

**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
MON-THUR 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	445	0.0	OFF	445	0	0.00	0	70.2	70.2	70.2	
1-2 AM	358	0.0	OFF	358	0	0.00	0	70.2	70.2	70.2	
2-3 AM	354	0.0	OFF	354	0	0.00	0	70.2	70.2	70.2	
3-4 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2	
4-5 AM	722	0.0	OFF	722	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1436	0.0	OFF	1436	0	0.00	0	70.2	70.2	70.2	
6-7 AM	2103	0.0	OFF	2103	0	0.00	0	69.4	69.4	69.4	
7-8 AM	2289	0.0	OFF	2289	0	0.00	0	69.2	69.2	69.2	
8-9 AM	2149	0.0	OFF	2149	0	0.00	0	69.4	69.4	69.4	
9-10 AM	2146	0.0	1499	1834	313	10.73+	281	69.4	32.4	32.5	
10-11 AM	2088	0.0	1500	1502	586	16.21+	399	69.4	25.5	32.5	
11AM-NOON	2131	0.0	1500	1500	631	16.21+	400	69.4	25.5	32.5	
NOON-1PM	2222	0.0	1500	1500	722	16.20+	400	69.3	25.5	32.5	
1-2 PM	2328	0.0	1500	1500	828	16.18+	400	69.1	25.5	32.5	
2-3 PM	2433	0.0	1500	1500	933	16.16+	400	69.0	25.5	32.5	
3-4 PM	2568	0.0	1500	1500	1068	16.14+	400	68.9	25.5	32.5	
4-5 PM	2638	0.0	OFF	2638	0	0.23	16	68.7	67.2	67.2	
5-6 PM	2801	0.0	OFF	2801	0	0.00	0	68.6	68.6	68.6	
6-7 PM	2178	0.0	OFF	2178	0	0.00	0	69.3	69.3	69.3	
7-8 PM	1596	0.0	OFF	1596	0	0.00	0	70.0	70.0	70.0	
8-9 PM	1245	0.0	OFF	1245	0	0.00	0	70.2	70.2	70.2	
9-10 PM	1129	0.0	OFF	1129	0	0.00	0	70.2	70.2	70.2	
10-11 PM	821	0.0	OFF	821	0	0.00	0	70.2	70.2	70.2	
11PM-MID	651	0.0	OFF	651	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	0.0681
MAIN ROUTE WITH WORKS	0.0585
'DIVERSION'	0.0204
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$53,910
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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OCTOBER

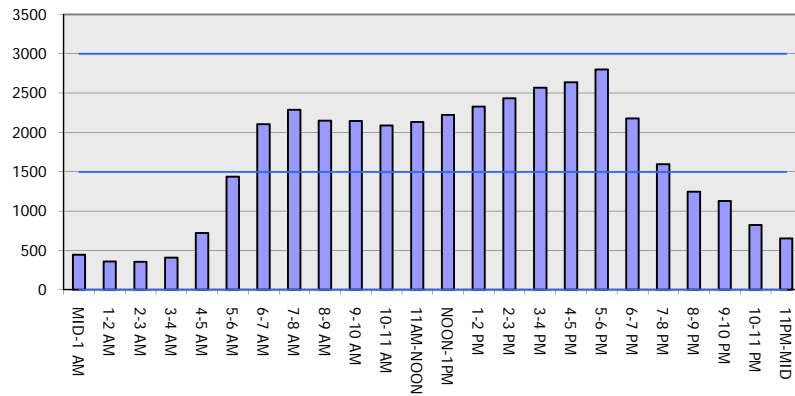
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

