

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

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	1500	574	0	0.44	0	70.2	67.0	46.6	
1-2 AM	420	0.0	1500	420	0	0.42	0	70.2	67.1	47.3	
2-3 AM	349	0.0	1500	349	0	0.41	0	70.2	67.2	47.6	
3-4 AM	362	0.0	1500	362	0	0.41	0	70.2	67.2	47.5	
4-5 AM	395	0.0	1500	395	0	0.42	0	70.2	67.1	47.4	
5-6 AM	584	0.0	1500	584	0	0.44	0	70.2	67.0	46.6	
6-7 AM	906	0.0	1500	906	0	0.48	0	70.2	66.7	45.2	
7-8 AM	1265	0.0	1499	1265	0	0.70	0	70.2	65.3	39.1	
8-9 AM	1746	0.0	OFF	1746	0	0.00	0	69.9	69.9	69.9	
9-10 AM	2442	0.0	OFF	2442	0	0.00	0	69.0	69.0	69.0	
10-11 AM	2749	0.0	OFF	2749	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	2866	0.0	OFF	2866	0	0.00	0	68.5	68.5	68.5	
NOON-1PM	2976	0.0	OFF	2976	0	0.00	0	68.3	68.3	68.3	
1-2 PM	2782	0.0	OFF	2782	0	0.00	0	68.6	68.6	68.6	
2-3 PM	2849	0.0	OFF	2849	0	0.00	0	68.5	68.5	68.5	
3-4 PM	2858	0.0	OFF	2858	0	0.00	0	68.5	68.5	68.5	
4-5 PM	2764	0.0	OFF	2764	0	0.00	0	68.6	68.6	68.6	
5-6 PM	2650	0.0	OFF	2650	0	0.00	0	68.7	68.7	68.7	
6-7 PM	2137	0.0	1499	1879	258	11.47+	294	69.4	31.3	32.5	
7-8 PM	1679	0.0	1500	1521	158	16.18+	397	69.9	25.6	32.5	
8-9 PM	1352	0.0	1499	1352	0	13.93+	340	70.2	28.1	32.5	
9-10 PM	1206	0.0	1499	1206	0	4.59	116	70.2	47.0	36.4	
10-11 PM	1059	0.0	1500	1059	0	0.50	0	70.2	66.6	44.6	
11PM-MID	839	0.0	1500	839	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	0.0690
MAIN ROUTE WITH WORKS	0.0675
'DIVERSION'	0.0017
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,897
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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

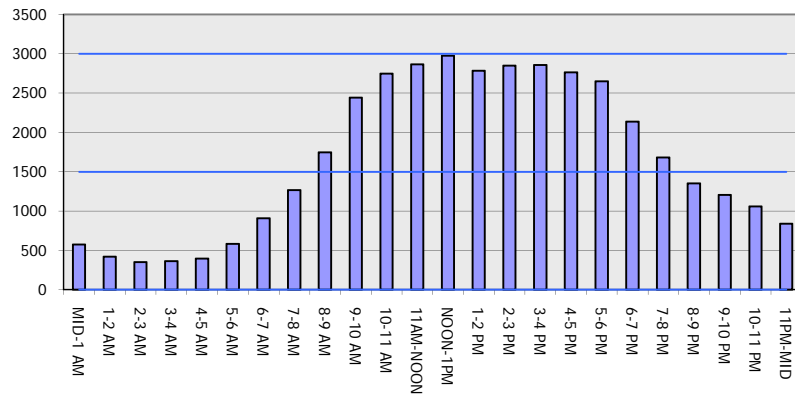
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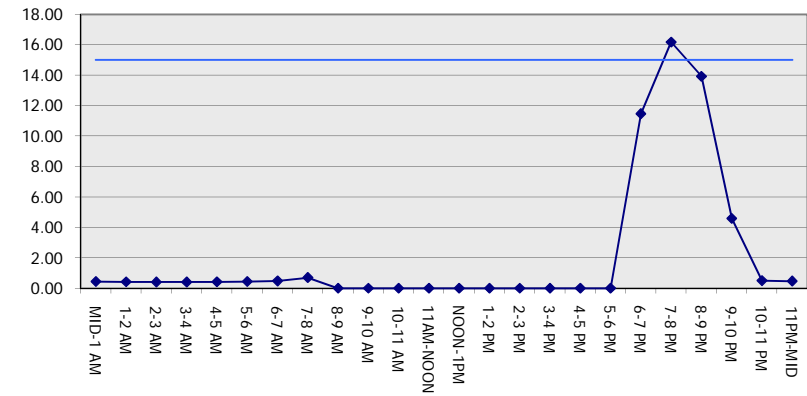
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

