

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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	814	0.0	OFF	814	0	0.00	0	70.2	70.2	70.2
1-2 AM	633	0.0	OFF	633	0	0.00	0	70.2	70.2	70.2
2-3 AM	445	0.0	OFF	445	0	0.00	0	70.2	70.2	70.2
3-4 AM	474	0.0	OFF	474	0	0.00	0	70.2	70.2	70.2
4-5 AM	684	0.0	OFF	684	0	0.00	0	70.2	70.2	70.2
5-6 AM	1091	0.0	OFF	1091	0	0.00	0	70.2	70.2	70.2
6-7 AM	1710	0.0	OFF	1710	0	0.00	0	69.9	69.9	69.9
7-8 AM	1987	0.0	OFF	1987	0	0.00	0	69.6	69.6	69.6
8-9 AM	2024	0.0	OFF	2024	0	0.00	0	69.6	69.6	69.6
9-10 AM	2435	0.0	1499	1911	524	11.71+	302	69.0	18.9	32.5
10-11 AM	2926	0.0	1500	1500	1426	16.19+	400	68.4	14.8	32.5
11AM-NOON	3181	0.0	1500	1500	1681	16.17+	400	68.1	14.8	32.5
NOON-1PM	3435	0.0	1500	1500	1935	16.15+	400	67.8	14.8	32.5
1-2 PM	3649	0.0	1500	1500	2149	16.11+	400	67.3	14.8	32.5
2-3 PM	4018	0.0	1500	1500	2518	15.94+	400	64.7	14.8	32.5
3-4 PM	4080	0.0	1500	1500	2580	15.91+	400	64.3	14.8	32.5
4-5 PM	4285	0.0	OFF	4285	0	0.72	49	62.9	54.8	54.8
5-6 PM	4385	0.0	OFF	4385	0	0.00	0	62.2	62.2	62.2
6-7 PM	4227	0.0	OFF	4227	0	0.00	0	63.3	63.3	63.3
7-8 PM	3792	0.0	OFF	3792	0	0.00	0	66.3	66.3	66.3
8-9 PM	2829	0.0	OFF	2829	0	0.00	0	68.5	68.5	68.5
9-10 PM	2155	0.0	OFF	2155	0	0.00	0	69.4	69.4	69.4
10-11 PM	1663	0.0	OFF	1663	0	0.00	0	70.0	70.0	70.0
11PM-MID	1234	0.0	OFF	1234	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	0.0472
MAIN ROUTE WITH WORKS	0.0361
'DIVERSION'	0.0241
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$83,490
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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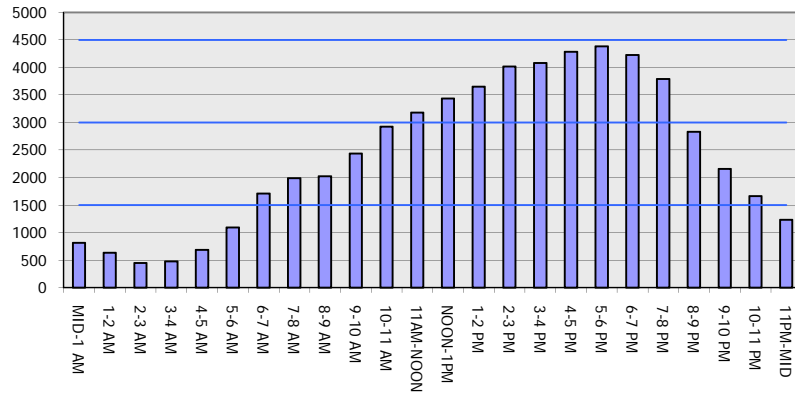
AUGUST

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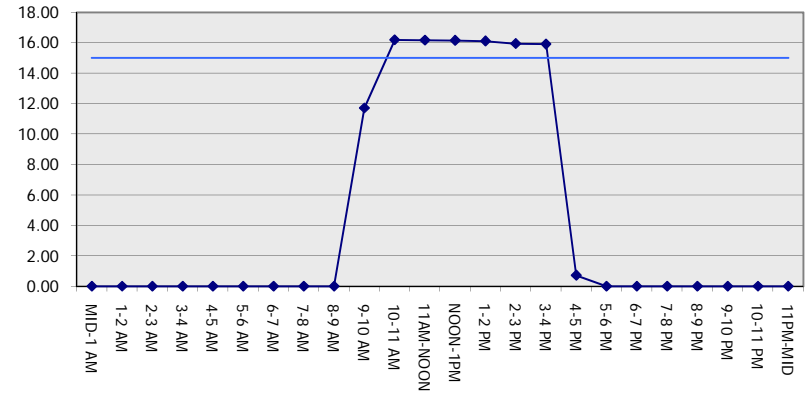
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

