

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	522	0.0	1500	522	0	0.43	0	70.2	67.1	46.8	
1-2 AM	407	0.0	1500	407	0	0.42	0	70.2	67.1	47.3	
2-3 AM	400	0.0	1500	400	0	0.42	0	70.2	67.1	47.4	
3-4 AM	451	0.0	1500	451	0	0.43	0	70.2	67.1	47.1	
4-5 AM	759	0.0	1500	759	0	0.46	0	70.2	66.8	45.8	
5-6 AM	1358	0.0	OFF	1358	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1963	0.0	OFF	1963	0	0.00	0	69.6	69.6	69.6	
7-8 AM	2203	0.0	OFF	2203	0	0.00	0	69.3	69.3	69.3	
8-9 AM	2150	0.0	OFF	2150	0	0.00	0	69.4	69.4	69.4	
9-10 AM	2271	0.0	OFF	2271	0	0.00	0	69.2	69.2	69.2	
10-11 AM	2429	0.0	OFF	2429	0	0.00	0	69.0	69.0	69.0	
11AM-NOON	2442	0.0	OFF	2442	0	0.00	0	69.0	69.0	69.0	
NOON-1PM	2641	0.0	OFF	2641	0	0.00	0	68.7	68.7	68.7	
1-2 PM	2774	0.0	OFF	2774	0	0.00	0	68.6	68.6	68.6	
2-3 PM	2874	0.0	OFF	2874	0	0.00	0	68.5	68.5	68.5	
3-4 PM	2971	0.0	OFF	2971	0	0.00	0	68.4	68.4	68.4	
4-5 PM	3181	0.0	OFF	3181	0	0.00	0	68.1	68.1	68.1	
5-6 PM	3255	0.0	OFF	3255	0	0.00	0	68.0	68.0	68.0	
6-7 PM	2703	0.0	OFF	2703	0	0.00	0	68.7	68.7	68.7	
7-8 PM	1951	0.0	1499	1935	16	10.15+	263	69.6	33.5	32.5	
8-9 PM	1409	0.0	1499	1342	68	14.40+	352	70.2	27.6	32.5	
9-10 PM	1272	0.0	1499	1272	0	7.17	172	70.2	39.6	33.8	
10-11 PM	1083	0.0	1500	1083	0	0.63	3	70.2	65.7	43.8	
11PM-MID	830	0.0	1500	830	0	0.47	0	70.2	66.8	45.5	

"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	0.0768
MAIN ROUTE WITH WORKS	0.0761
'DIVERSION'	0.0003
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$12,002
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

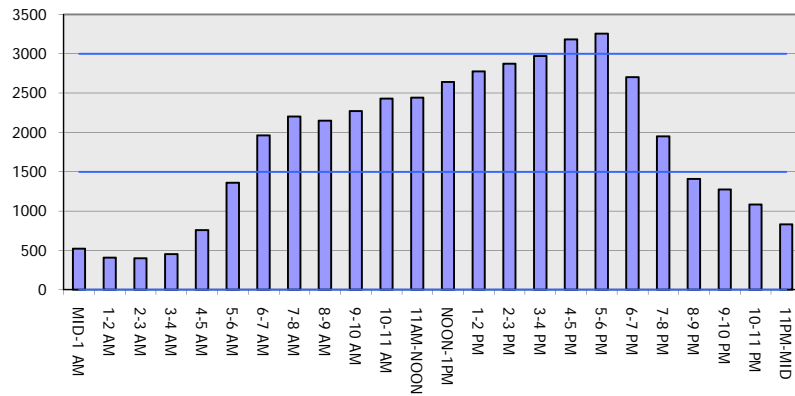
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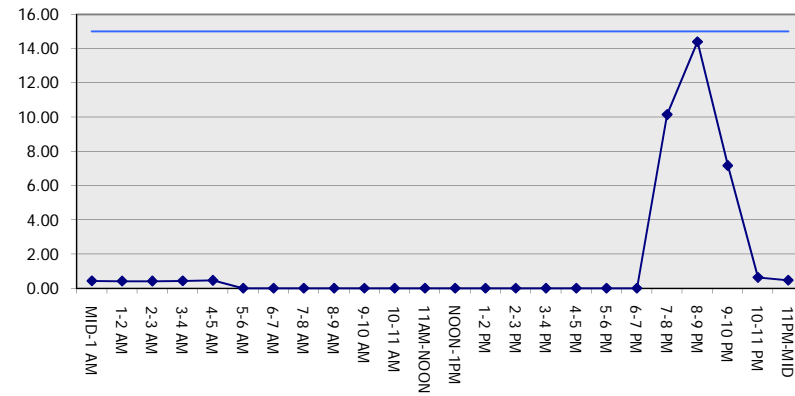
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

