

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) 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	710	0.0	1500	710	0	0.46	0	70.2	63.5	46.0	
1-2 AM	494	0.0	1500	494	0	0.43	0	70.2	63.8	46.9	
2-3 AM	350	0.0	1500	350	0	0.41	0	70.2	64.1	47.6	
3-4 AM	235	0.0	1500	235	0	0.40	0	70.2	64.3	48.1	
4-5 AM	235	0.0	1500	235	0	0.40	0	70.2	64.3	48.1	
5-6 AM	384	0.0	1500	384	0	0.42	0	70.2	64.0	47.4	
6-7 AM	581	0.0	1500	581	0	0.44	0	70.2	63.7	46.6	
7-8 AM	894	0.0	1500	894	0	0.48	0	70.2	63.2	45.2	
8-9 AM	1375	0.0	1499	1375	0	0.86	0	70.2	58.6	36.0	
9-10 AM	1940	0.0	1500	1940	0	6.63	186	69.6	27.8	32.4	
10-11 AM	2520	0.0	1499	1500	1020	16.23+	399	68.9	14.8	32.5	
11AM-NOON	2885	0.0	1500	1500	1385	16.20+	400	68.4	14.8	32.5	
NOON-1PM	3018	0.0	1500	1500	1518	16.19+	400	68.3	14.8	32.5	
1-2 PM	2893	0.0	1500	1500	1393	16.20+	400	68.4	14.8	32.5	
2-3 PM	2897	0.0	1500	1500	1397	16.20+	400	68.4	14.8	32.5	
3-4 PM	2875	0.0	1500	1500	1375	16.20+	400	68.4	14.8	32.5	
4-5 PM	2924	0.0	1500	1500	1424	16.19+	400	68.4	14.8	32.5	
5-6 PM	2843	0.0	1500	1500	1343	16.20+	400	68.5	14.8	32.5	
6-7 PM	2659	0.0	1500	1500	1159	16.22+	400	68.7	14.8	32.5	
7-8 PM	2363	0.0	1500	1500	863	16.24+	400	69.1	14.8	32.5	
8-9 PM	1895	0.0	1500	1475	420	16.18+	397	69.7	14.9	32.5	
9-10 PM	1551	0.0	1499	1456	96	16.11+	395	70.1	15.0	32.5	
10-11 PM	1097	0.0	1499	1097	0	6.39	195	70.2	28.4	37.5	
11PM-MID	806	0.0	1500	806	0	0.47	0	70.2	63.3	45.6	

+ 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	0.0328
MAIN ROUTE WITH WORKS	0.0202
'DIVERSION'	0.0252
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$148,468
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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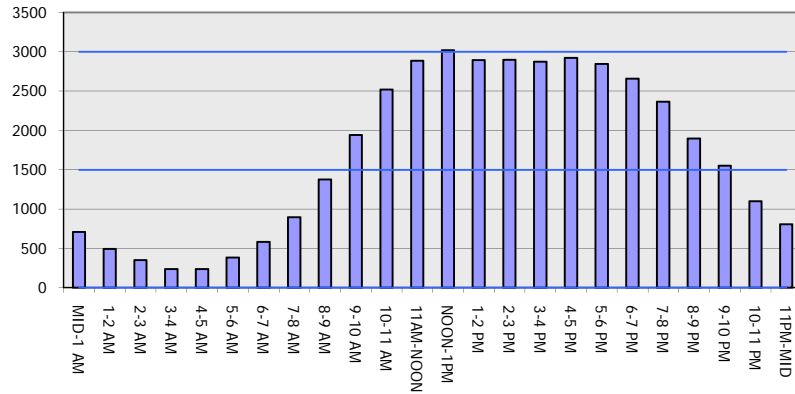
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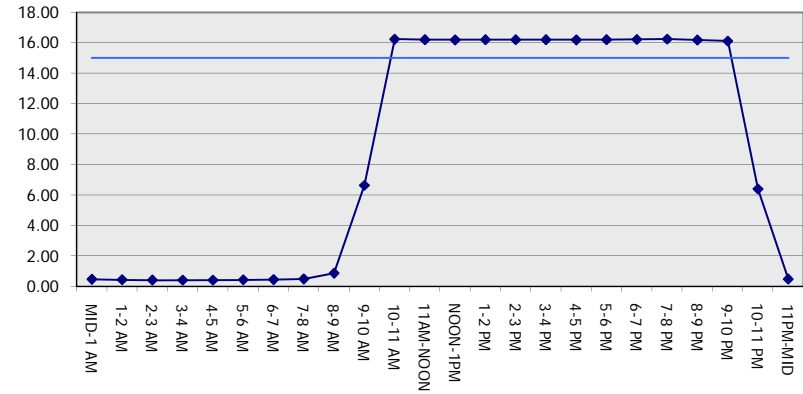
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

