

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	522	0.0	OFF	522	0	0.00	0	70.2	70.2	70.2	
1-2 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2	
2-3 AM	400	0.0	OFF	400	0	0.00	0	70.2	70.2	70.2	
3-4 AM	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2	
4-5 AM	759	0.0	OFF	759	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1358	0.0	OFF	1358	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1963	0.0	OFF	1963	0	0.00	0	69.6	69.6	69.6	
7-8 AM	2203	0.0	OFF	2203	0	0.00	0	69.3	69.3	69.3	
8-9 AM	2150	0.0	OFF	2150	0	0.00	0	69.4	69.4	69.4	
9-10 AM	2271	0.0	1499	1868	403	11.29+	291	69.2	31.5	32.5	
10-11 AM	2429	0.0	1500	1500	929	16.16+	400	69.0	25.5	32.5	
11AM-NOON	2442	0.0	1500	1500	942	16.15+	399	69.0	25.5	32.5	
NOON-1PM	2641	0.0	1500	1500	1141	16.12+	399	68.7	25.5	32.5	
1-2 PM	2774	0.0	1500	1500	1274	16.10+	400	68.6	25.5	32.5	
2-3 PM	2874	0.0	1500	1500	1374	16.08+	399	68.5	25.5	32.5	
3-4 PM	2971	0.0	1500	1500	1471	16.06+	399	68.4	25.5	32.5	
4-5 PM	3181	0.0	OFF	3181	0	0.31	24	68.1	66.0	66.0	
5-6 PM	3255	0.0	OFF	3255	0	0.00	0	68.0	68.0	68.0	
6-7 PM	2703	0.0	OFF	2703	0	0.00	0	68.7	68.7	68.7	
7-8 PM	1951	0.0	OFF	1951	0	0.00	0	69.6	69.6	69.6	
8-9 PM	1409	0.0	OFF	1409	0	0.00	0	70.2	70.2	70.2	
9-10 PM	1272	0.0	OFF	1272	0	0.00	0	70.2	70.2	70.2	
10-11 PM	1083	0.0	OFF	1083	0	0.00	0	70.2	70.2	70.2	
11PM-MID	830	0.0	OFF	830	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	0.0768
MAIN ROUTE WITH WORKS	0.0630
'DIVERSION'	0.0303
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,897
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

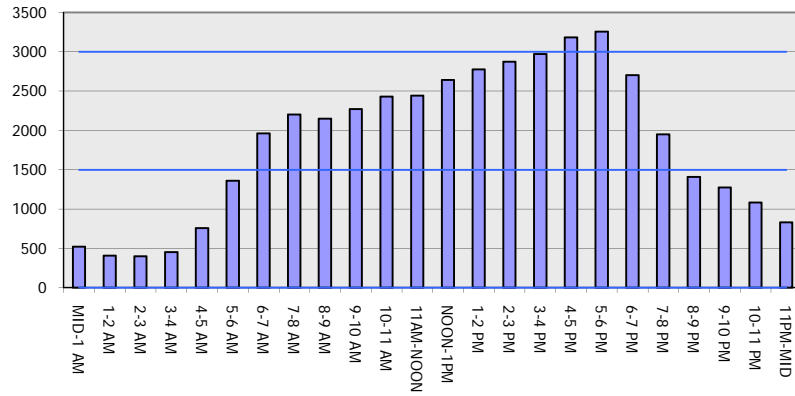
OCTOBER

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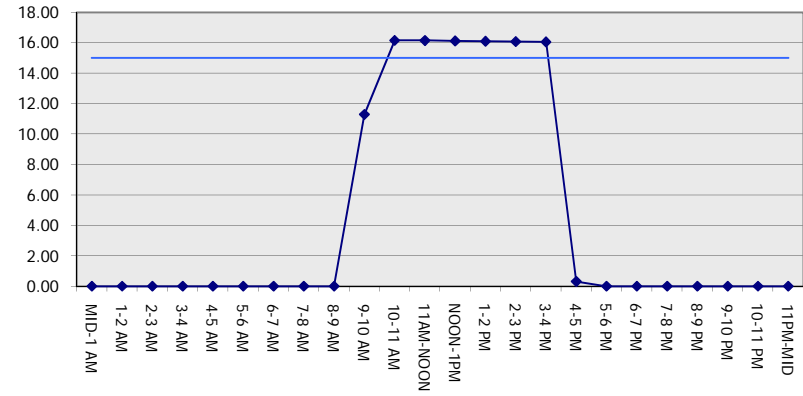
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

