

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	536	0.0	OFF	536	0	0.00	0	70.2	70.2	70.2	
1-2 AM	377	0.0	OFF	377	0	0.00	0	70.2	70.2	70.2	
2-3 AM	311	0.0	OFF	311	0	0.00	0	70.2	70.2	70.2	
3-4 AM	264	0.0	OFF	264	0	0.00	0	70.2	70.2	70.2	
4-5 AM	251	0.0	OFF	251	0	0.00	0	70.2	70.2	70.2	
5-6 AM	334	0.0	OFF	334	0	0.00	0	70.2	70.2	70.2	
6-7 AM	506	0.0	OFF	506	0	0.00	0	70.2	70.2	70.2	
7-8 AM	702	0.0	OFF	702	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1177	0.0	OFF	1177	0	0.00	0	70.2	70.2	70.2	
9-10 AM	1859	0.0	3000	1859	0	0.35	0	69.7	67.2	49.7	
10-11 AM	2599	0.0	2999	2599	0	0.50	0	68.8	65.4	44.2	
11AM-NOON	2937	0.0	2999	2937	0	0.76	2	68.4	63.3	38.0	
NOON-1PM	3263	0.0	3000	3263	0	2.93	127	68.0	52.1	36.9	
1-2 PM	3395	0.0	3000	3395	0	9.00	466	67.8	35.1	36.9	
2-3 PM	3390	0.0	2999	3172	218	14.86+	779	67.8	26.7	36.9	
3-4 PM	3407	0.0	2999	3000	407	15.24+	799	67.8	26.3	36.9	
4-5 PM	3389	0.0	3000	2998	391	15.24+	799	67.8	26.3	36.9	
5-6 PM	3092	0.0	2999	2962	131	15.21+	795	68.2	26.3	36.9	
6-7 PM	2695	0.0	2999	2695	0	12.90+	671	68.7	29.2	36.9	
7-8 PM	2285	0.0	OFF	2285	0	0.41	32	69.2	66.3	66.3	
8-9 PM	1680	0.0	OFF	1680	0	0.00	0	69.9	69.9	69.9	
9-10 PM	1231	0.0	OFF	1231	0	0.00	0	70.2	70.2	70.2	
10-11 PM	834	0.0	OFF	834	0	0.00	0	70.2	70.2	70.2	
11PM-MID	602	0.0	OFF	602	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	0.0713
MAIN ROUTE WITH WORKS	0.0674
'DIVERSION'	0.0046
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$76,346
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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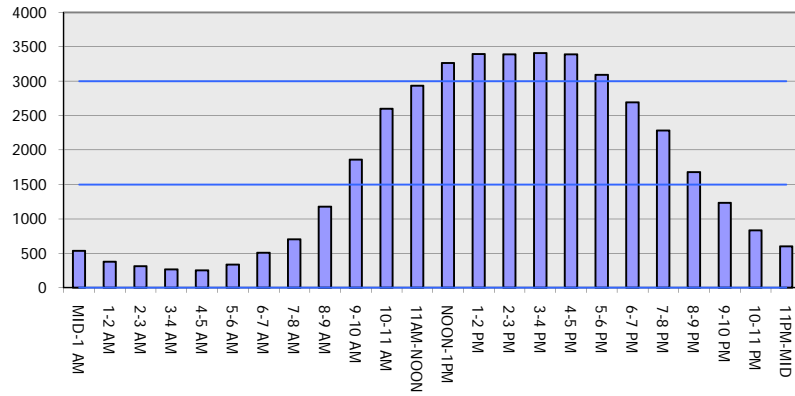
OCTOBER

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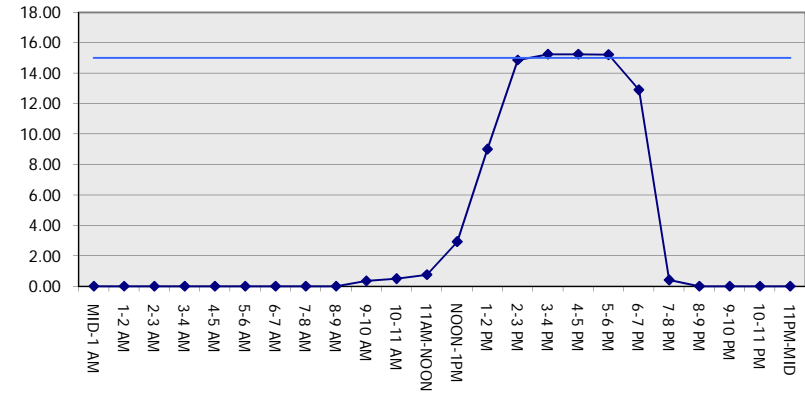
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

