF	637	0	0.00	0	70.2	70.2	70.2
1-2 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2
2-3 AM	275	0.0	OFF	275	0	0.00	0	70.2	70.2	70.2
3-4 AM	204	0.0	OFF	204	0	0.00	0	70.2	70.2	70.2
4-5 AM	208	0.0	OFF	208	0	0.00	0	70.2	70.2	70.2
5-6 AM	283	0.0	OFF	283	0	0.00	0	70.2	70.2	70.2
6-7 AM	498	0.0	OFF	498	0	0.00	0	70.2	70.2	70.2
7-8 AM	773	0.0	OFF	773	0	0.00	0	70.2	70.2	70.2
8-9 AM	1212	0.0	OFF	1212	0	0.00	0	70.2	70.2	70.2
9-10 AM	1649	0.0	1499	1649	0	2.41	41	70.0	55.6	32.5
10-11 AM	2266	0.0	1500	1821	445	14.17+	354	69.2	27.7	32.4
11AM-NOON	2638	0.0	1500	1500	1138	16.13+	400	68.7	25.5	32.5
NOON-1PM	2684	0.0	1500	1500	1184	16.12+	400	68.7	25.5	32.5
1-2 PM	2607	0.0	1500	1500	1107	16.14+	400	68.8	25.5	32.5
2-3 PM	2554	0.0	1500	1500	1054	16.15+	400	68.9	25.5	32.5
3-4 PM	2628	0.0	1500	1500	1128	16.13+	400	68.7	25.5	32.5
4-5 PM	2697	0.0	1500	1500	1197	16.12+	400	68.7	25.5	32.5
5-6 PM	2598	0.0	1500	1500	1098	16.14+	400	68.8	25.5	32.5
6-7 PM	2461	0.0	1500	1500	961	16.16+	399	69.0	25.5	32.5
7-8 PM	2308	0.0	OFF	2308	0	0.38	29	69.2	66.5	66.5
8-9 PM	1857	0.0	OFF	1857	0	0.00	0	69.7	69.7	69.7
9-10 PM	1528	0.0	OFF	1528	0	0.00	0	70.1	70.1	70.1
10-11 PM	1101	0.0	OFF	1101	0	0.00	0	70.2	70.2	70.2
11PM-MID	772	0.0	OFF	772	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0639
MAIN ROUTE WITH WORKS	0.0467
'DIVERSION'	0.0374

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,593
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
 OFF-PEAK DAY 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

