

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST Analyzed for 2009 Construction Season
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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	819	0.0	OFF	819	0	0.00	0	70.2	70.2	70.2	
1-2 AM	572	0.0	OFF	572	0	0.00	0	70.2	70.2	70.2	
2-3 AM	356	0.0	OFF	356	0	0.00	0	70.2	70.2	70.2	
3-4 AM	289	0.0	OFF	289	0	0.00	0	70.2	70.2	70.2	
4-5 AM	287	0.0	OFF	287	0	0.00	0	70.2	70.2	70.2	
5-6 AM	384	0.0	OFF	384	0	0.00	0	70.2	70.2	70.2	
6-7 AM	577	0.0	OFF	577	0	0.00	0	70.2	70.2	70.2	
7-8 AM	852	0.0	OFF	852	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1260	0.0	OFF	1260	0	0.00	0	70.2	70.2	70.2	
9-10 AM	2162	0.0	1499	1943	219	8.86+	240	69.4	35.8	32.5	
10-11 AM	2938	0.0	1500	1500	1438	16.07+	400	68.4	25.5	32.5	
11AM-NOON	3635	0.0	1500	1500	2135	15.92+	400	67.3	25.5	32.5	
NOON-1PM	3918	0.0	1500	1500	2418	15.63+	400	65.4	25.5	32.5	
1-2 PM	4042	0.0	1500	1500	2542	15.50+	400	64.5	25.5	32.5	
2-3 PM	4003	0.0	1500	1500	2503	15.54+	400	64.8	25.5	32.5	
3-4 PM	4082	0.0	1500	1500	2582	15.46+	400	64.3	25.5	32.5	
4-5 PM	3847	0.0	1500	1500	2347	15.71+	400	65.9	25.5	32.5	
5-6 PM	3788	0.0	1500	1500	2288	15.77+	400	66.3	25.5	32.5	
6-7 PM	3224	0.0	1500	1500	1724	16.02+	400	68.1	25.5	32.5	
7-8 PM	2723	0.0	OFF	2723	0	0.38	29	68.7	66.1	66.1	
8-9 PM	2265	0.0	OFF	2265	0	0.00	0	69.2	69.2	69.2	
9-10 PM	1750	0.0	OFF	1750	0	0.00	0	69.9	69.9	69.9	
10-11 PM	1202	0.0	OFF	1202	0	0.00	0	70.2	70.2	70.2	
11PM-MID	823	0.0	OFF	823	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	0.0864
MAIN ROUTE WITH WORKS	0.0503
'DIVERSION'	0.0811
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$151,169
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

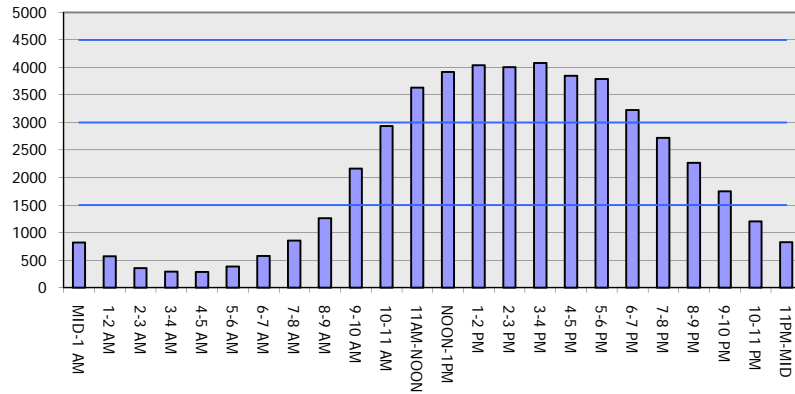
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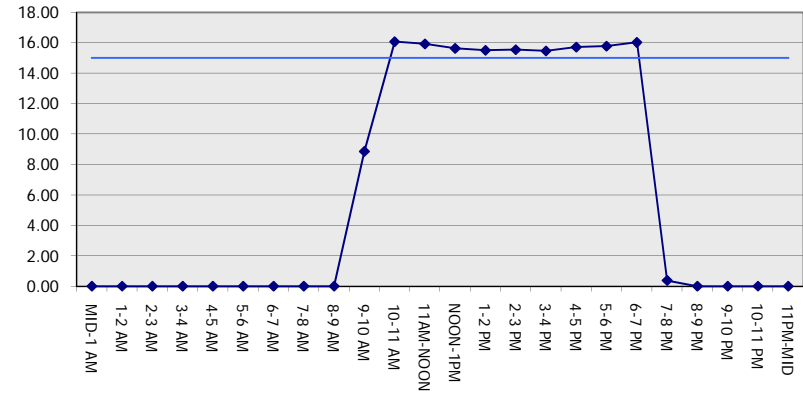
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

