

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
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	710	0.0	OFF	710	0	0.00	0	70.2	70.2	70.2	
1-2 AM	494	0.0	OFF	494	0	0.00	0	70.2	70.2	70.2	
2-3 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2	
3-4 AM	235	0.0	OFF	235	0	0.00	0	70.2	70.2	70.2	
4-5 AM	235	0.0	OFF	235	0	0.00	0	70.2	70.2	70.2	
5-6 AM	384	0.0	OFF	384	0	0.00	0	70.2	70.2	70.2	
6-7 AM	581	0.0	OFF	581	0	0.00	0	70.2	70.2	70.2	
7-8 AM	894	0.0	OFF	894	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1375	0.0	OFF	1375	0	0.00	0	70.2	70.2	70.2	
9-10 AM	1940	0.0	1499	1940	0	6.52	184	69.6	28.0	32.5	
10-11 AM	2520	0.0	1499	1500	1020	16.23+	399	68.9	14.8	32.5	
11AM-NOON	2885	0.0	1500	1500	1385	16.20+	400	68.4	14.8	32.5	
NOON-1PM	3018	0.0	1500	1500	1518	16.19+	399	68.3	14.8	32.5	
1-2 PM	2893	0.0	1500	1500	1393	16.20+	400	68.4	14.8	32.5	
2-3 PM	2897	0.0	1500	1500	1397	16.20+	400	68.4	14.8	32.5	
3-4 PM	2875	0.0	1500	1500	1375	16.20+	400	68.4	14.8	32.5	
4-5 PM	2924	0.0	1500	1500	1424	16.19+	400	68.4	14.8	32.5	
5-6 PM	2843	0.0	1500	1500	1343	16.20+	400	68.5	14.8	32.5	
6-7 PM	2659	0.0	1500	1500	1159	16.22+	400	68.7	14.8	32.5	
7-8 PM	2363	0.0	OFF	2363	0	0.30	26	69.1	64.7	64.7	
8-9 PM	1895	0.0	OFF	1895	0	0.00	0	69.7	69.7	69.7	
9-10 PM	1551	0.0	OFF	1551	0	0.00	0	70.1	70.1	70.1	
10-11 PM	1097	0.0	OFF	1097	0	0.00	0	70.2	70.2	70.2	
11PM-MID	806	0.0	OFF	806	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	0.0328
MAIN ROUTE WITH WORKS	0.0220
'DIVERSION'	0.0226
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,409
CONGESTED HOURS PER DAY*	9

*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)

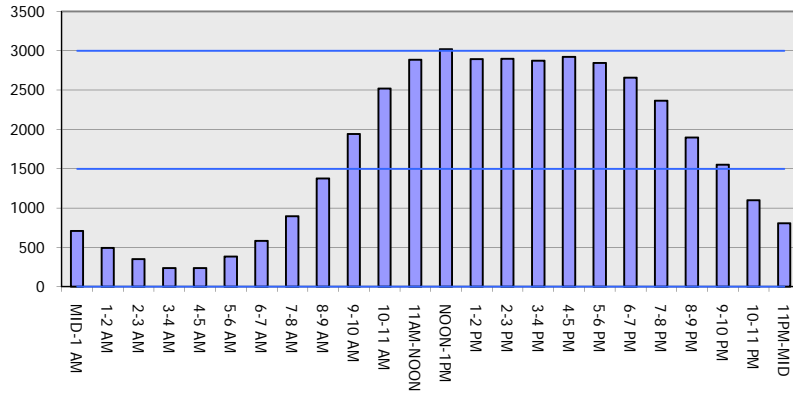
OCTOBER

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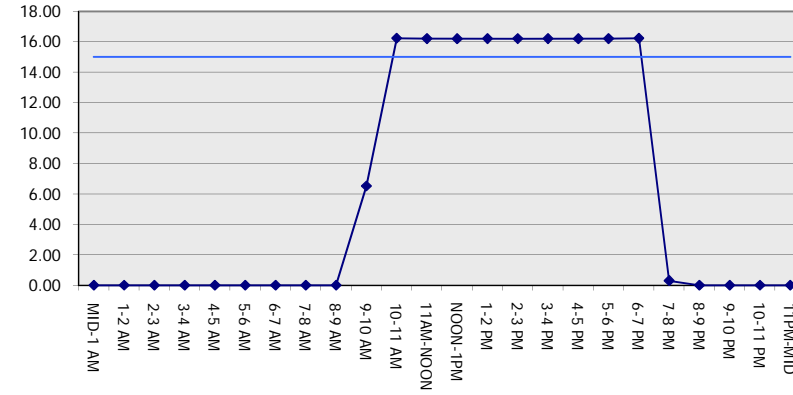
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

