

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	657	0.0	OFF	657	0	0.00	0	70.2	70.2	70.2	
1-2 AM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2	
2-3 AM	418	0.0	OFF	418	0	0.00	0	70.2	70.2	70.2	
3-4 AM	441	0.0	OFF	441	0	0.00	0	70.2	70.2	70.2	
4-5 AM	634	0.0	OFF	634	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1122	0.0	OFF	1122	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1780	0.0	OFF	1780	0	0.00	0	69.8	69.8	69.8	
7-8 AM	1984	0.0	OFF	1984	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1916	0.0	OFF	1916	0	0.00	0	69.7	69.7	69.7	
9-10 AM	2269	0.0	1499	1856	413	10.92+	288	69.2	19.9	32.5	
10-11 AM	2375	0.0	1500	1500	875	16.24+	400	69.1	14.8	32.5	
11AM-NOON	2650	0.0	1500	1500	1150	16.22+	400	68.7	14.8	32.5	
NOON-1PM	2823	0.0	1500	1500	1323	16.20+	400	68.6	14.8	32.5	
1-2 PM	3131	0.0	1500	1500	1631	16.18+	400	68.1	14.8	32.5	
2-3 PM	3447	0.0	1500	1500	1947	16.15+	400	67.8	14.8	32.5	
3-4 PM	3697	0.0	1499	1500	2197	16.09+	400	66.9	14.8	32.5	
4-5 PM	4080	0.0	OFF	4080	0	0.52	32	64.3	58.0	58.0	
5-6 PM	4062	0.0	OFF	4062	0	0.00	0	64.4	64.4	64.4	
6-7 PM	3710	0.0	OFF	3710	0	0.00	0	66.8	66.8	66.8	
7-8 PM	2966	0.0	OFF	2966	0	0.00	0	68.4	68.4	68.4	
8-9 PM	2329	0.0	OFF	2329	0	0.00	0	69.1	69.1	69.1	
9-10 PM	1807	0.0	OFF	1807	0	0.00	0	69.8	69.8	69.8	
10-11 PM	1335	0.0	OFF	1335	0	0.00	0	70.2	70.2	70.2	
11PM-MID	1036	0.0	OFF	1036	0	0.00	0	70.2	70.2	70.2	

"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	0.0415
MAIN ROUTE WITH WORKS	0.0330
'DIVERSION'	0.0179
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,412
CONGESTED HOURS PER DAY*	7

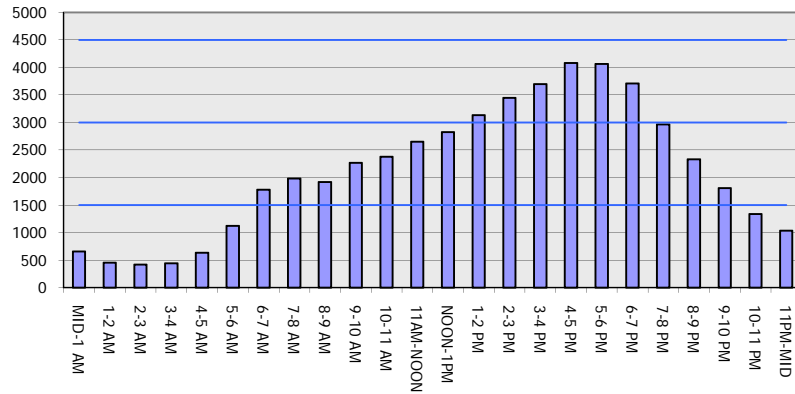
*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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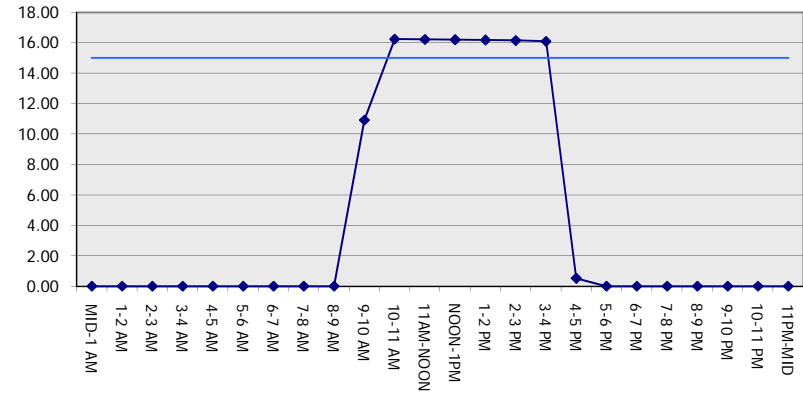
MAY
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