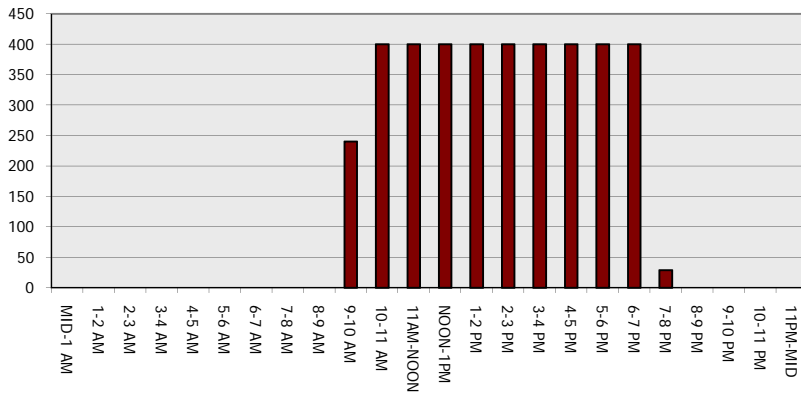
Main Route - Traffic Demand (Vehicles Per Hour)



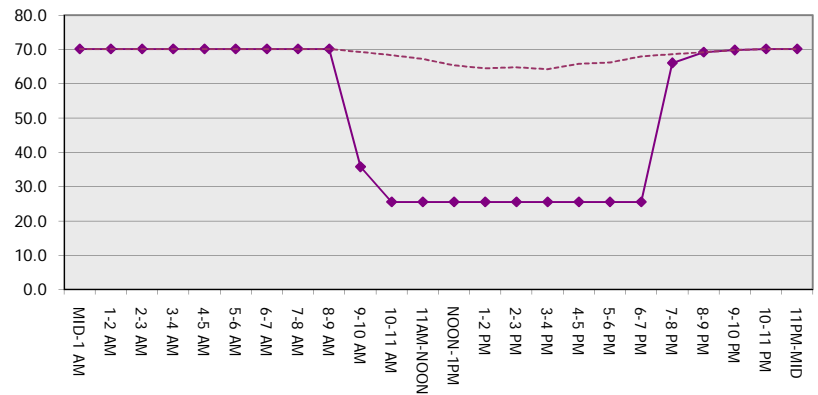
Main Route Average Delay Per Vehicle (Minutes)



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	661	0.0	OFF	661	0	0.00	0	70.2	70.2	70.2
1-2 AM	425	0.0	OFF	425	0	0.00	0	70.2	70.2	70.2
2-3 AM	278	0.0	OFF	278	0	0.00	0	70.2	70.2	70.2
3-4 AM	227	0.0	OFF	227	0	0.00	0	70.2	70.2	70.2
4-5 AM	224	0.0	OFF	224	0	0.00	0	70.2	70.2	70.2
5-6 AM	303	0.0	OFF	303	0	0.00	0	70.2	70.2	70.2
6-7 AM	481	0.0	OFF	481	0	0.00	0	70.2	70.2	70.2
7-8 AM	771	0.0	OFF	771	0	0.00	0	70.2	70.2	70.2
8-9 AM	1239	0.0	OFF	1239	0	0.00	0	70.2	70.2	70.2
9-10 AM	1855	0.0	1499	1855	0	5.48	138	69.7	44.0	32.5
10-11 AM	2487	0.0	1499	1500	987	16.15+	399	68.9	25.5	32.5
11AM-NOON	3055	0.0	1500	1500	1555	16.05+	400	68.2	25.5	32.5
NOON-1PM	2970	0.0	1500	1500	1470	16.07+	400	68.4	25.5	32.5
1-2 PM	2881	0.0	1500	1500	1381	16.08+	400	68.4	25.5	32.5
2-3 PM	2855	0.0	1500	1500	1355	16.09+	400	68.5	25.5	32.5
3-4 PM	2828	0.0	1500	1500	1328	16.09+	400	68.5	25.5	32.5
4-5 PM	3045	0.0	1500	1500	1545	16.05+	400	68.2	25.5	32.5
5-6 PM	2768	0.0	1500	1500	1268	16.10+	400	68.6	25.5	32.5
6-7 PM	2768	0.0	1499	1500	1268	16.10+	400	68.6	25.5	32.5
7-8 PM	2536	0.0	OFF	2536	0	0.24	18	68.9	67.2	67.2
8-9 PM	2089	0.0	OFF	2089	0	0.00	0	69.4	69.4	69.4
9-10 PM	1571	0.0	OFF	1571	0	0.00	0	70.1	70.1	70.1
10-11 PM	1219	0.0	OFF	1219	0	0.00	0	70.2	70.2	70.2
11PM-MID	853	0.0	OFF	853	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	0.0701
MAIN ROUTE WITH WORKS	0.0480
'DIVERSION'	0.0488

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,180
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