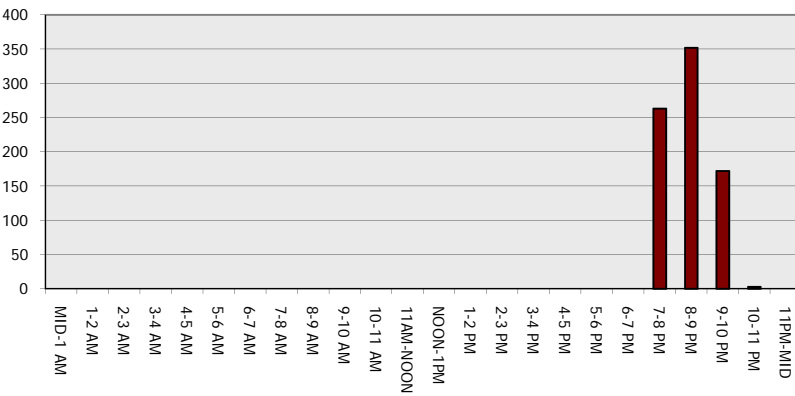
Main Route - Traffic Demand (Vehicles Per Hour)



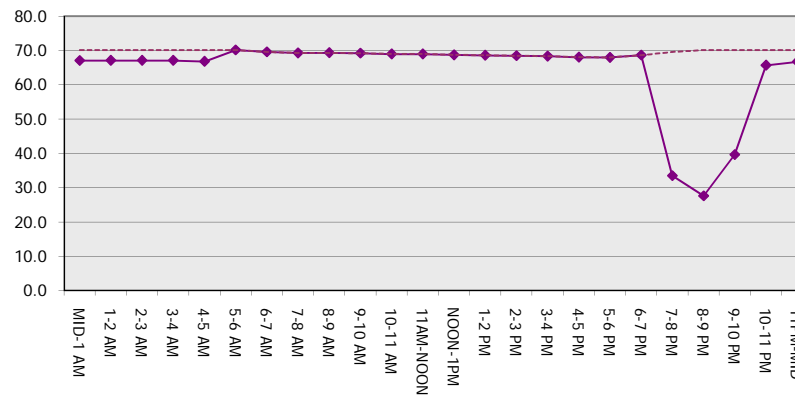
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	568	0.0	1500	568	0	0.44	0	70.2	67.0	46.6
1-2 AM	456	0.0	1500	456	0	0.43	0	70.2	67.1	47.1
2-3 AM	398	0.0	1500	398	0	0.42	0	70.2	67.1	47.4
3-4 AM	457	0.0	1500	457	0	0.43	0	70.2	67.1	47.1
4-5 AM	628	0.0	1500	628	0	0.45	0	70.2	66.9	46.3
5-6 AM	1311	0.0	OFF	1311	0	0.00	0	70.2	70.2	70.2
6-7 AM	2078	0.0	OFF	2078	0	0.00	0	69.4	69.4	69.4
7-8 AM	2249	0.0	OFF	2249	0	0.00	0	69.2	69.2	69.2
8-9 AM	2035	0.0	OFF	2035	0	0.00	0	69.5	69.5	69.5
9-10 AM	2131	0.0	OFF	2131	0	0.00	0	69.4	69.4	69.4
10-11 AM	2444	0.0	OFF	2444	0	0.00	0	69.0	69.0	69.0
11AM-NOON	2550	0.0	OFF	2550	0	0.00	0	68.9	68.9	68.9
NOON-1PM	2577	0.0	OFF	2577	0	0.00	0	68.8	68.8	68.8
1-2 PM	2789	0.0	OFF	2789	0	0.00	0	68.6	68.6	68.6
2-3 PM	3183	0.0	OFF	3183	0	0.00	0	68.1	68.1	68.1
3-4 PM	3206	0.0	OFF	3206	0	0.00	0	68.1	68.1	68.1
4-5 PM	3256	0.0	OFF	3256	0	0.00	0	68.0	68.0	68.0
5-6 PM	3144	0.0	OFF	3144	0	0.00	0	68.1	68.1	68.1
6-7 PM	2807	0.0	OFF	2807	0	0.00	0	68.6	68.6	68.6
7-8 PM	2537	0.0	1499	1875	663	13.06+	326	68.9	29.0	35.3
8-9 PM	2265	0.0	1499	1500	765	16.18+	399	69.2	25.5	32.5
9-10 PM	1681	0.0	1500	1527	154	16.06+	394	69.9	25.7	32.5
10-11 PM	1254	0.0	1499	1254	0	12.14	301	70.2	30.5	33.1
11PM-MID	973	0.0	1500	973	0	1.36	27	70.2	61.2	43.9

