

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

SATURDAY 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	574	0.0	OFF	574	0	0.00	0	70.2	70.2	70.2
1-2 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2
2-3 AM	349	0.0	OFF	349	0	0.00	0	70.2	70.2	70.2
3-4 AM	362	0.0	OFF	362	0	0.00	0	70.2	70.2	70.2
4-5 AM	395	0.0	OFF	395	0	0.00	0	70.2	70.2	70.2
5-6 AM	584	0.0	OFF	584	0	0.00	0	70.2	70.2	70.2
6-7 AM	906	0.0	OFF	906	0	0.00	0	70.2	70.2	70.2
7-8 AM	1265	0.0	OFF	1265	0	0.00	0	70.2	70.2	70.2
8-9 AM	1746	0.0	1499	1746	0	3.85	86	69.9	49.5	32.5
9-10 AM	2442	0.0	1499	1674	767	15.55+	385	69.0	26.1	32.5
10-11 AM	2749	0.0	1500	1500	1249	16.10+	400	68.6	25.5	32.5
11AM-NOON	2866	0.0	1500	1500	1366	16.08+	400	68.5	25.5	32.5
NOON-1PM	2976	0.0	1500	1500	1476	16.06+	400	68.3	25.5	32.5
1-2 PM	2782	0.0	1500	1500	1282	16.09+	400	68.6	25.5	32.5
2-3 PM	2849	0.0	1500	1500	1349	16.08+	400	68.5	25.5	32.5
3-4 PM	2858	0.0	1500	1500	1358	16.08+	400	68.5	25.5	32.5
4-5 PM	2764	0.0	1500	1500	1264	16.10+	400	68.6	25.5	32.5
5-6 PM	2650	0.0	1500	1500	1150	16.12+	400	68.7	25.5	32.5
6-7 PM	2137	0.0	OFF	2137	0	0.30	22	69.4	67.3	67.3
7-8 PM	1679	0.0	OFF	1679	0	0.00	0	69.9	69.9	69.9
8-9 PM	1352	0.0	OFF	1352	0	0.00	0	70.2	70.2	70.2
9-10 PM	1206	0.0	OFF	1206	0	0.00	0	70.2	70.2	70.2
10-11 PM	1059	0.0	OFF	1059	0	0.00	0	70.2	70.2	70.2
11PM-MID	839	0.0	OFF	839	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	0.0690
MAIN ROUTE WITH WORKS	0.0485
'DIVERSION'	0.0452
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,087
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

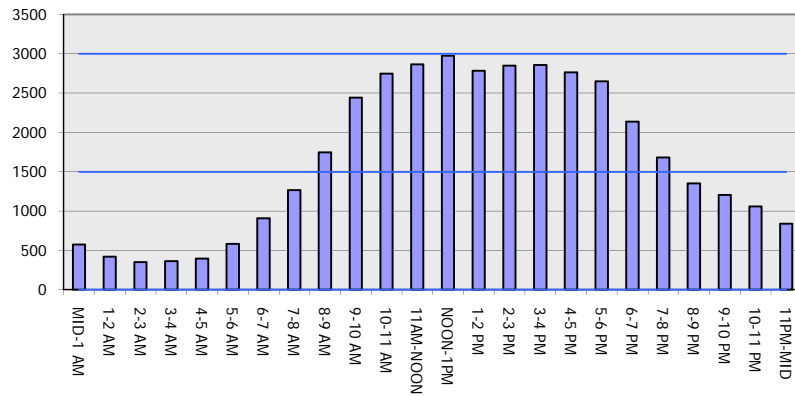
OCTOBER

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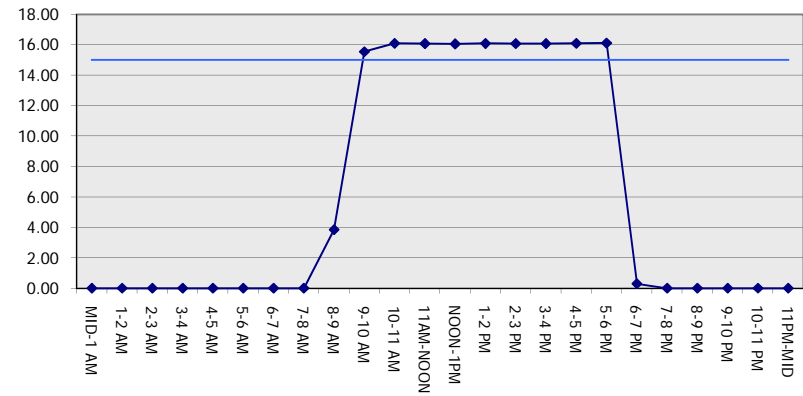
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