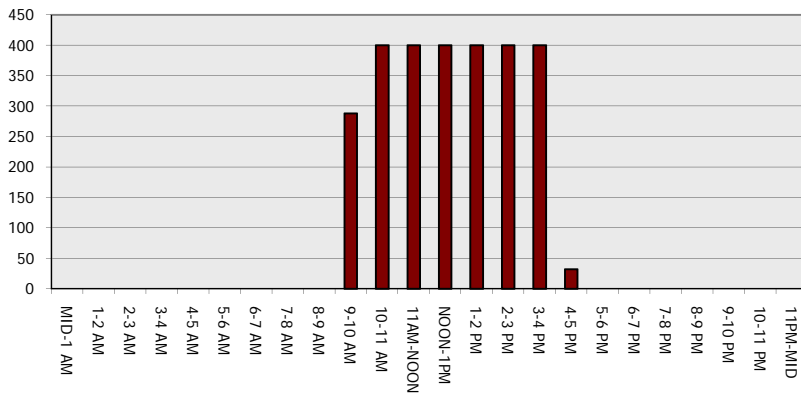
Main Route - Traffic Demand (Vehicles Per Hour)



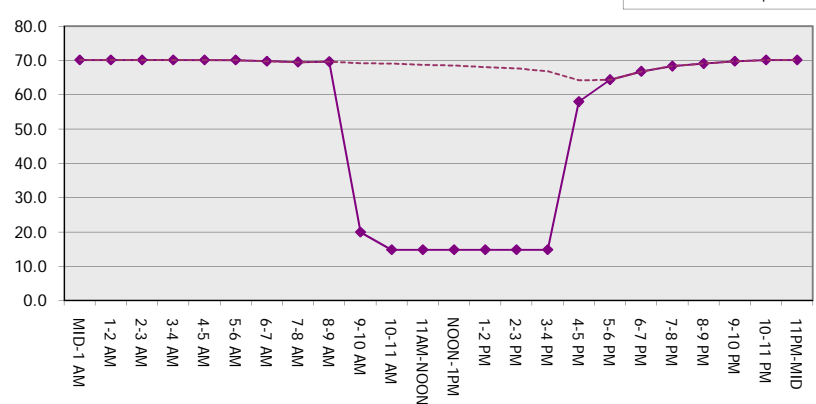
Main Route Average Delay Per Vehicle (Minutes)



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	475	0.0	OFF	475	0	0.00	0	70.2	70.2	70.2
1-2 AM	401	0.0	OFF	401	0	0.00	0	70.2	70.2	70.2
2-3 AM	396	0.0	OFF	396	0	0.00	0	70.2	70.2	70.2
3-4 AM	499	0.0	OFF	499	0	0.00	0	70.2	70.2	70.2
4-5 AM	959	0.0	OFF	959	0	0.00	0	70.2	70.2	70.2
5-6 AM	2242	0.0	OFF	2242	0	0.00	0	69.2	69.2	69.2
6-7 AM	2930	0.0	OFF	2930	0	0.00	0	68.4	68.4	68.4
7-8 AM	2714	0.0	OFF	2714	0	0.00	0	68.7	68.7	68.7
8-9 AM	2449	0.0	OFF	2449	0	0.00	0	69.0	69.0	69.0
9-10 AM	2465	0.0	1499	1983	483	12.68+	320	69.0	17.9	32.7
10-11 AM	2451	0.0	1500	1500	951	16.21+	400	69.0	14.8	32.9
11AM-NOON	2486	0.0	1500	1500	986	16.21+	400	68.9	14.8	32.9
NOON-1PM	2603	0.0	1500	1500	1103	16.20+	400	68.8	14.8	32.9
1-2 PM	2805	0.0	1500	1500	1305	16.18+	400	68.6	14.8	32.9
2-3 PM	2806	0.0	1500	1500	1306	16.18+	400	68.6	14.8	32.9
3-4 PM	2709	0.0	1500	1500	1209	16.19+	400	68.7	14.8	32.9
4-5 PM	2612	0.0	OFF	2612	0	0.38	34	68.8	63.3	63.3
5-6 PM	2544	0.0	OFF	2544	0	0.00	0	68.9	68.9	68.9
6-7 PM	2333	0.0	OFF	2333	0	0.00	0	69.1	69.1	69.1
7-8 PM	2008	0.0	OFF	2008	0	0.00	0	69.6	69.6	69.6
8-9 PM	1579	0.0	OFF	1579	0	0.00	0	70.0	70.0	70.0
9-10 PM	1359	0.0	OFF	1359	0	0.00	0	70.2	70.2	70.2
10-11 PM	1224	0.0	OFF	1224	0	0.00	0	70.2	70.2	70.2
11PM-MID	790	0.0	OFF	790	0	0.00	0	70.2	70.2	70.2

"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	0.0372
MAIN ROUTE WITH WORKS	0.0305
'DIVERSION'	0.0138

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,515
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

