

<b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b> Analyzed for 2009 Construction Season
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**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	1500	536	0	0.44	0	70.2	67.0	46.8	
1-2 AM	377	0.0	1500	377	0	0.42	0	70.2	67.2	47.4	
2-3 AM	311	0.0	1500	311	0	0.41	0	70.2	67.3	47.8	
3-4 AM	264	0.0	1500	264	0	0.40	0	70.2	67.3	48.0	
4-5 AM	251	0.0	1500	251	0	0.40	0	70.2	67.3	48.1	
5-6 AM	334	0.0	1500	334	0	0.41	0	70.2	67.2	47.7	
6-7 AM	506	0.0	1500	506	0	0.43	0	70.2	67.1	46.9	
7-8 AM	702	0.0	1500	702	0	0.46	0	70.2	66.9	46.0	
8-9 AM	1177	0.0	1499	1177	0	0.63	0	70.2	65.7	40.9	
9-10 AM	1859	0.0	OFF	1859	0	0.00	0	69.7	69.7	69.7	
10-11 AM	2599	0.0	OFF	2599	0	0.00	0	68.8	68.8	68.8	
11AM-NOON	2937	0.0	OFF	2937	0	0.00	0	68.4	68.4	68.4	
NOON-1PM	3263	0.0	OFF	3263	0	0.00	0	68.0	68.0	68.0	
1-2 PM	3395	0.0	OFF	3395	0	0.00	0	67.8	67.8	67.8	
2-3 PM	3390	0.0	OFF	3390	0	0.00	0	67.8	67.8	67.8	
3-4 PM	3407	0.0	OFF	3407	0	0.00	0	67.8	67.8	67.8	
4-5 PM	3389	0.0	OFF	3389	0	0.00	0	67.8	67.8	67.8	
5-6 PM	3092	0.0	OFF	3092	0	0.00	0	68.2	68.2	68.2	
6-7 PM	2695	0.0	OFF	2695	0	0.00	0	68.7	68.7	68.7	
7-8 PM	2285	0.0	1499	1956	329	12.45+	314	69.2	29.9	32.5	
8-9 PM	1680	0.0	1499	1449	231	16.08+	394	69.9	25.7	32.5	
9-10 PM	1231	0.0	1499	1231	0	11.87	297	70.2	30.9	33.7	
10-11 PM	834	0.0	1500	834	0	0.95	15	70.2	63.7	45.4	
11PM-MID	602	0.0	1500	602	0	0.44	0	70.2	67.0	46.5	

"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	0.0713
MAIN ROUTE WITH WORKS	0.0696
'DIVERSION'	0.0023
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$19,181
CONGESTED HOURS PER DAY*	2

\*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)**

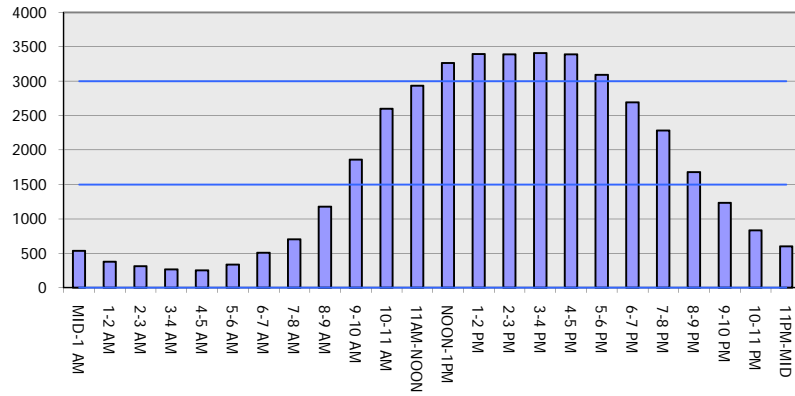
**OCTOBER**

Analyzed for 2009  
 Construction Season

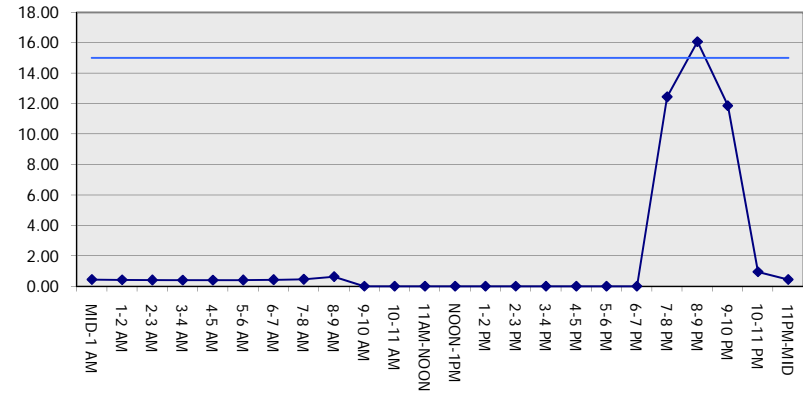
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