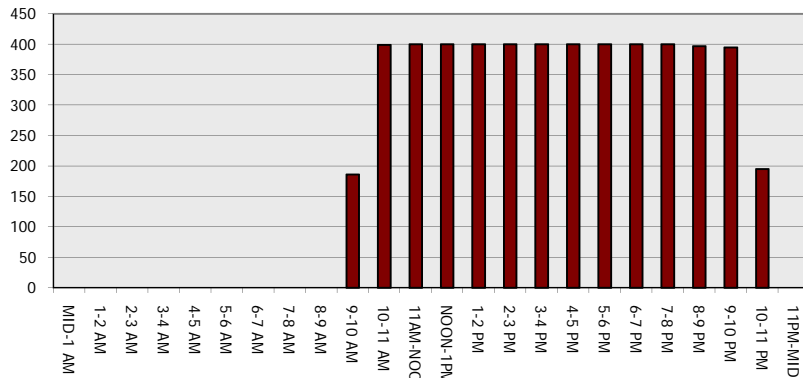
Main Route - Traffic Demand (Vehicles Per Hour)



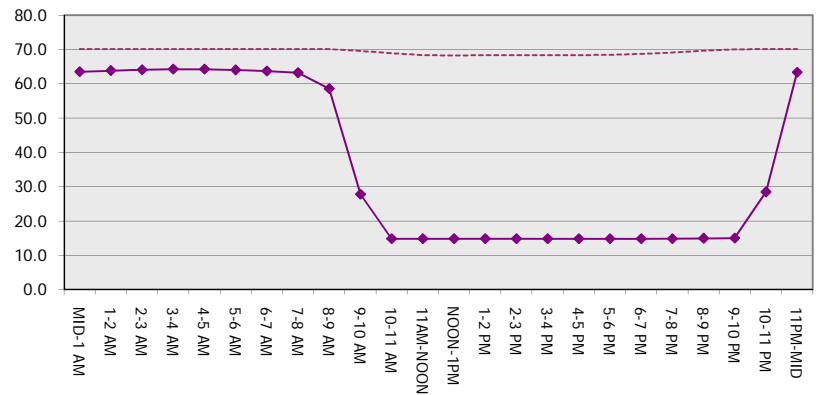
Main Route Average Delay Per Vehicle (Minutes)



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	543	0.0	1500	543	0	0.44	0	70.2	63.8	46.7
1-2 AM	381	0.0	1500	381	0	0.42	0	70.2	64.0	47.4
2-3 AM	298	0.0	1500	298	0	0.41	0	70.2	64.2	47.8
3-4 AM	260	0.0	1500	260	0	0.40	0	70.2	64.3	48.0
4-5 AM	277	0.0	1500	277	0	0.40	0	70.2	64.2	47.9
5-6 AM	390	0.0	1500	390	0	0.42	0	70.2	64.0	47.4
6-7 AM	572	0.0	1500	572	0	0.44	0	70.2	63.7	46.6
7-8 AM	780	0.0	1500	780	0	0.47	0	70.2	63.4	45.7
8-9 AM	1266	0.0	1499	1266	0	0.70	0	70.2	60.5	39.4
9-10 AM	2021	0.0	1499	2021	0	7.20+	213	69.6	26.4	32.5
10-11 AM	2778	0.0	1500	1431	1346	15.92+	394	68.6	15.0	34.0
11AM-NOON	3142	0.0	1500	1500	1642	16.18+	400	68.1	14.8	32.5
NOON-1PM	3367	0.0	1500	1500	1867	16.16+	400	67.9	14.8	32.5
1-2 PM	3458	0.0	1500	1500	1958	16.15+	400	67.8	14.8	32.5
2-3 PM	3480	0.0	1500	1500	1980	16.15+	400	67.7	14.8	32.5
3-4 PM	3485	0.0	1500	1500	1985	16.15+	400	67.7	14.8	32.5
4-5 PM	3427	0.0	1500	1500	1927	16.15+	400	67.8	14.8	32.5
5-6 PM	3175	0.0	1500	1500	1675	16.18+	400	68.1	14.8	32.5
6-7 PM	2757	0.0	1500	1500	1257	16.21+	400	68.6	14.8	32.5
7-8 PM	2379	0.0	1500	1500	879	16.24+	400	69.1	14.8	32.5
8-9 PM	1785	0.0	1499	1445	339	16.06+	394	69.8	15.0	32.5
9-10 PM	1236	0.0	1499	1236	0	11.64	294	70.2	19.1	33.7
10-11 PM	845	0.0	1500	845	0	0.87	15	70.2	58.4	45.3
11PM-MID	591	0.0	1500	591	0	0.44	0	70.2	63.7	46.5