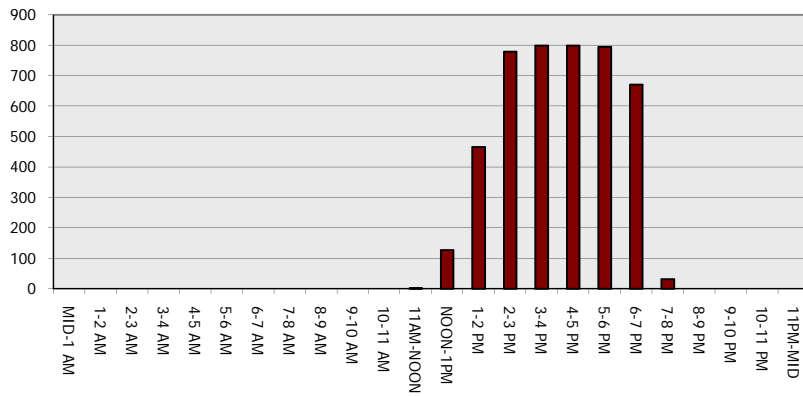
Main Route - Traffic Demand (Vehicles Per Hour)



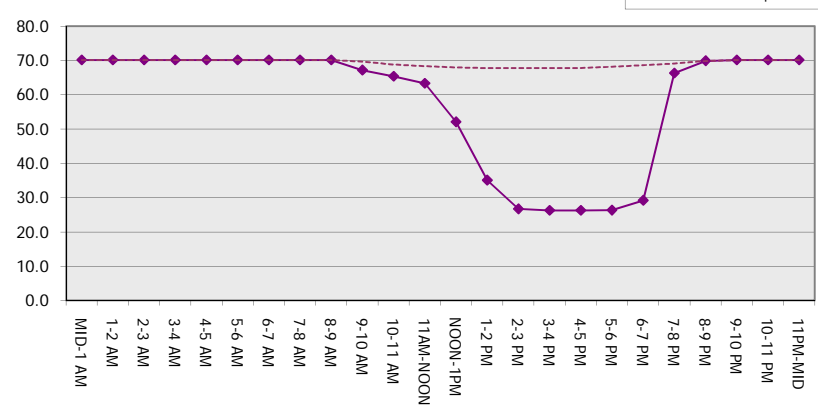
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	649	0.0	OFF	649	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	345	0.0	OFF	345	0	0.00	0	70.2	70.2	70.2
3-4 AM	223	0.0	OFF	223	0	0.00	0	70.2	70.2	70.2
4-5 AM	217	0.0	OFF	217	0	0.00	0	70.2	70.2	70.2
5-6 AM	362	0.0	OFF	362	0	0.00	0	70.2	70.2	70.2
6-7 AM	546	0.0	OFF	546	0	0.00	0	70.2	70.2	70.2
7-8 AM	805	0.0	OFF	805	0	0.00	0	70.2	70.2	70.2
8-9 AM	1226	0.0	OFF	1226	0	0.00	0	70.2	70.2	70.2
9-10 AM	1758	0.0	3000	1758	0	0.36	0	69.9	67.3	49.7
10-11 AM	2282	0.0	3000	2282	0	0.35	0	69.2	66.8	49.7
11AM-NOON	2624	0.0	3000	2624	0	0.52	0	68.8	65.2	43.5
NOON-1PM	2791	0.0	3000	2791	0	0.63	0	68.6	64.3	40.3
1-2 PM	2760	0.0	3000	2760	0	0.61	0	68.6	64.5	40.9
2-3 PM	2731	0.0	3000	2731	0	0.59	0	68.6	64.6	41.4
3-4 PM	2745	0.0	3000	2745	0	0.60	0	68.6	64.6	41.1
4-5 PM	2808	0.0	3000	2808	0	0.64	0	68.6	64.3	40.0
5-6 PM	2713	0.0	3000	2713	0	0.58	0	68.7	64.8	41.7
6-7 PM	2518	0.0	3000	2518	0	0.45	0	68.9	65.8	45.8
7-8 PM	2215	0.0	OFF	2215	0	0.00	0	69.3	69.3	69.3
8-9 PM	1822	0.0	OFF	1822	0	0.00	0	69.8	69.8	69.8
9-10 PM	1437	0.0	OFF	1437	0	0.00	0	70.2	70.2	70.2
10-11 PM	1076	0.0	OFF	1076	0	0.00	0	70.2	70.2	70.2
11PM-MID	735	0.0	OFF	735	0	0.00	0	70.2	70.2	70.2