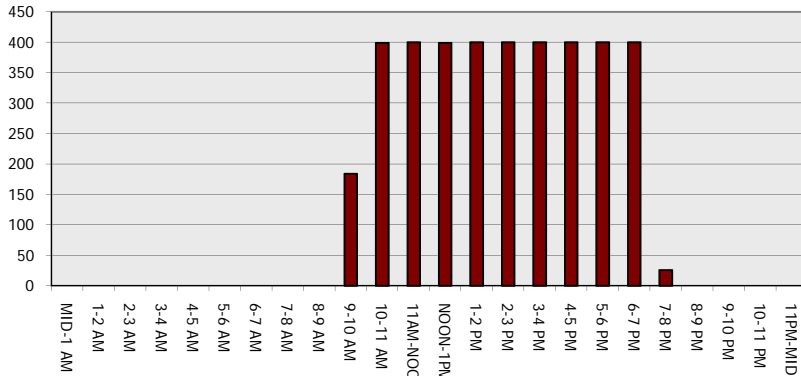
Main Route - Traffic Demand (Vehicles Per Hour)



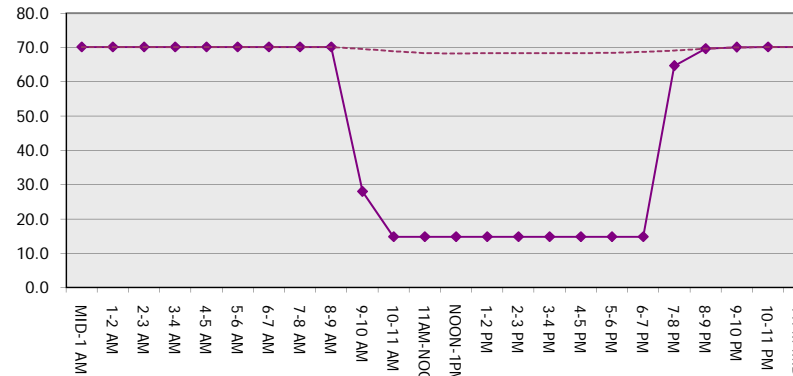
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	543	0.0	OFF	543	0	0.00	0	70.2	70.2	70.2
1-2 AM	381	0.0	OFF	381	0	0.00	0	70.2	70.2	70.2
2-3 AM	298	0.0	OFF	298	0	0.00	0	70.2	70.2	70.2
3-4 AM	260	0.0	OFF	260	0	0.00	0	70.2	70.2	70.2
4-5 AM	277	0.0	OFF	277	0	0.00	0	70.2	70.2	70.2
5-6 AM	390	0.0	OFF	390	0	0.00	0	70.2	70.2	70.2
6-7 AM	572	0.0	OFF	572	0	0.00	0	70.2	70.2	70.2
7-8 AM	780	0.0	OFF	780	0	0.00	0	70.2	70.2	70.2
8-9 AM	1266	0.0	OFF	1266	0	0.00	0	70.2	70.2	70.2
9-10 AM	2021	0.0	1499	2021	0	7.20+	213	69.6	26.4	32.5
10-11 AM	2778	0.0	1500	1431	1346	15.92+	394	68.6	15.0	34.0
11AM-NOON	3142	0.0	1500	1500	1642	16.18+	400	68.1	14.8	32.5
NOON-1PM	3367	0.0	1500	1500	1867	16.16+	400	67.9	14.8	32.5
1-2 PM	3458	0.0	1500	1500	1958	16.15+	400	67.8	14.8	32.5
2-3 PM	3480	0.0	1500	1500	1980	16.15+	400	67.7	14.8	32.5
3-4 PM	3485	0.0	1500	1500	1985	16.15+	400	67.7	14.8	32.5
4-5 PM	3427	0.0	1500	1500	1927	16.15+	400	67.8	14.8	32.5
5-6 PM	3175	0.0	1500	1500	1675	16.18+	400	68.1	14.8	32.5
6-7 PM	2757	0.0	1500	1500	1257	16.21+	400	68.6	14.8	32.5
7-8 PM	2379	0.0	OFF	2379	0	0.32	28	69.1	64.5	64.5
8-9 PM	1785	0.0	OFF	1785	0	0.00	0	69.8	69.8	69.8
9-10 PM	1236	0.0	OFF	1236	0	0.00	0	70.2	70.2	70.2
10-11 PM	845	0.0	OFF	845	0	0.00	0	70.2	70.2	70.2
11PM-MID	591	0.0	OFF	591	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	0.0347
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0294