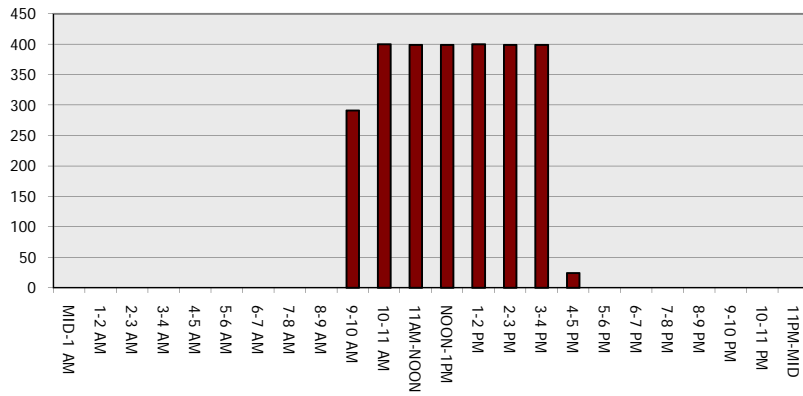
Main Route - Traffic Demand (Vehicles Per Hour)



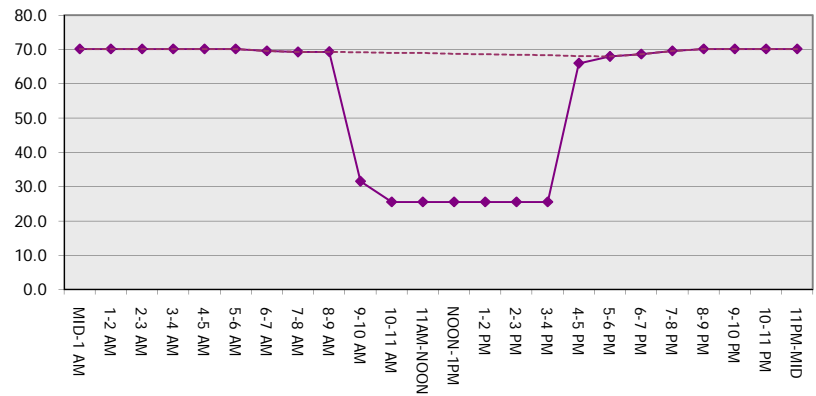
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	568	0.0	OFF	568	0	0.00	0	70.2	70.2	70.2
1-2 AM	456	0.0	OFF	456	0	0.00	0	70.2	70.2	70.2
2-3 AM	398	0.0	OFF	398	0	0.00	0	70.2	70.2	70.2
3-4 AM	457	0.0	OFF	457	0	0.00	0	70.2	70.2	70.2
4-5 AM	628	0.0	OFF	628	0	0.00	0	70.2	70.2	70.2
5-6 AM	1311	0.0	OFF	1311	0	0.00	0	70.2	70.2	70.2
6-7 AM	2078	0.0	OFF	2078	0	0.00	0	69.4	69.4	69.4
7-8 AM	2249	0.0	OFF	2249	0	0.00	0	69.2	69.2	69.2
8-9 AM	2035	0.0	OFF	2035	0	0.00	0	69.5	69.5	69.5
9-10 AM	2131	0.0	1499	1878	253	10.01+	263	69.4	33.7	32.5
10-11 AM	2444	0.0	1499	1500	944	16.15+	399	69.0	25.5	32.5
11AM-NOON	2550	0.0	1500	1500	1050	16.13+	400	68.9	25.5	32.5
NOON-1PM	2577	0.0	1500	1500	1077	16.13+	400	68.8	25.5	32.5
1-2 PM	2789	0.0	1500	1500	1289	16.09+	400	68.6	25.5	32.5
2-3 PM	3183	0.0	1500	1500	1683	16.02+	400	68.1	25.5	32.5
3-4 PM	3206	0.0	1500	1500	1706	16.02+	400	68.1	25.5	32.5
4-5 PM	3256	0.0	OFF	3256	0	0.36	26	68.0	65.6	65.6
5-6 PM	3144	0.0	OFF	3144	0	0.00	0	68.1	68.1	68.1
6-7 PM	2807	0.0	OFF	2807	0	0.00	0	68.6	68.6	68.6
7-8 PM	2537	0.0	OFF	2537	0	0.00	0	68.9	68.9	68.9
8-9 PM	2265	0.0	OFF	2265	0	0.00	0	69.2	69.2	69.2
9-10 PM	1681	0.0	OFF	1681	0	0.00	0	69.9	69.9	69.9
10-11 PM	1254	0.0	OFF	1254	0	0.00	0	70.2	70.2	70.2
11PM-MID	973	0.0	OFF	973	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	0.0815
MAIN ROUTE WITH WORKS	0.0669
'DIVERSION'	0.0321