"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	0.0815
MAIN ROUTE WITH WORKS	0.0781
'DIVERSION'	0.0064

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,720
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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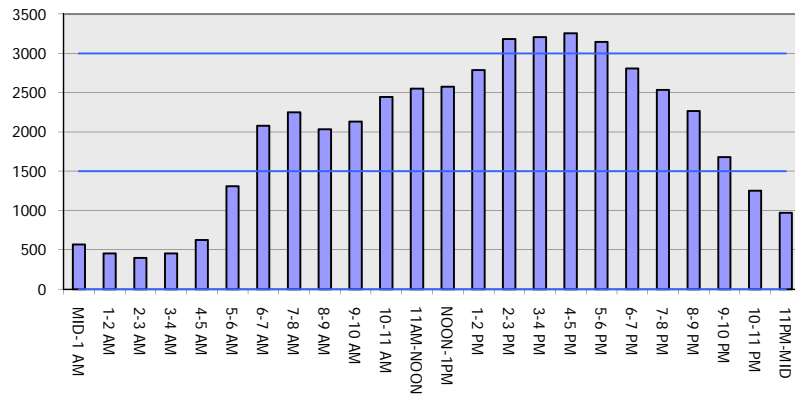
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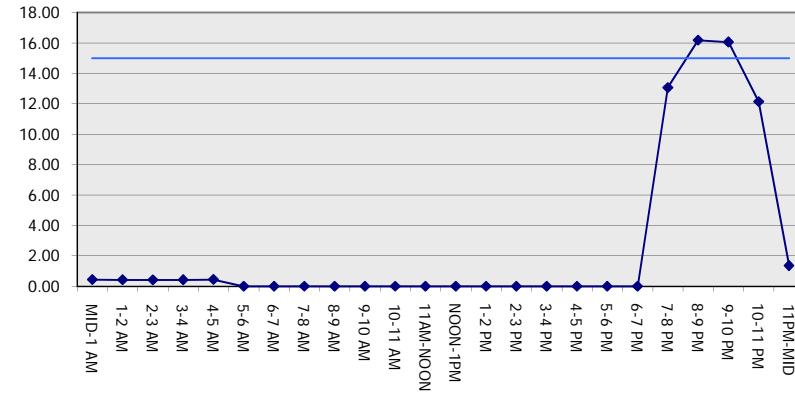
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

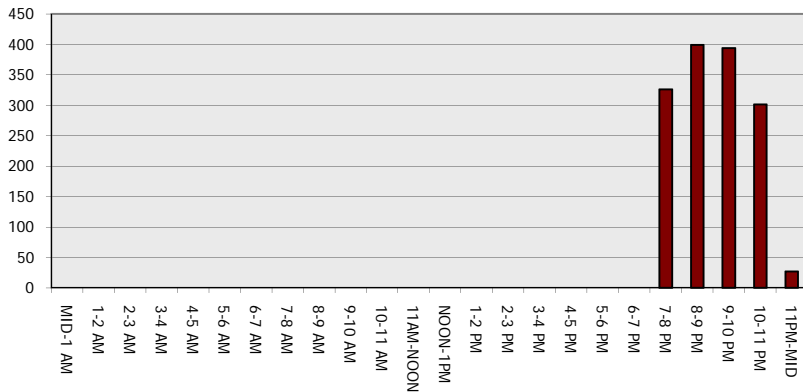
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

