

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	493	0.0	OFF	493	0	0.00	0	70.2	70.2	70.2
1-2 AM	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
2-3 AM	336	0.0	OFF	336	0	0.00	0	70.2	70.2	70.2
3-4 AM	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
4-5 AM	547	0.0	OFF	547	0	0.00	0	70.2	70.2	70.2
5-6 AM	1063	0.0	OFF	1063	0	0.00	0	70.2	70.2	70.2
6-7 AM	1680	0.0	OFF	1680	0	0.00	0	69.9	69.9	69.9
7-8 AM	1899	0.0	OFF	1899	0	0.00	0	69.7	69.7	69.7
8-9 AM	1768	0.0	OFF	1768	0	0.00	0	69.9	69.9	69.9
9-10 AM	1889	0.0	1499	1889	0	6.96	186	69.7	27.0	32.5
10-11 AM	2028	0.0	1499	1500	528	16.26+	399	69.5	14.8	32.5
11AM-NOON	2040	0.0	1500	1500	540	16.26+	400	69.5	14.8	32.5
NOON-1PM	2025	0.0	1500	1500	525	16.26+	400	69.5	14.8	32.5
1-2 PM	2071	0.0	1500	1500	571	16.26+	400	69.5	14.8	32.5
2-3 PM	2382	0.0	1500	1500	882	16.24+	400	69.1	14.8	32.5
3-4 PM	2868	0.0	1500	1500	1368	16.20+	400	68.5	14.8	32.5
4-5 PM	3174	0.0	OFF	3174	0	0.30	26	68.1	63.8	63.8
5-6 PM	3155	0.0	OFF	3155	0	0.00	0	68.1	68.1	68.1
6-7 PM	2477	0.0	OFF	2477	0	0.00	0	68.9	68.9	68.9
7-8 PM	1674	0.0	OFF	1674	0	0.00	0	70.0	70.0	70.0
8-9 PM	1362	0.0	OFF	1362	0	0.00	0	70.2	70.2	70.2
9-10 PM	1187	0.0	OFF	1187	0	0.00	0	70.2	70.2	70.2
10-11 PM	892	0.0	OFF	892	0	0.00	0	70.2	70.2	70.2
11PM-MID	732	0.0	OFF	732	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	0.0312
MAIN ROUTE WITH WORKS	0.0269
'DIVERSION'	0.0083
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,400
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

OCTOBER

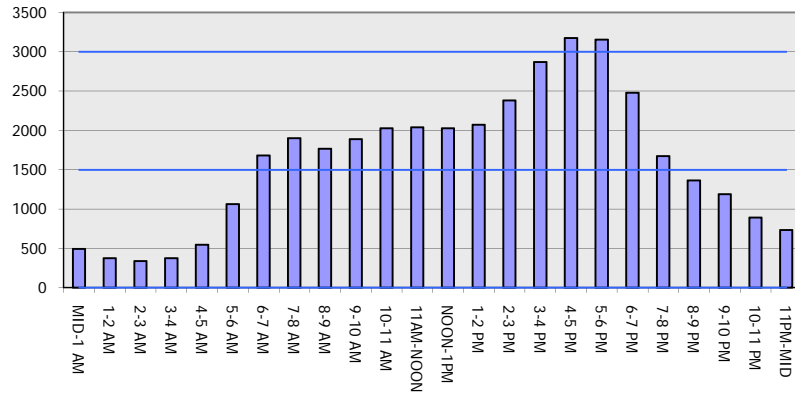
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

