

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	593	0.0	1500	593	0	0.44	0	70.2	67.0	46.5	
1-2 AM	434	0.0	1500	434	0	0.42	0	70.2	67.1	47.2	
2-3 AM	433	0.0	1500	433	0	0.42	0	70.2	67.1	47.2	
3-4 AM	468	0.0	1500	468	0	0.43	0	70.2	67.1	47.1	
4-5 AM	768	0.0	1500	768	0	0.46	0	70.2	66.8	45.8	
5-6 AM	1403	0.0	OFF	1403	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1927	0.0	OFF	1927	0	0.00	0	69.6	69.6	69.6	
7-8 AM	2151	0.0	OFF	2151	0	0.00	0	69.4	69.4	69.4	
8-9 AM	2190	0.0	OFF	2190	0	0.00	0	69.3	69.3	69.3	
9-10 AM	2549	0.0	OFF	2549	0	0.00	0	68.9	68.9	68.9	
10-11 AM	2752	0.0	OFF	2752	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	2766	0.0	OFF	2766	0	0.00	0	68.6	68.6	68.6	
NOON-1PM	2879	0.0	OFF	2879	0	0.00	0	68.4	68.4	68.4	
1-2 PM	2977	0.0	OFF	2977	0	0.00	0	68.3	68.3	68.3	
2-3 PM	3105	0.0	OFF	3105	0	0.00	0	68.2	68.2	68.2	
3-4 PM	3088	0.0	OFF	3088	0	0.00	0	68.2	68.2	68.2	
4-5 PM	3059	0.0	OFF	3059	0	0.00	0	68.2	68.2	68.2	
5-6 PM	3086	0.0	OFF	3086	0	0.00	0	68.2	68.2	68.2	
6-7 PM	2743	0.0	OFF	2743	0	0.00	0	68.6	68.6	68.6	
7-8 PM	2142	0.0	1499	1889	253	11.59+	297	69.4	31.1	32.5	
8-9 PM	1661	0.0	1500	1502	159	16.27+	399	70.0	25.5	32.5	
9-10 PM	1484	0.0	1500	1484	0	15.98+	391	70.2	25.8	32.5	
10-11 PM	1381	0.0	1499	1381	0	13.43	326	70.2	28.8	32.5	
11PM-MID	1129	0.0	1499	1129	0	4.04	109	70.2	48.9	38.9	