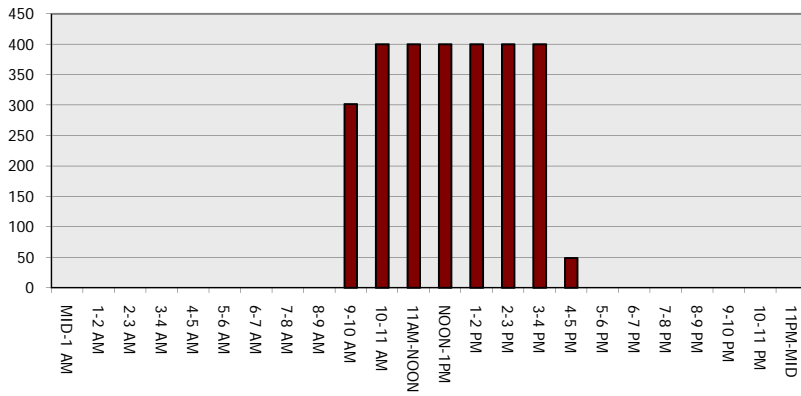
Main Route - Traffic Demand (Vehicles Per Hour)



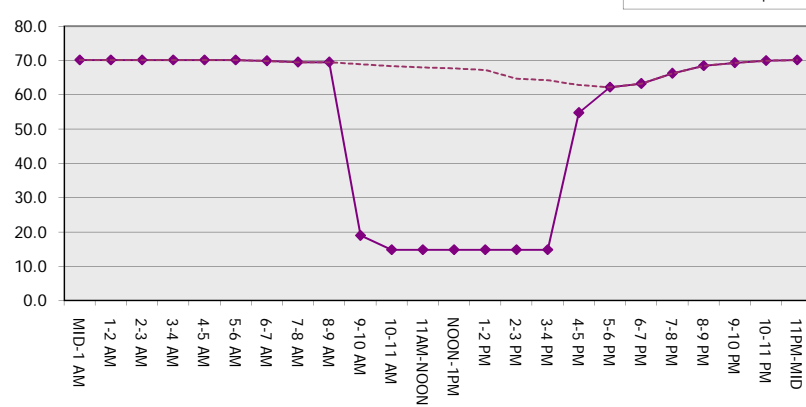
Main Route Average Delay Per Vehicle (Minutes)



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	534	0.0	OFF	534	0	0.00	0	70.2	70.2	70.2
1-2 AM	436	0.0	OFF	436	0	0.00	0	70.2	70.2	70.2
2-3 AM	427	0.0	OFF	427	0	0.00	0	70.2	70.2	70.2
3-4 AM	523	0.0	OFF	523	0	0.00	0	70.2	70.2	70.2
4-5 AM	984	0.0	OFF	984	0	0.00	0	70.2	70.2	70.2
5-6 AM	2128	0.0	OFF	2128	0	0.00	0	69.4	69.4	69.4
6-7 AM	2730	0.0	OFF	2730	0	0.00	0	68.6	68.6	68.6
7-8 AM	2623	0.0	OFF	2623	0	0.00	0	68.8	68.8	68.8
8-9 AM	2367	0.0	OFF	2367	0	0.00	0	69.1	69.1	69.1
9-10 AM	2600	0.0	1499	1953	648	12.98+	325	68.8	17.6	34.1
10-11 AM	2809	0.0	1499	1500	1309	16.20+	399	68.6	14.8	32.5
11AM-NOON	2757	0.0	1500	1500	1257	16.21+	400	68.6	14.8	32.5
NOON-1PM	2906	0.0	1500	1500	1406	16.20+	400	68.4	14.8	32.5
1-2 PM	3047	0.0	1500	1500	1547	16.19+	400	68.2	14.8	32.5
2-3 PM	3026	0.0	1500	1500	1526	16.19+	400	68.2	14.8	32.5
3-4 PM	2912	0.0	1500	1500	1412	16.20+	400	68.4	14.8	32.5
4-5 PM	2680	0.0	OFF	2680	0	0.35	30	68.7	63.8	63.8
5-6 PM	2639	0.0	OFF	2639	0	0.00	0	68.7	68.7	68.7
6-7 PM	2538	0.0	OFF	2538	0	0.00	0	68.9	68.9	68.9
7-8 PM	2115	0.0	OFF	2115	0	0.00	0	69.4	69.4	69.4
8-9 PM	1795	0.0	OFF	1795	0	0.00	0	69.8	69.8	69.8
9-10 PM	1528	0.0	OFF	1528	0	0.00	0	70.1	70.1	70.1
10-11 PM	1359	0.0	OFF	1359	0	0.00	0	70.2	70.2	70.2
11PM-MID	1020	0.0	OFF	1020	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	0.0394
MAIN ROUTE WITH WORKS	0.0312
'DIVERSION'	0.0171

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,938
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

