

**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
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	1499	1859	0	5.32	135	69.7	44.5	32.5	
10-11 AM	2599	0.0	1499	1500	1099	16.13+	399	68.8	25.5	32.5	
11AM-NOON	2937	0.0	1500	1500	1437	16.07+	399	68.4	25.5	32.5	
NOON-1PM	3263	0.0	1500	1500	1763	16.01+	399	68.0	25.5	32.5	
1-2 PM	3395	0.0	1500	1500	1895	15.99+	400	67.8	25.5	32.5	
2-3 PM	3390	0.0	1499	1500	1890	15.99+	400	67.8	25.5	32.5	
3-4 PM	3407	0.0	1500	1500	1907	15.99+	400	67.8	25.5	32.5	
4-5 PM	3389	0.0	1500	1500	1889	15.99+	400	67.8	25.5	32.5	
5-6 PM	3092	0.0	1500	1500	1592	16.04+	400	68.2	25.5	32.5	
6-7 PM	2695	0.0	1500	1500	1195	16.11+	399	68.7	25.5	32.5	
7-8 PM	2285	0.0	OFF	2285	0	0.23	17	69.2	67.5	67.5	
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	0.0449
'DIVERSION'	0.0589
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,326
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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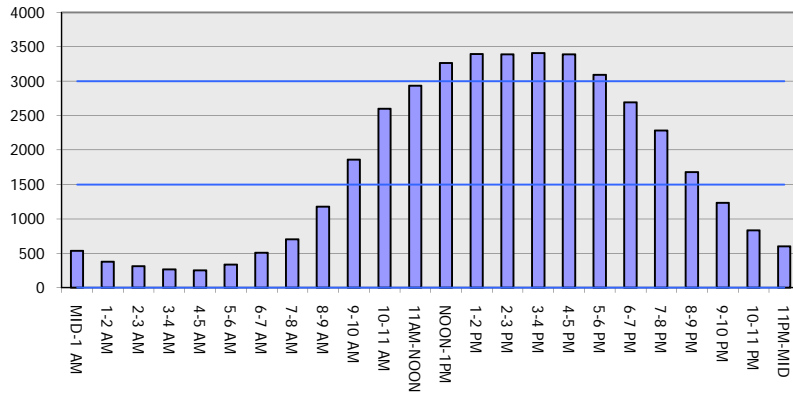
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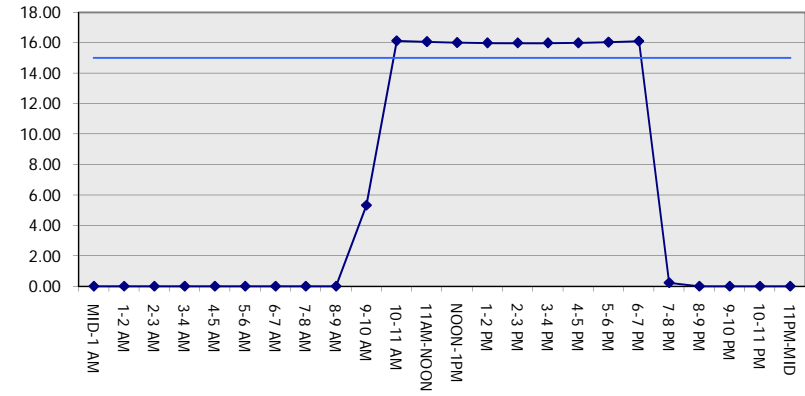
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

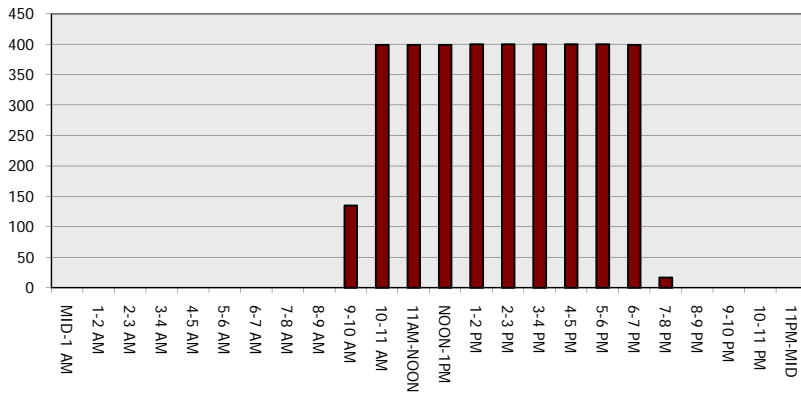
Main Route - Traffic Demand (Vehicles Per Hour)