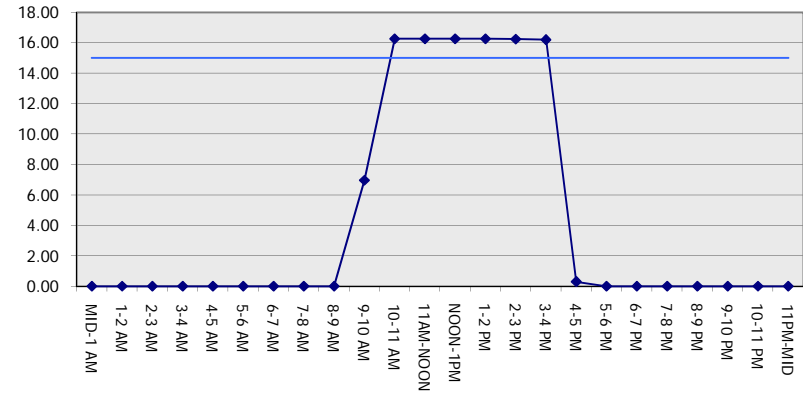
MON-THUR

WESTBOUND DIRECTION

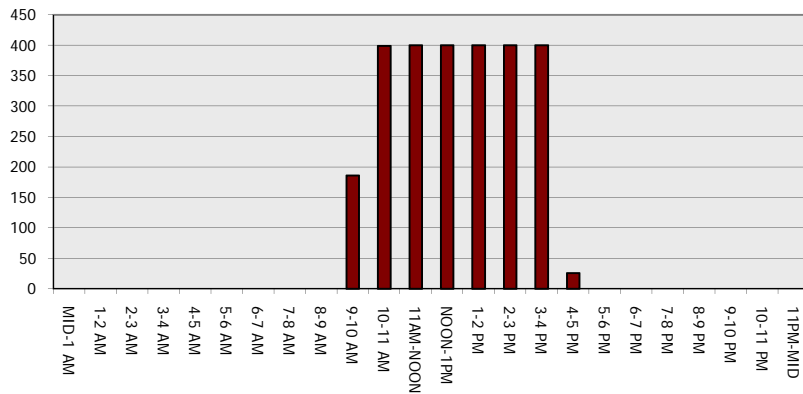
Main Route - Traffic Demand (Vehicles Per Hour)



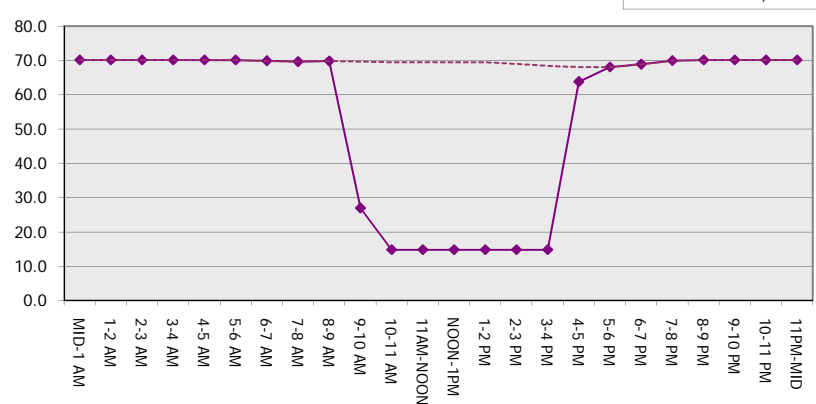
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	418	0.0	OFF	418	0	0.00	0	70.2	70.2	70.2
1-2 AM	357	0.0	OFF	357	0	0.00	0	70.2	70.2	70.2
2-3 AM	351	0.0	OFF	351	0	0.00	0	70.2	70.2	70.2
3-4 AM	450	0.0	OFF	450	0	0.00	0	70.2	70.2	70.2
4-5 AM	938	0.0	OFF	938	0	0.00	0	70.2	70.2	70.2
5-6 AM	2203	0.0	OFF	2203	0	0.00	0	69.3	69.3	69.3
6-7 AM	2732	0.0	OFF	2732	0	0.00	0	68.6	68.6	68.6
7-8 AM	2637	0.0	OFF	2637	0	0.00	0	68.7	68.7	68.7
8-9 AM	2265	0.0	OFF	2265	0	0.00	0	69.2	69.2	69.2
9-10 AM	2135	0.0	1499	1833	302	10.58+	283	69.4	20.4	32.5
10-11 AM	2012	0.0	1500	1517	495	16.20+	398	69.6	14.8	32.4
11AM-NOON	2010	0.0	1500	1500	510	16.27+	400	69.6	14.8	32.5
NOON-1PM	2127	0.0	1500	1500	627	16.26+	400	69.4	14.8	32.5
1-2 PM	2199	0.0	1500	1500	699	16.25+	400	69.3	14.8	32.5
2-3 PM	2270	0.0	1500	1500	770	16.25+	400	69.2	14.8	32.5
3-4 PM	2250	0.0	1500	1500	750	16.25+	400	69.2	14.8	32.5
4-5 PM	2117	0.0	OFF	2117	0	0.19	15	69.4	66.6	66.6
5-6 PM	2136	0.0	OFF	2136	0	0.00	0	69.4	69.4	69.4
6-7 PM	1870	0.0	OFF	1870	0	0.00	0	69.7	69.7	69.7
7-8 PM	1496	0.0	OFF	1496	0	0.00	0	70.2	70.2	70.2
8-9 PM	1208	0.0	OFF	1208	0	0.00	0	70.2	70.2	70.2
9-10 PM	1073	0.0	OFF	1073	0	0.00	0	70.2	70.2	70.2
10-11 PM	781	0.0	OFF	781	0	0.00	0	70.2	70.2	70.2
11PM-MID	572	0.0	OFF	572	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	0.0313
MAIN ROUTE WITH WORKS	0.0273
'DIVERSION'	0.0078

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,414
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