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,439
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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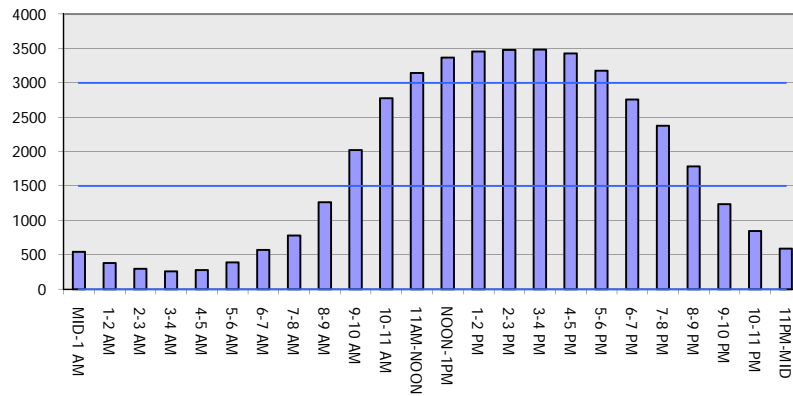
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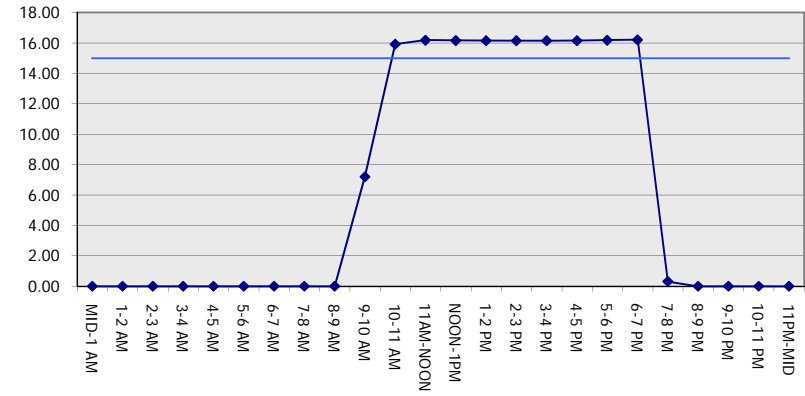
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

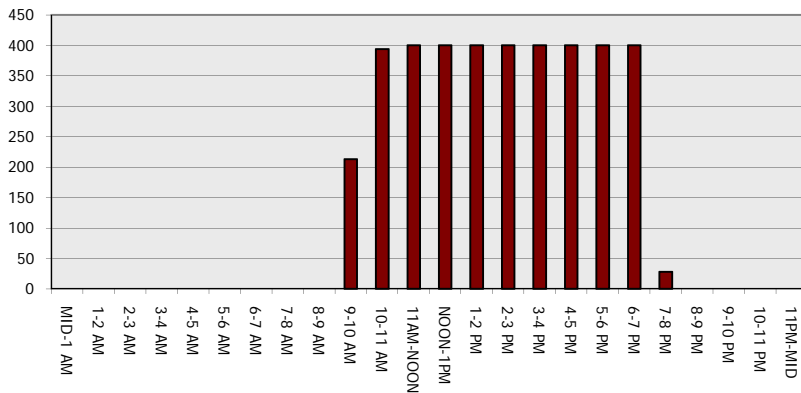
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