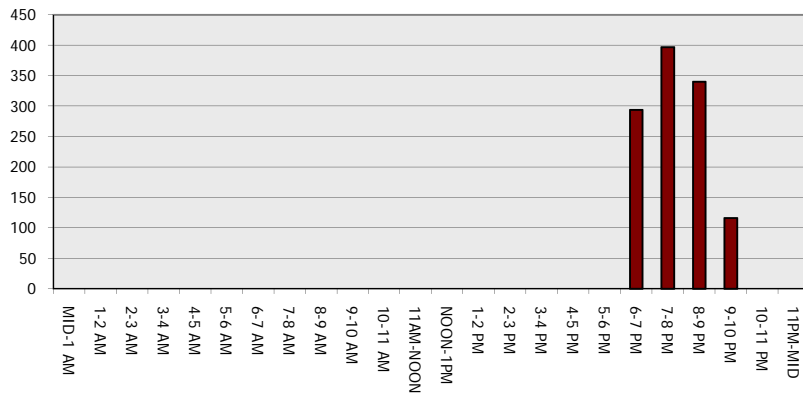
Main Route - Traffic Demand (Vehicles Per Hour)



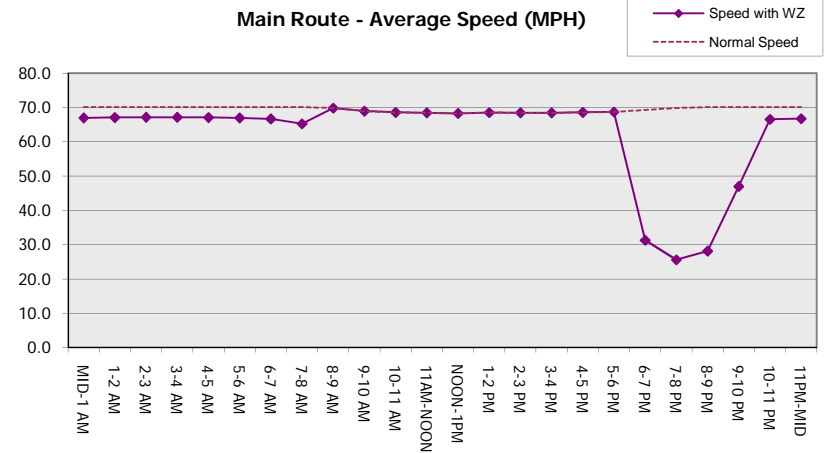
Main Route Average Delay Per Vehicle (Minutes)



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	1500	646	0	0.48	0	70.2	66.8	46.3
1-2 AM	437	0.0	1500	437	0	0.42	0	70.2	67.1	47.2
2-3 AM	356	0.0	1500	356	0	0.41	0	70.2	67.2	47.6
3-4 AM	334	0.0	1500	334	0	0.41	0	70.2	67.2	47.7
4-5 AM	408	0.0	1500	408	0	0.42	0	70.2	67.1	47.3
5-6 AM	681	0.0	1500	681	0	0.45	0	70.2	66.9	46.1
6-7 AM	1009	0.0	1500	1009	0	0.49	0	70.2	66.6	44.8
7-8 AM	1377	0.0	1499	1377	0	0.85	0	70.2	64.3	35.7
8-9 AM	1777	0.0	OFF	1777	0	0.00	0	69.8	69.8	69.8
9-10 AM	2183	0.0	OFF	2183	0	0.00	0	69.3	69.3	69.3
10-11 AM	2537	0.0	OFF	2537	0	0.00	0	68.9	68.9	68.9
11AM-NOON	2748	0.0	OFF	2748	0	0.00	0	68.6	68.6	68.6
NOON-1PM	2660	0.0	OFF	2660	0	0.00	0	68.7	68.7	68.7
1-2 PM	2601	0.0	OFF	2601	0	0.00	0	68.8	68.8	68.8
2-3 PM	2763	0.0	OFF	2763	0	0.00	0	68.6	68.6	68.6
3-4 PM	2692	0.0	OFF	2692	0	0.00	0	68.7	68.7	68.7
4-5 PM	2727	0.0	OFF	2727	0	0.00	0	68.6	68.6	68.6
5-6 PM	2622	0.0	OFF	2622	0	0.00	0	68.8	68.8	68.8
6-7 PM	2260	0.0	1499	1927	333	12.09+	306	69.2	30.4	32.5
7-8 PM	1866	0.0	1500	1500	366	16.25+	400	69.7	25.5	32.5
8-9 PM	1746	0.0	1500	1489	256	16.23+	398	69.9	25.5	32.5
9-10 PM	1555	0.0	1499	1485	70	16.23+	398	70.1	25.6	32.5
10-11 PM	1501	0.0	1500	1476	25	16.11+	394	70.2	25.7	32.5
11PM-MID	1158	0.0	1499	1158	0	8.97	233	70.2	35.8	35.7