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

----- 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	0.0656
MAIN ROUTE WITH WORKS	0.0639
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,804
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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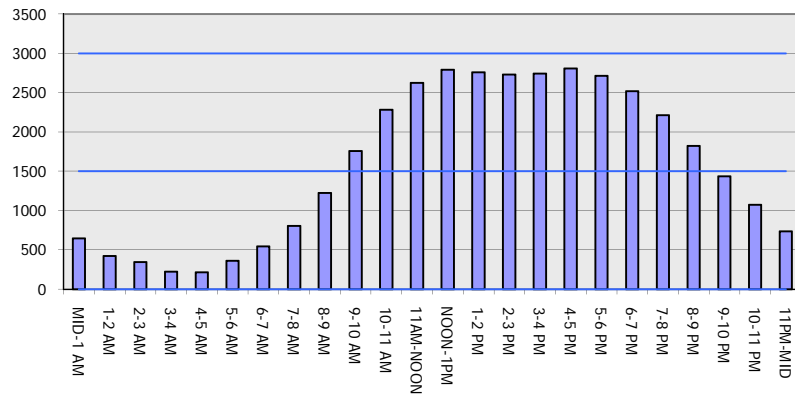
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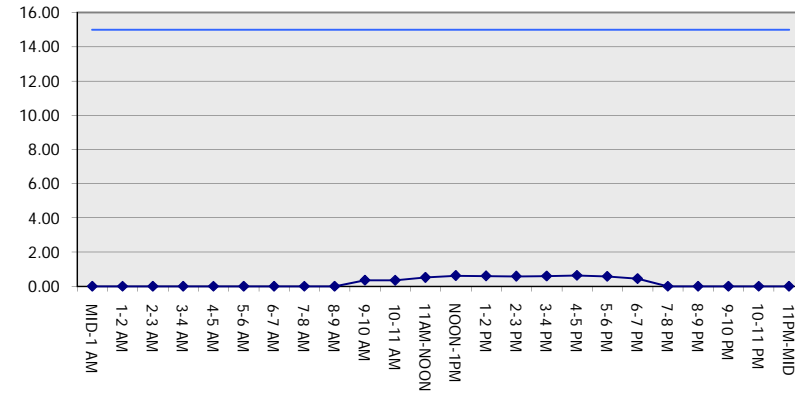
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

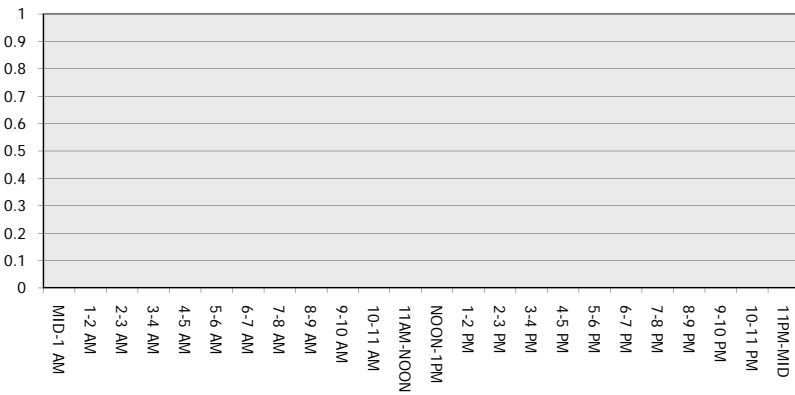
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