+ 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	0.0347
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0317

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,181
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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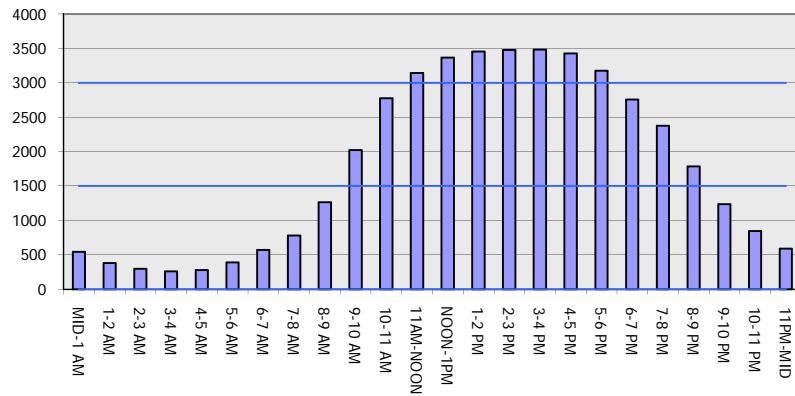
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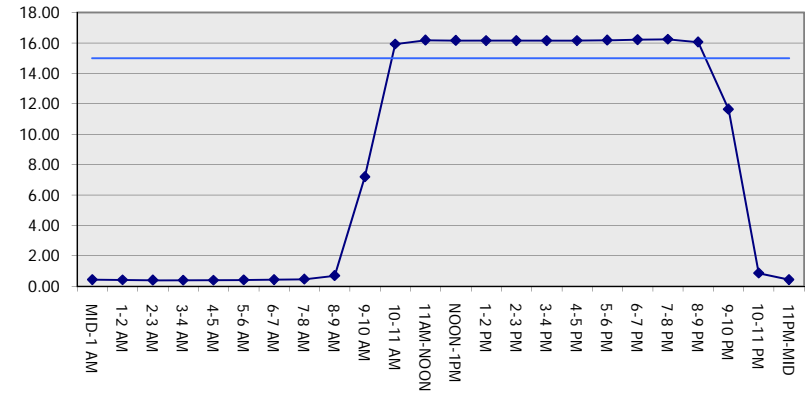
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

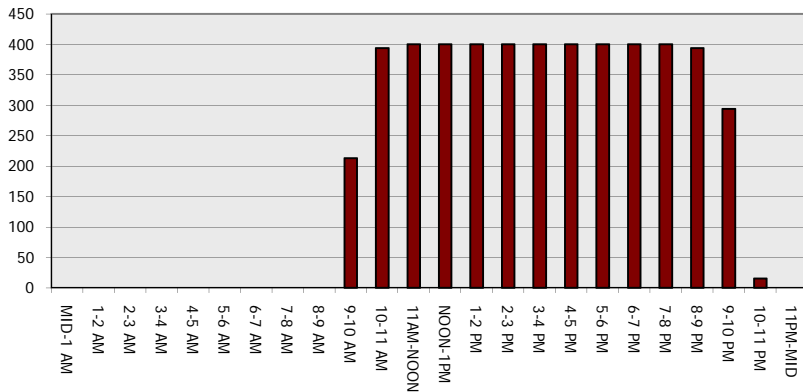
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

