

**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

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	726	0.0	OFF	726	0	0.00	0	70.2	70.2	70.2	
1-2 AM	472	0.0	OFF	472	0	0.00	0	70.2	70.2	70.2	
2-3 AM	361	0.0	OFF	361	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	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2	
5-6 AM	665	0.0	OFF	665	0	0.00	0	70.2	70.2	70.2	
6-7 AM	994	0.0	OFF	994	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1378	0.0	OFF	1378	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1909	0.0	1499	1909	0	6.20	171	69.7	28.9	32.5	
9-10 AM	2435	0.0	1499	1500	935	16.23+	399	69.0	14.8	32.5	
10-11 AM	2812	0.0	1500	1500	1312	16.20+	400	68.6	14.8	32.5	
11AM-NOON	3049	0.0	1500	1500	1549	16.18+	400	68.2	14.8	32.5	
NOON-1PM	3042	0.0	1500	1500	1542	16.18+	400	68.2	14.8	32.5	
1-2 PM	2954	0.0	1500	1500	1454	16.19+	400	68.4	14.8	32.5	
2-3 PM	3078	0.0	1500	1500	1578	16.18+	400	68.2	14.8	32.5	
3-4 PM	2948	0.0	1500	1500	1448	16.19+	400	68.4	14.8	32.5	
4-5 PM	2963	0.0	1500	1500	1463	16.19+	400	68.4	14.8	32.5	
5-6 PM	2848	0.0	1500	1500	1348	16.20+	400	68.5	14.8	32.5	
6-7 PM	2464	0.0	OFF	2464	0	0.27	23	69.0	65.0	65.0	
7-8 PM	2059	0.0	OFF	2059	0	0.00	0	69.5	69.5	69.5	
8-9 PM	1838	0.0	OFF	1838	0	0.00	0	69.7	69.7	69.7	
9-10 PM	1630	0.0	OFF	1630	0	0.00	0	70.0	70.0	70.0	
10-11 PM	1562	0.0	OFF	1562	0	0.00	0	70.1	70.1	70.1	
11PM-MID	1221	0.0	OFF	1221	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	0.0358
MAIN ROUTE WITH WORKS	0.0246
'DIVERSION'	0.0237
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,035
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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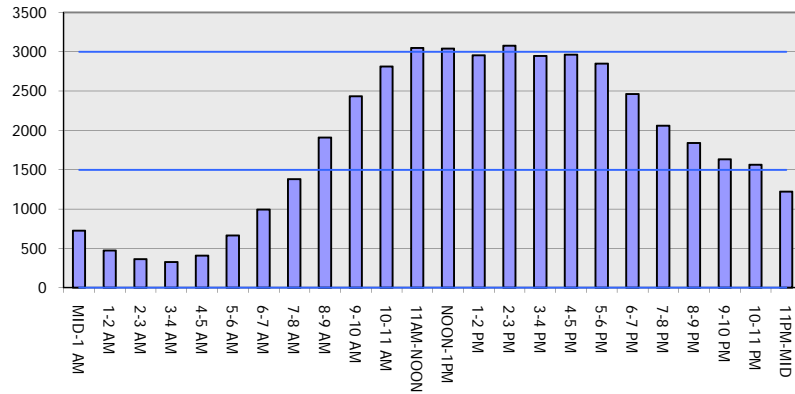
OCTOBER

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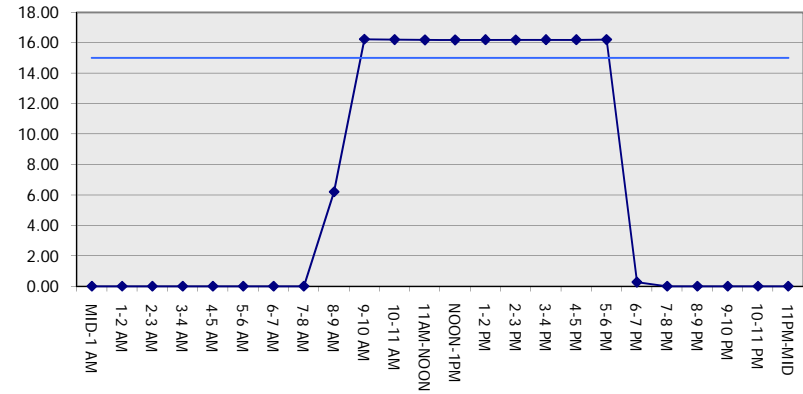
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

