

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

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	792	0.0	OFF	792	0	0.00	0	70.2	70.2	70.2	
1-2 AM	505	0.0	OFF	505	0	0.00	0	70.2	70.2	70.2	
2-3 AM	384	0.0	OFF	384	0	0.00	0	70.2	70.2	70.2	
3-4 AM	326	0.0	OFF	326	0	0.00	0	70.2	70.2	70.2	
4-5 AM	422	0.0	OFF	422	0	0.00	0	70.2	70.2	70.2	
5-6 AM	658	0.0	OFF	658	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1069	0.0	OFF	1069	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1632	0.0	OFF	1632	0	0.00	0	70.0	70.0	70.0	
8-9 AM	2371	0.0	1499	1852	518	10.86+	288	69.1	20.0	32.5	
9-10 AM	2958	0.0	1500	1500	1458	16.19+	400	68.4	14.8	32.5	
10-11 AM	3251	0.0	1500	1500	1751	16.17+	400	68.0	14.8	32.5	
11AM-NOON	3694	0.0	1500	1500	2194	16.10+	400	66.9	14.8	32.5	
NOON-1PM	3862	0.0	1500	1500	2362	16.02+	400	65.8	14.8	32.5	
1-2 PM	3731	0.0	1500	1500	2231	16.08+	400	66.7	14.8	32.5	
2-3 PM	3558	0.0	1500	1500	2058	16.14+	400	67.6	14.8	32.5	
3-4 PM	3530	0.0	1500	1500	2030	16.15+	400	67.6	14.8	32.5	
4-5 PM	3546	0.0	1500	1500	2046	16.14+	400	67.6	14.8	32.5	
5-6 PM	3063	0.0	1500	1500	1563	16.18+	400	68.2	14.8	32.5	
6-7 PM	2804	0.0	OFF	2804	0	0.22	19	68.6	65.3	65.3	
7-8 PM	2571	0.0	OFF	2571	0	0.00	0	68.9	68.9	68.9	
8-9 PM	2011	0.0	OFF	2011	0	0.00	0	69.6	69.6	69.6	
9-10 PM	1836	0.0	OFF	1836	0	0.00	0	69.7	69.7	69.7	
10-11 PM	1475	0.0	OFF	1475	0	0.00	0	70.2	70.2	70.2	
11PM-MID	1103	0.0	OFF	1103	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	0.0257
'DIVERSION'	0.0342
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$146,052
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

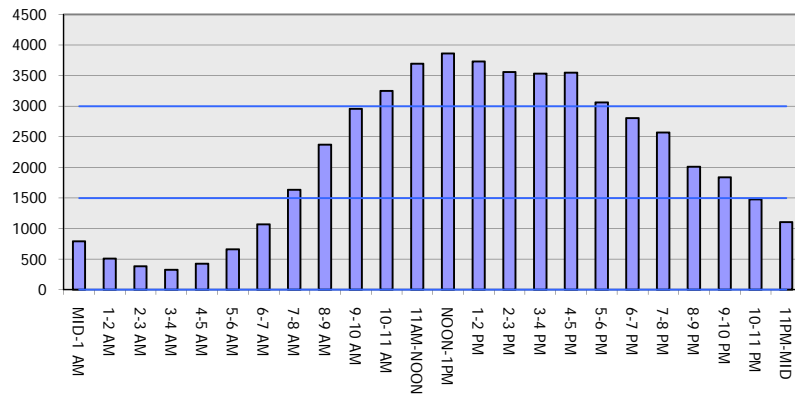
AUGUST

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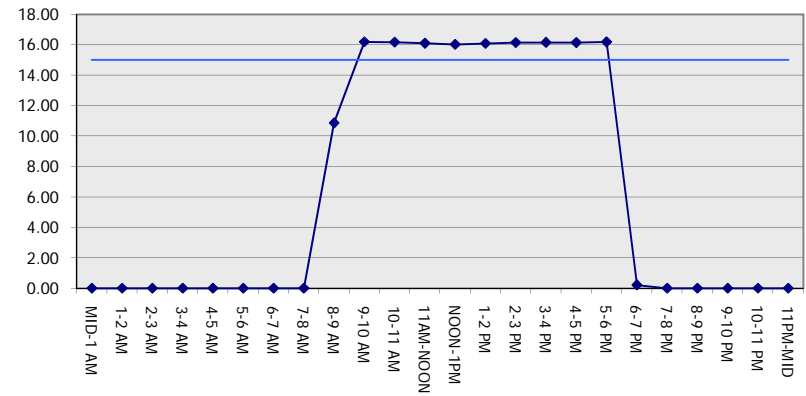
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