"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	0.0705
MAIN ROUTE WITH WORKS	0.0677
'DIVERSION'	0.0042

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,122
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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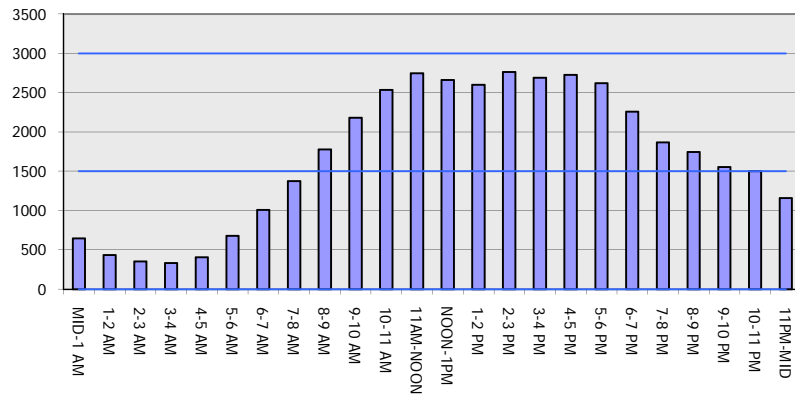
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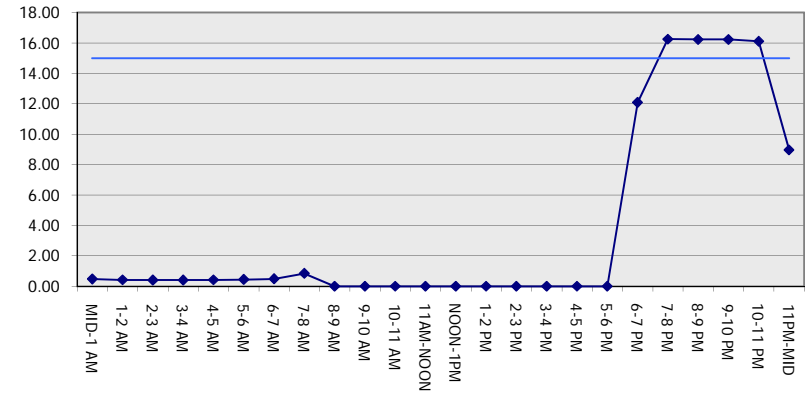
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

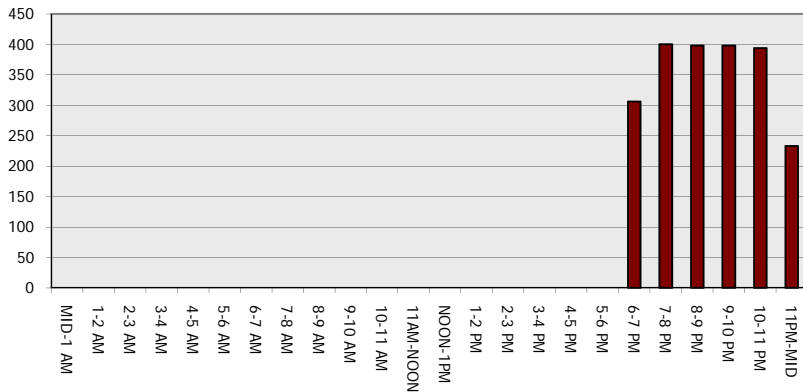
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