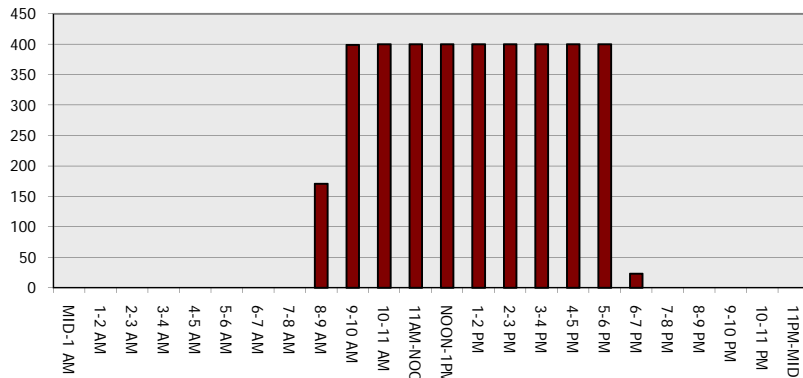
Main Route - Traffic Demand (Vehicles Per Hour)



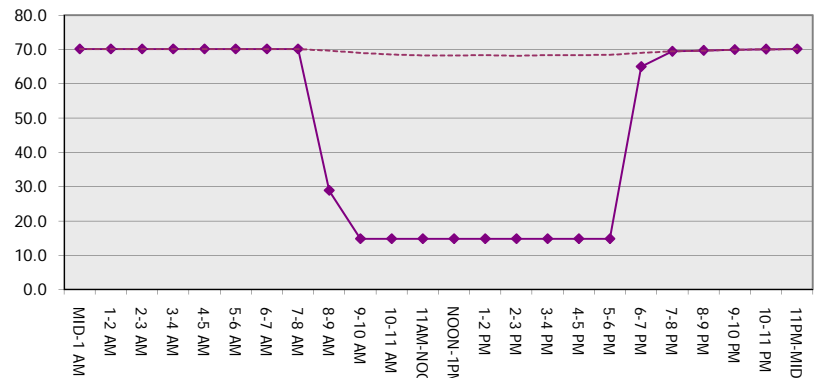
Main Route Average Delay Per Vehicle (Minutes)



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	525	0.0	OFF	525	0	0.00	0	70.2	70.2	70.2
1-2 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2
2-3 AM	361	0.0	OFF	361	0	0.00	0	70.2	70.2	70.2
3-4 AM	380	0.0	OFF	380	0	0.00	0	70.2	70.2	70.2
4-5 AM	468	0.0	OFF	468	0	0.00	0	70.2	70.2	70.2
5-6 AM	743	0.0	OFF	743	0	0.00	0	70.2	70.2	70.2
6-7 AM	1023	0.0	OFF	1023	0	0.00	0	70.2	70.2	70.2
7-8 AM	1371	0.0	OFF	1371	0	0.00	0	70.2	70.2	70.2
8-9 AM	1822	0.0	1499	1822	0	4.79	125	69.8	33.3	32.5
9-10 AM	2525	0.0	1499	1500	1025	16.18+	399	68.9	14.8	33.3
10-11 AM	2787	0.0	1500	1500	1287	16.16+	400	68.6	14.8	33.3
11AM-NOON	2860	0.0	1500	1500	1360	16.15+	400	68.5	14.8	33.3
NOON-1PM	2841	0.0	1500	1500	1341	16.15+	400	68.5	14.8	33.3
1-2 PM	2764	0.0	1500	1500	1264	16.16+	400	68.6	14.8	33.3
2-3 PM	2855	0.0	1500	1500	1355	16.15+	400	68.5	14.8	33.3
3-4 PM	2865	0.0	1500	1500	1365	16.15+	400	68.5	14.8	33.3
4-5 PM	2795	0.0	1500	1500	1295	16.16+	400	68.6	14.8	33.3
5-6 PM	2617	0.0	1500	1500	1117	16.17+	400	68.8	14.8	33.3
6-7 PM	2142	0.0	OFF	2142	0	0.16	13	69.4	66.9	66.9
7-8 PM	1756	0.0	OFF	1756	0	0.00	0	69.9	69.9	69.9
8-9 PM	1460	0.0	OFF	1460	0	0.00	0	70.2	70.2	70.2
9-10 PM	1313	0.0	OFF	1313	0	0.00	0	70.2	70.2	70.2
10-11 PM	1093	0.0	OFF	1093	0	0.00	0	70.2	70.2	70.2
11PM-MID	861	0.0	OFF	861	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	0.0330
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0215

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,413
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