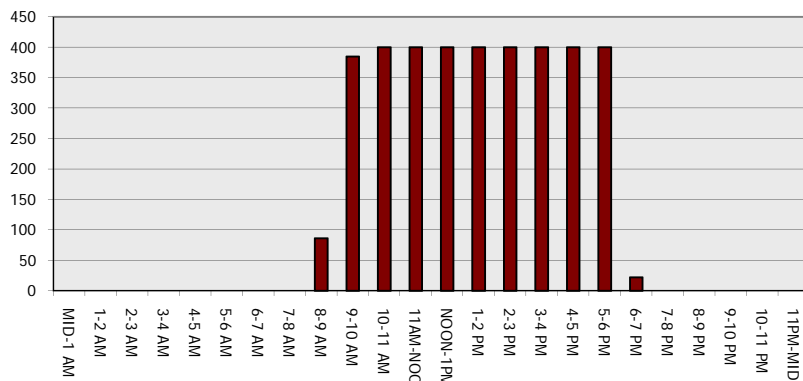
Main Route - Traffic Demand (Vehicles Per Hour)



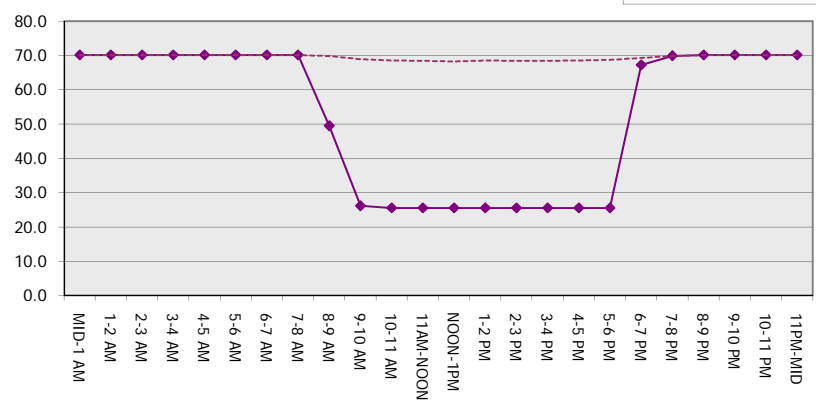
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	646	0.0	OFF	646	0	0.00	0	70.2	70.2	70.2
1-2 AM	437	0.0	OFF	437	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	334	0.0	OFF	334	0	0.00	0	70.2	70.2	70.2
4-5 AM	408	0.0	OFF	408	0	0.00	0	70.2	70.2	70.2
5-6 AM	681	0.0	OFF	681	0	0.00	0	70.2	70.2	70.2
6-7 AM	1009	0.0	OFF	1009	0	0.00	0	70.2	70.2	70.2
7-8 AM	1377	0.0	OFF	1377	0	0.00	0	70.2	70.2	70.2
8-9 AM	1777	0.0	1499	1777	0	4.80	113	69.8	46.1	32.5
9-10 AM	2183	0.0	1499	1638	545	15.67+	387	69.3	26.0	32.5
10-11 AM	2537	0.0	1500	1500	1037	16.13+	400	68.9	25.5	32.5
11AM-NOON	2748	0.0	1500	1500	1248	16.10+	400	68.6	25.5	32.5
NOON-1PM	2660	0.0	1500	1500	1160	16.11+	400	68.7	25.5	32.5
1-2 PM	2601	0.0	1500	1500	1101	16.12+	400	68.8	25.5	32.5
2-3 PM	2763	0.0	1500	1500	1263	16.10+	400	68.6	25.5	32.5
3-4 PM	2692	0.0	1500	1500	1192	16.11+	400	68.7	25.5	32.5
4-5 PM	2727	0.0	1500	1500	1227	16.10+	400	68.6	25.5	32.5
5-6 PM	2622	0.0	1500	1500	1122	16.12+	400	68.8	25.5	32.5
6-7 PM	2260	0.0	OFF	2260	0	0.30	23	69.2	67.1	67.1
7-8 PM	1866	0.0	OFF	1866	0	0.00	0	69.7	69.7	69.7
8-9 PM	1746	0.0	OFF	1746	0	0.00	0	69.9	69.9	69.9
9-10 PM	1555	0.0	OFF	1555	0	0.00	0	70.1	70.1	70.1
10-11 PM	1501	0.0	OFF	1501	0	0.00	0	70.2	70.2	70.2
11PM-MID	1158	0.0	OFF	1158	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	0.0705
MAIN ROUTE WITH WORKS	0.0523
'DIVERSION'	0.0398