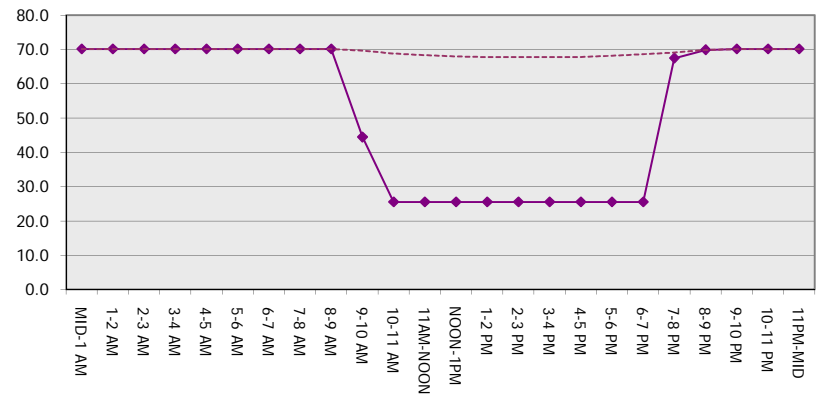
Main Route Average Delay Per Vehicle (Minutes)



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	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	1499	1758	0	4.20	96	69.9	48.2	32.5
10-11 AM	2282	0.0	1499	1668	615	15.57+	385	69.2	26.1	32.5
11AM-NOON	2624	0.0	1500	1500	1124	16.12+	400	68.8	25.5	32.5
NOON-1PM	2791	0.0	1500	1500	1291	16.09+	400	68.6	25.5	32.5
1-2 PM	2760	0.0	1500	1500	1260	16.10+	400	68.6	25.5	32.5
2-3 PM	2731	0.0	1500	1500	1231	16.10+	400	68.6	25.5	32.5
3-4 PM	2745	0.0	1500	1500	1245	16.10+	400	68.6	25.5	32.5
4-5 PM	2808	0.0	1500	1500	1308	16.09+	400	68.6	25.5	32.5
5-6 PM	2713	0.0	1500	1500	1213	16.11+	400	68.7	25.5	32.5
6-7 PM	2518	0.0	1500	1500	1018	16.14+	400	68.9	25.5	32.5
7-8 PM	2215	0.0	OFF	2215	0	0.31	23	69.3	67.1	67.1
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)

+ 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	0.0656
MAIN ROUTE WITH WORKS	0.0467
'DIVERSION'	0.0414

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$108,304
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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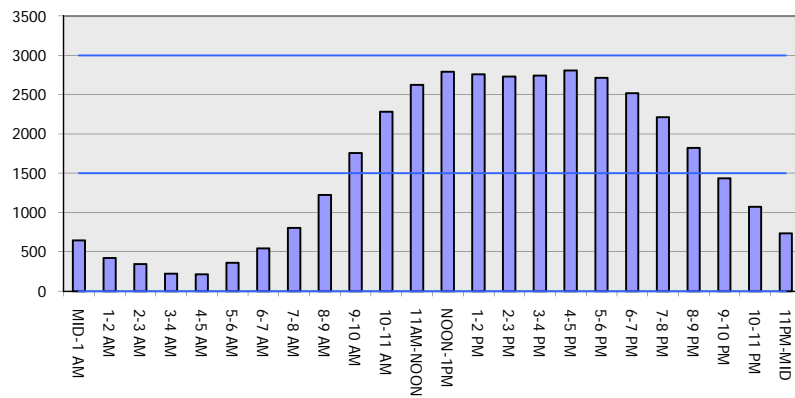
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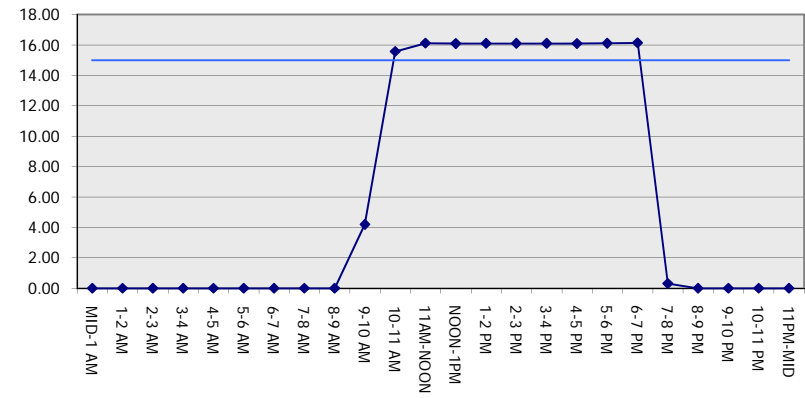
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

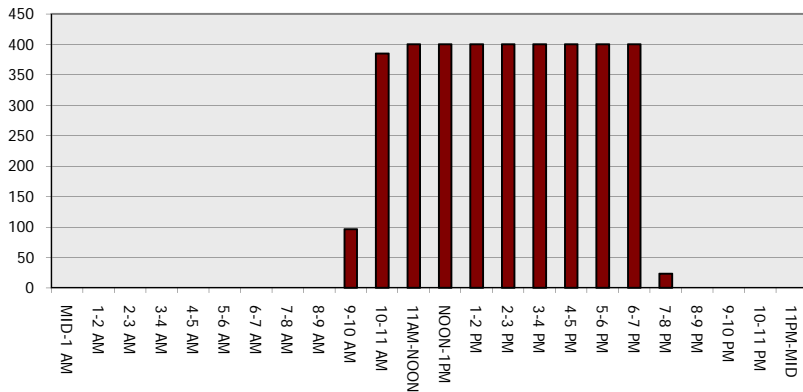
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