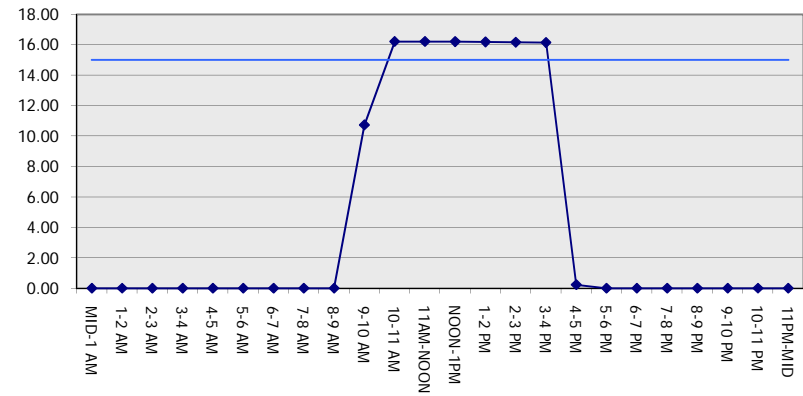
MON-THUR

WESTBOUND DIRECTION

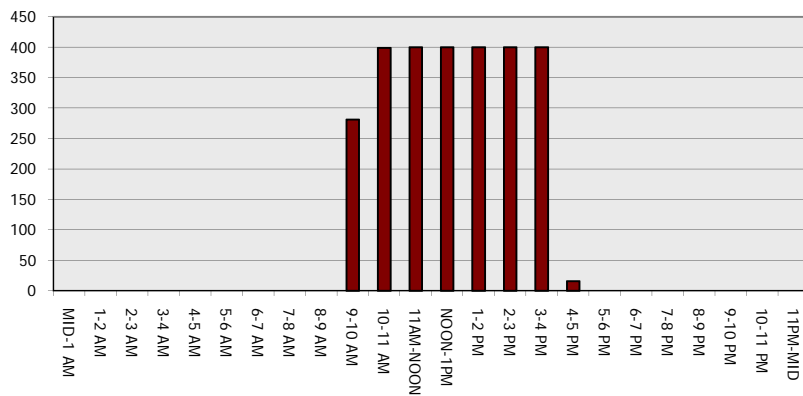
Main Route - Traffic Demand (Vehicles Per Hour)



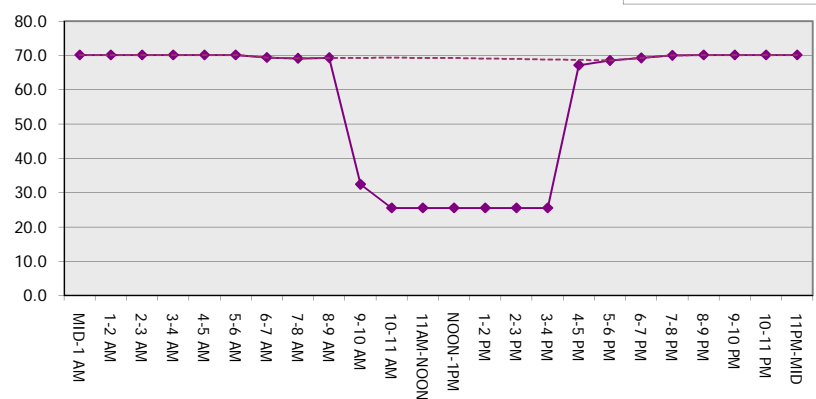
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2
1-2 AM	356	0.0	OFF	356	0	0.00	0	70.2	70.2	70.2
2-3 AM	329	0.0	OFF	329	0	0.00	0	70.2	70.2	70.2
3-4 AM	380	0.0	OFF	380	0	0.00	0	70.2	70.2	70.2
4-5 AM	591	0.0	OFF	591	0	0.00	0	70.2	70.2	70.2
5-6 AM	1243	0.0	OFF	1243	0	0.00	0	70.2	70.2	70.2
6-7 AM	2143	0.0	OFF	2143	0	0.00	0	69.4	69.4	69.4
7-8 AM	2329	0.0	OFF	2329	0	0.00	0	69.1	69.1	69.1
8-9 AM	2013	0.0	OFF	2013	0	0.00	0	69.6	69.6	69.6
9-10 AM	1924	0.0	1499	1924	0	8.10	211	69.7	37.4	32.5
10-11 AM	2042	0.0	1499	1500	542	16.22+	399	69.5	25.5	32.5
11AM-NOON	2041	0.0	1500	1500	541	16.22+	400	69.5	25.5	32.5
NOON-1PM	2042	0.0	1500	1500	542	16.22+	400	69.5	25.5	32.5
1-2 PM	2089	0.0	1500	1500	589	16.21+	400	69.4	25.5	32.5
2-3 PM	2268	0.0	1500	1500	768	16.18+	400	69.2	25.5	32.5
3-4 PM	2614	0.0	1500	1500	1114	16.12+	400	68.8	25.5	32.5
4-5 PM	2647	0.0	OFF	2647	0	0.34	26	68.7	66.4	66.4
5-6 PM	2546	0.0	OFF	2546	0	0.00	0	68.9	68.9	68.9
6-7 PM	2027	0.0	OFF	2027	0	0.00	0	69.5	69.5	69.5
7-8 PM	1441	0.0	OFF	1441	0	0.00	0	70.2	70.2	70.2
8-9 PM	1254	0.0	OFF	1254	0	0.00	0	70.2	70.2	70.2
9-10 PM	1077	0.0	OFF	1077	0	0.00	0	70.2	70.2	70.2
10-11 PM	856	0.0	OFF	856	0	0.00	0	70.2	70.2	70.2
11PM-MID	661	0.0	OFF	661	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	0.0648
MAIN ROUTE WITH WORKS	0.0570
'DIVERSION'	0.0165

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,989
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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OCTOBER

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