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$105,675
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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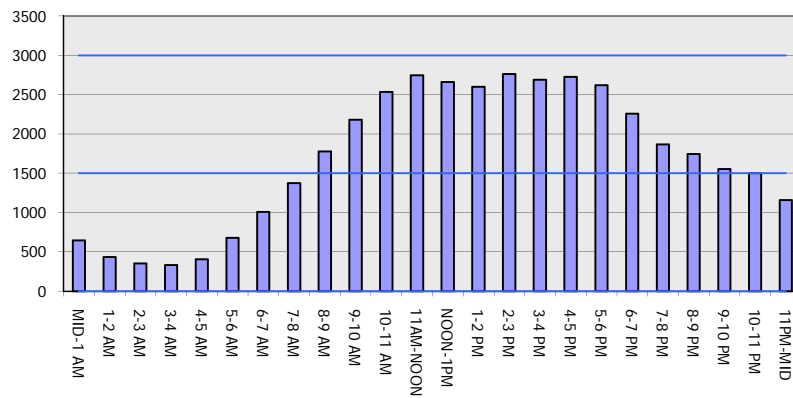
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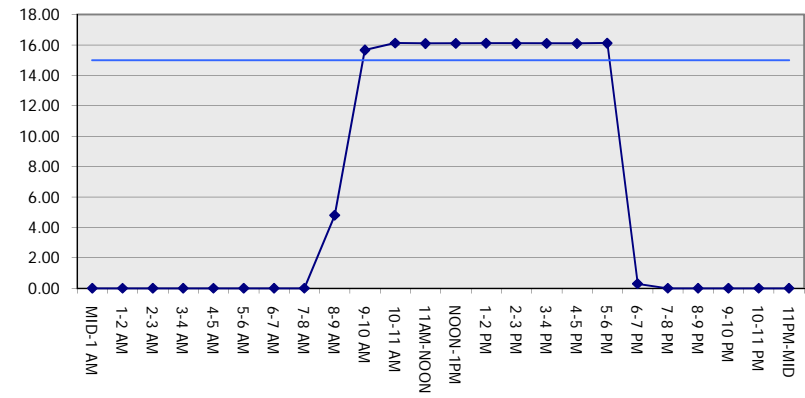
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

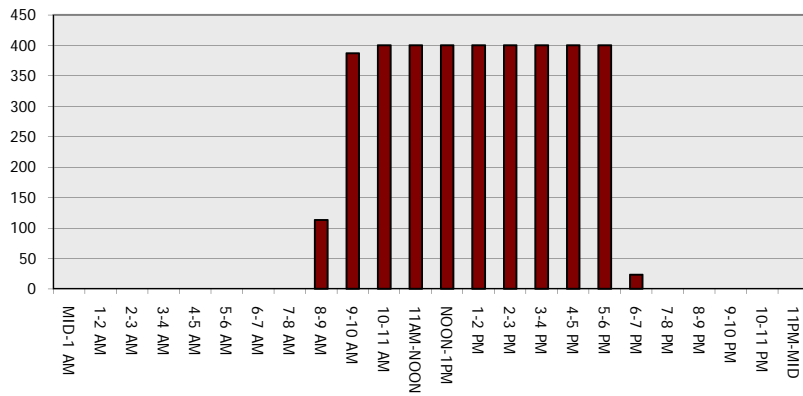
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