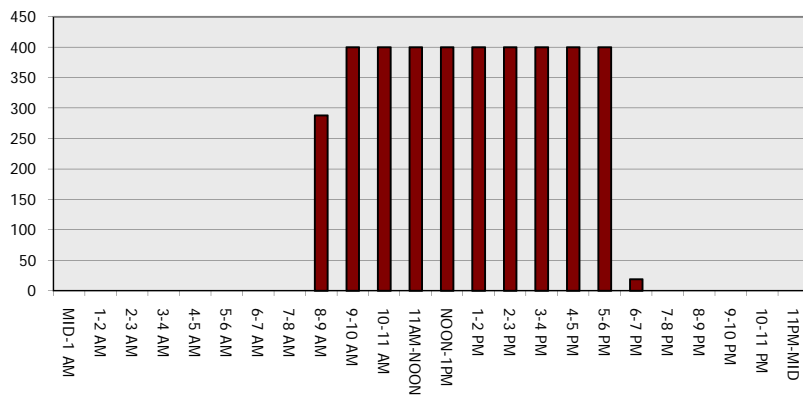
Main Route - Traffic Demand (Vehicles Per Hour)



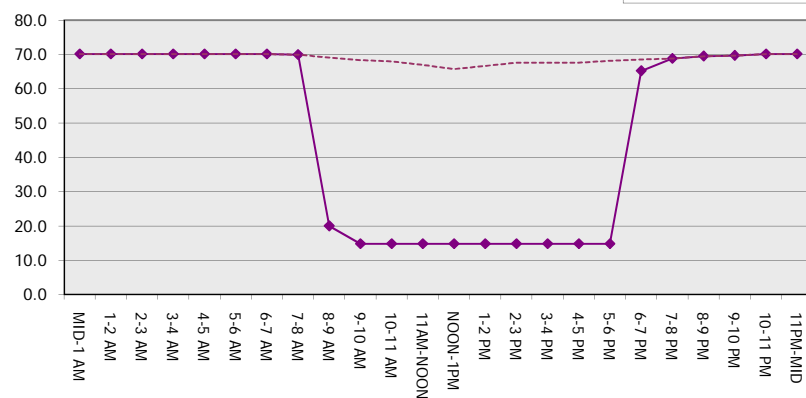
Main Route Average Delay Per Vehicle (Minutes)



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	782	0.0	OFF	782	0	0.00	0	70.2	70.2	70.2	
1-2 AM	597	0.0	OFF	597	0	0.00	0	70.2	70.2	70.2	
2-3 AM	485	0.0	OFF	485	0	0.00	0	70.2	70.2	70.2	
3-4 AM	436	0.0	OFF	436	0	0.00	0	70.2	70.2	70.2	
4-5 AM	504	0.0	OFF	504	0	0.00	0	70.2	70.2	70.2	
5-6 AM	811	0.0	OFF	811	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1094	0.0	OFF	1094	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1500	0.0	OFF	1500	0	0.00	0	70.2	70.2	70.2	
8-9 AM	2045	0.0	1499	2025	20	7.66+	225	69.5	25.3	32.5	
9-10 AM	2894	0.0	1500	1432	1461	15.91+	394	68.4	15.0	34.2	
10-11 AM	3443	0.0	1500	1500	1943	16.15+	400	67.8	14.8	32.5	
11AM-NOON	3487	0.0	1500	1500	1987	16.15+	400	67.7	14.8	32.5	
NOON-1PM	3418	0.0	1500	1500	1918	16.16+	400	67.8	14.8	32.5	
1-2 PM	3372	0.0	1500	1500	1872	16.16+	400	67.9	14.8	32.5	
2-3 PM	3423	0.0	1500	1500	1923	16.16+	400	67.8	14.8	32.5	
3-4 PM	3346	0.0	1500	1500	1846	16.16+	399	67.9	14.8	32.5	
4-5 PM	3152	0.0	1500	1500	1652	16.18+	399	68.1	14.8	32.5	
5-6 PM	2850	0.0	1500	1500	1350	16.20+	400	68.5	14.8	32.5	
6-7 PM	2392	0.0	OFF	2392	0	0.33	29	69.1	64.3	64.3	
7-8 PM	2164	0.0	OFF	2164	0	0.00	0	69.4	69.4	69.4	
8-9 PM	1940	0.0	OFF	1940	0	0.00	0	69.6	69.6	69.6	
9-10 PM	1916	0.0	OFF	1916	0	0.00	0	69.7	69.7	69.7	
10-11 PM	1608	0.0	OFF	1608	0	0.00	0	70.0	70.0	70.0	
11PM-MID	1099	0.0	OFF	1099	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	0.0396
MAIN ROUTE WITH WORKS	0.0256
'DIVERSION'	0.0300

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$135,378
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