"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

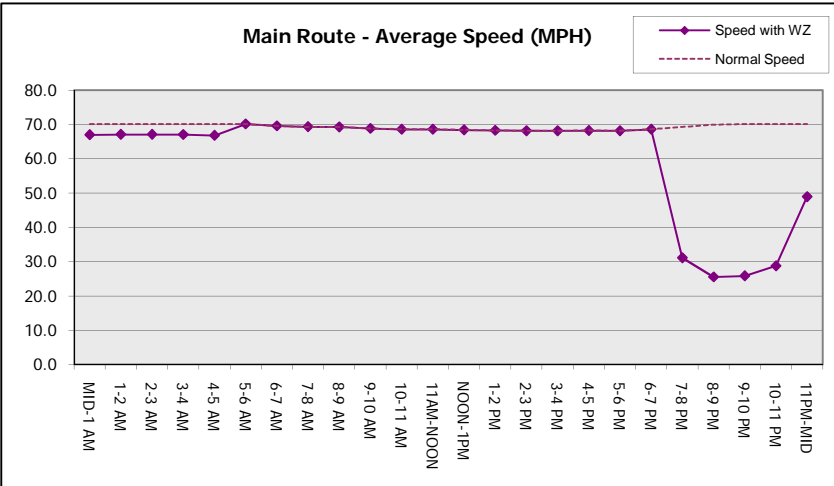
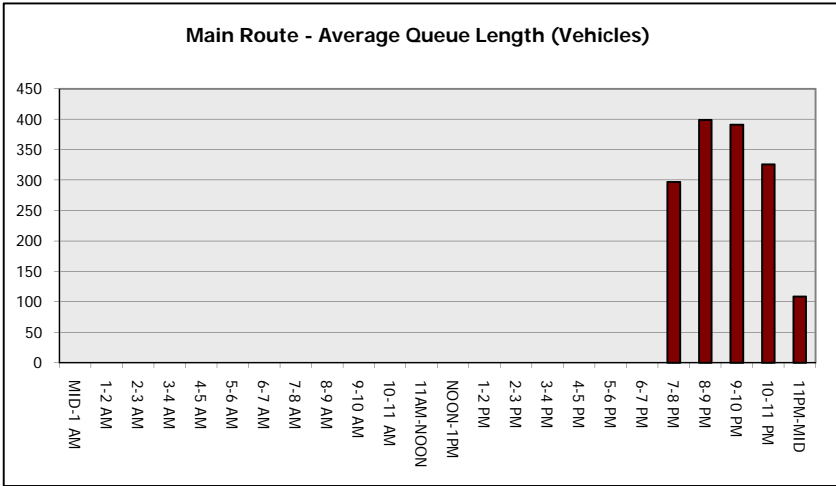
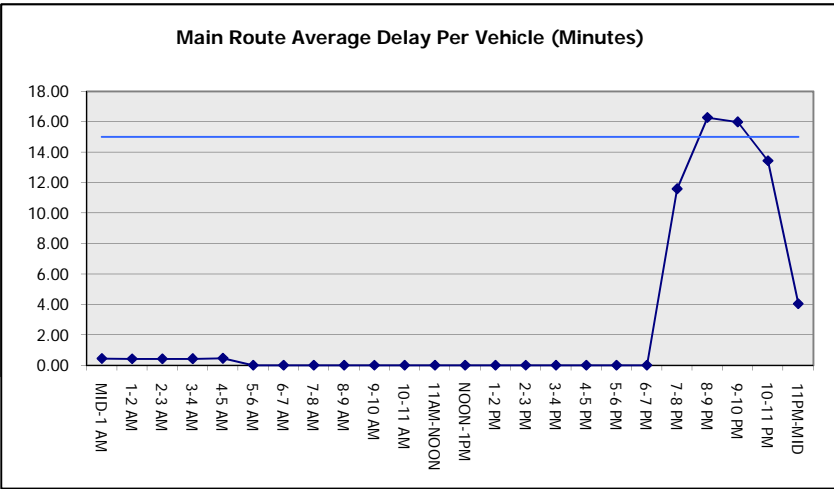
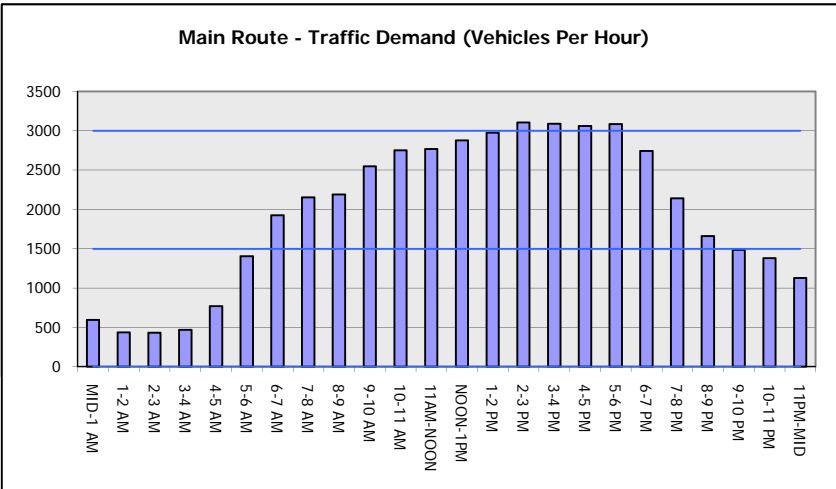
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0818
MAIN ROUTE WITH WORKS	0.0804
'DIVERSION'	0.0017
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$23,005
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
 NIGHTTIME 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	706	0.0	1500	706	0	0.46	0	70.2	66.9	46.0
1-2 AM	589	0.0	1500	589	0	0.44	0	70.2	67.0	46.5
2-3 AM	413	0.0	1500	413	0	0.42	0	70.2	67.1	47.3
3-4 AM	472	0.0	1500	472	0	0.43	0	70.2	67.1	47.0
4-5 AM	680	0.0	1500	680	0	0.45	0	70.2	66.9	46.1
5-6 AM	1283	0.0	OFF	1283	0	0.00	0	70.2	70.2	70.2
6-7 AM	2024	0.0	OFF	2024	0	0.00	0	69.6	69.6	69.6
7-8 AM	2313	0.0	OFF	2313	0	0.00	0	69.2	69.2	69.2
8-9 AM	2119	0.0	OFF	2119	0	0.00	0	69.4	69.4	69.4
9-10 AM	2357	0.0	OFF	2357	0	0.00	0	69.1	69.1	69.1
10-11 AM	2777	0.0	OFF	2777	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2926	0.0	OFF	2926	0	0.00	0	68.4	68.4	68.4
NOON-1PM	3068	0.0	OFF	3068	0	0.00	0	68.2	68.2	68.2
1-2 PM	3339	0.0	OFF	3339	0	0.00	0	67.9	67.9	67.9
2-3 PM	3575	0.0	OFF	3575	0	0.00	0	67.6	67.6	67.6
3-4 PM	3607	0.0	OFF	3607	0	0.00	0	67.5	67.5	67.5
4-5 PM	3503	0.0	OFF	3503	0	0.00	0	67.7	67.7	67.7
5-6 PM	3582	0.0	OFF	3582	0	0.00	0	67.6	67.6	67.6
6-7 PM	3440	0.0	OFF	3440	0	0.00	0	67.8	67.8	67.8
7-8 PM	3227	0.0	1499	1550	1677	16.27+	412	68.0	25.3	39.1
8-9 PM	2453	0.0	1499	1716	737	13.60+	348	69.0	28.3	37.3
9-10 PM	1914	0.0	1499	1655	258	15.52+	382	69.7	26.3	32.5
10-11 PM	1481	0.0	1499	1416	66	15.56+	381	70.2	26.3	32.5
11PM-MID	1080	0.0	1499	1080	0	5.48	157	70.2	44.2	38.7

"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	0.0918
MAIN ROUTE WITH WORKS	0.0864
'DIVERSION'	0.0110

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,590
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
 NIGHTTIME 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