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,106
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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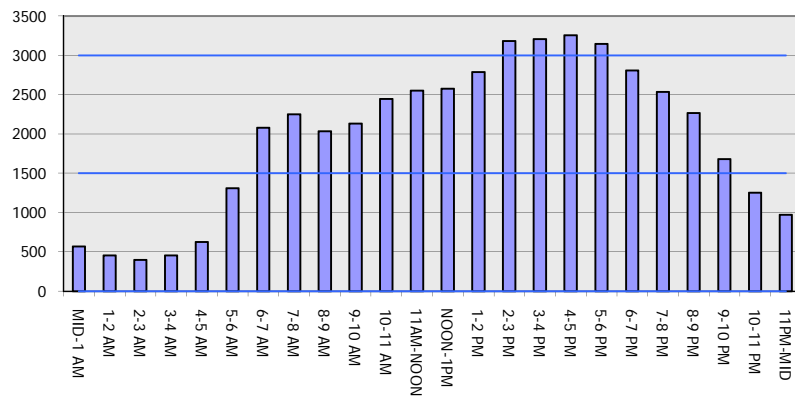
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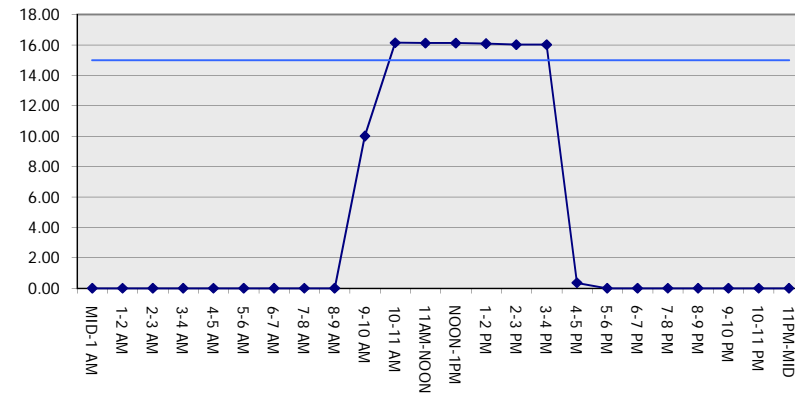
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

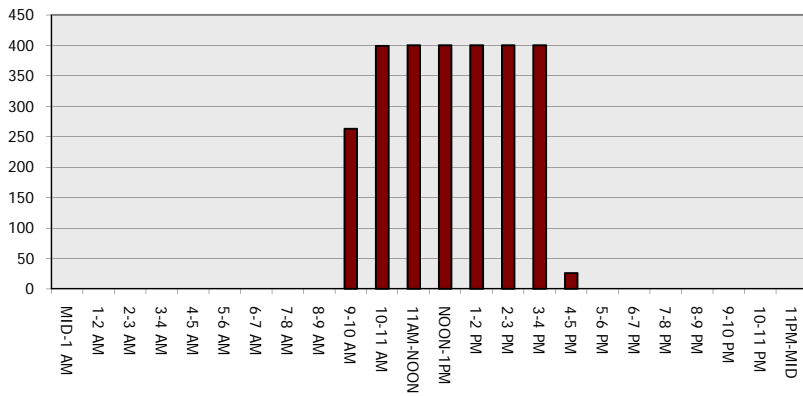
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