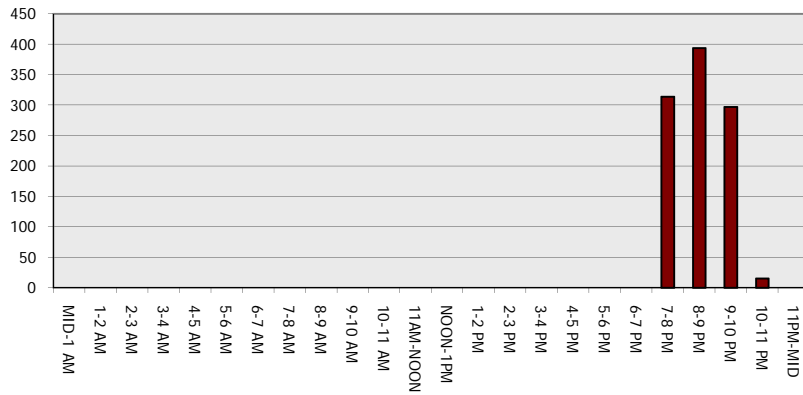
**Main Route - Traffic Demand (Vehicles Per Hour)**



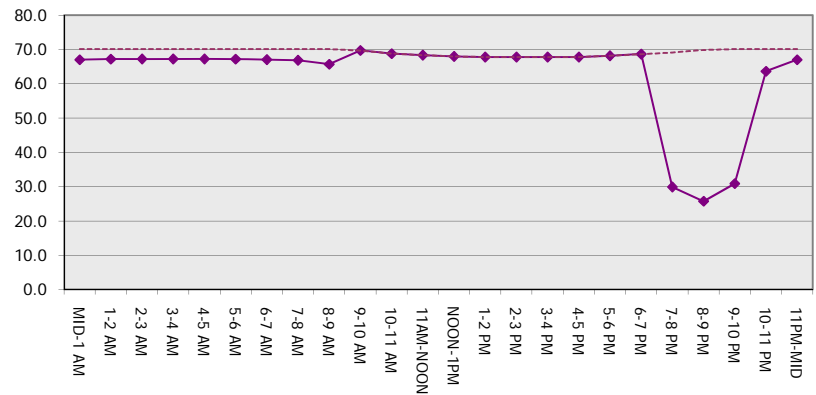
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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

**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	1500	649	0	0.45	0	70.2	66.9	46.3
1-2 AM	425	0.0	1500	425	0	0.42	0	70.2	67.1	47.3
2-3 AM	345	0.0	1500	345	0	0.41	0	70.2	67.2	47.6
3-4 AM	223	0.0	1500	223	0	0.40	0	70.2	67.3	48.2
4-5 AM	217	0.0	1500	217	0	0.40	0	70.2	67.3	48.2
5-6 AM	362	0.0	1500	362	0	0.41	0	70.2	67.2	47.5
6-7 AM	546	0.0	1500	546	0	0.44	0	70.2	67.0	46.7
7-8 AM	805	0.0	1500	805	0	0.47	0	70.2	66.8	45.6
8-9 AM	1226	0.0	1499	1226	0	0.65	0	70.2	65.6	40.4
9-10 AM	1758	0.0	OFF	1758	0	0.00	0	69.9	69.9	69.9
10-11 AM	2282	0.0	OFF	2282	0	0.00	0	69.2	69.2	69.2
11AM-NOON	2624	0.0	OFF	2624	0	0.00	0	68.8	68.8	68.8
NOON-1PM	2791	0.0	OFF	2791	0	0.00	0	68.6	68.6	68.6
1-2 PM	2760	0.0	OFF	2760	0	0.00	0	68.6	68.6	68.6
2-3 PM	2731	0.0	OFF	2731	0	0.00	0	68.6	68.6	68.6
3-4 PM	2745	0.0	OFF	2745	0	0.00	0	68.6	68.6	68.6
4-5 PM	2808	0.0	OFF	2808	0	0.00	0	68.6	68.6	68.6
5-6 PM	2713	0.0	OFF	2713	0	0.00	0	68.7	68.7	68.7
6-7 PM	2518	0.0	OFF	2518	0	0.00	0	68.9	68.9	68.9
7-8 PM	2215	0.0	1499	1901	314	11.75+	300	69.3	30.9	32.5
8-9 PM	1822	0.0	1500	1500	322	16.25+	400	69.8	25.5	32.5
9-10 PM	1437	0.0	1500	1422	15	15.55+	381	70.2	26.3	32.5
10-11 PM	1076	0.0	1499	1076	0	4.96	142	70.2	45.8	39.1
11PM-MID	735	0.0	1500	735	0	0.46	0	70.2	66.9	45.9

"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	0.0656
MAIN ROUTE WITH WORKS	0.0637
'DIVERSION'	0.0026

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$22,512
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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

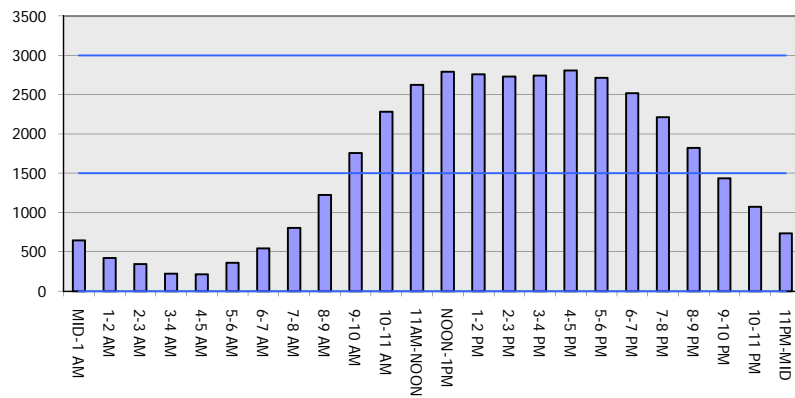
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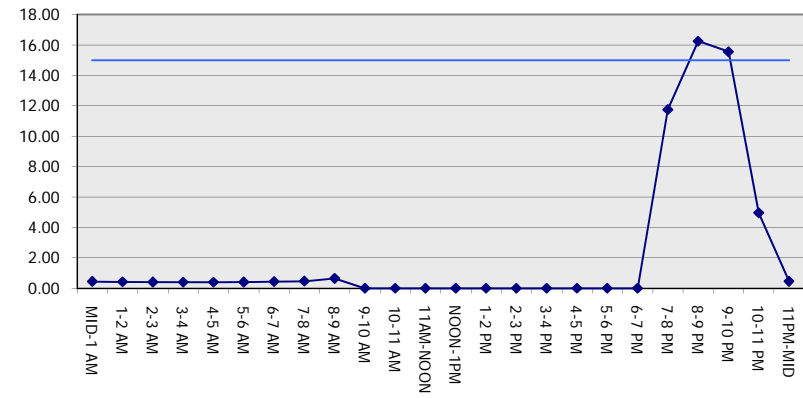
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

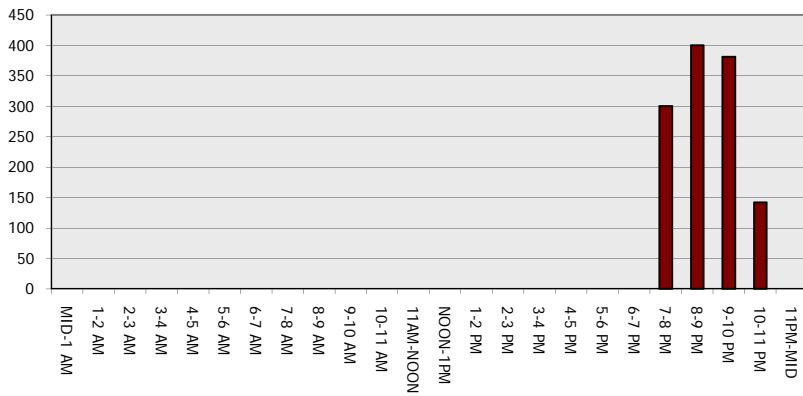
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

