

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) NIGHTTIME 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	1500	814	0	0.87	15	70.2	58.6	45.5	
1-2 AM	633	0.0	1500	633	0	0.45	0	70.2	63.7	46.3	
2-3 AM	445	0.0	1500	445	0	0.42	0	70.2	64.0	47.1	
3-4 AM	474	0.0	1500	474	0	0.43	0	70.2	63.9	47.0	
4-5 AM	684	0.0	1500	684	0	0.45	0	70.2	63.5	46.1	
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	OFF	2435	0	0.00	0	69.0	69.0	69.0	
10-11 AM	2926	0.0	OFF	2926	0	0.00	0	68.4	68.4	68.4	
11AM-NOON	3181	0.0	OFF	3181	0	0.00	0	68.1	68.1	68.1	
NOON-1PM	3435	0.0	OFF	3435	0	0.00	0	67.8	67.8	67.8	
1-2 PM	3649	0.0	OFF	3649	0	0.00	0	67.3	67.3	67.3	
2-3 PM	4018	0.0	OFF	4018	0	0.00	0	64.7	64.7	64.7	
3-4 PM	4080	0.0	OFF	4080	0	0.00	0	64.3	64.3	64.3	
4-5 PM	4285	0.0	OFF	4285	0	0.00	0	62.9	62.9	62.9	
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	1499	1550	2242	16.27+	412	66.3	14.7	39.1	
8-9 PM	2829	0.0	1499	1589	1239	14.36+	379	68.5	16.3	38.4	
9-10 PM	2155	0.0	1499	1692	462	14.01+	355	69.4	16.6	34.8	
10-11 PM	1663	0.0	1499	1572	90	15.94+	391	70.0	15.0	32.5	
11PM-MID	1234	0.0	1499	1234	0	11.76	297	70.2	19.0	33.6	

"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	0.0432
'DIVERSION'	0.0076
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,368
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

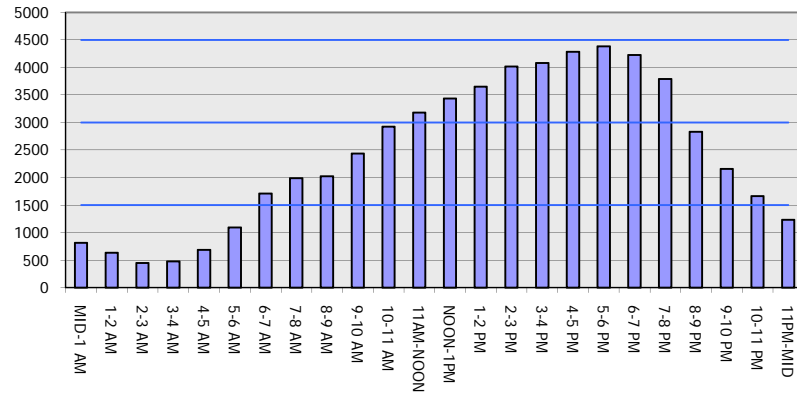
AUGUST

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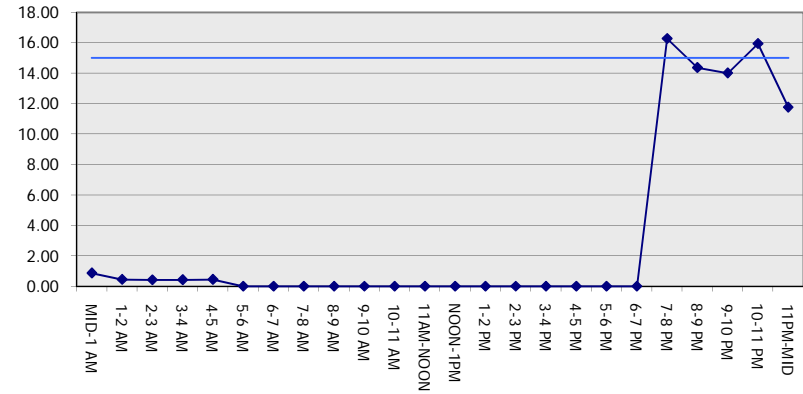
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

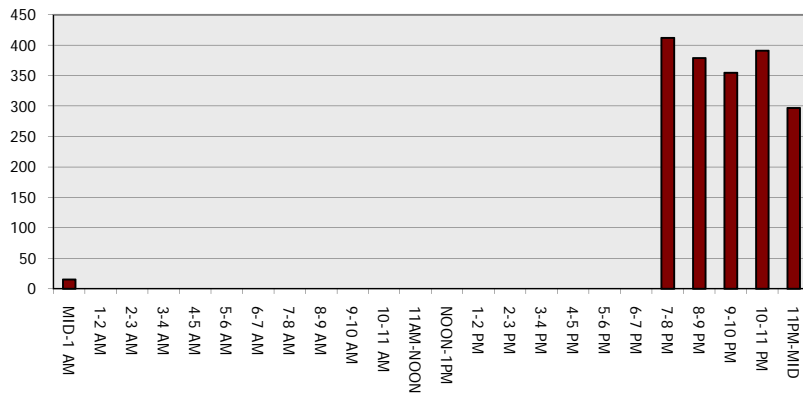
Main Route - Traffic Demand (Vehicles Per Hour)



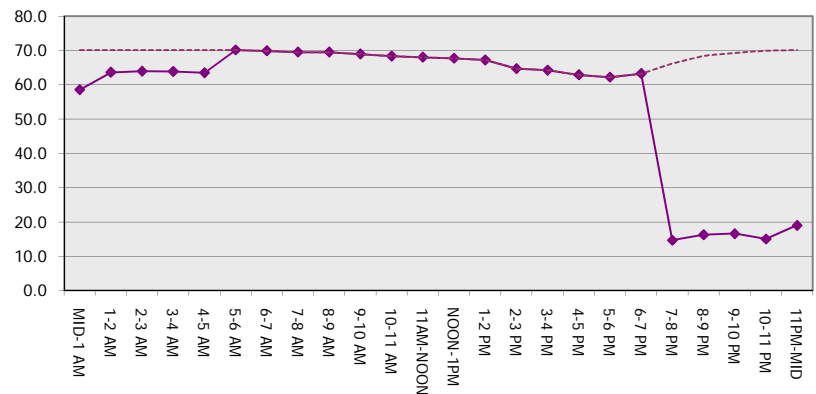
Main Route Average Delay Per Vehicle (Minutes)



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	1500	534	0	0.44	0	70.2	63.8	46.8
1-2 AM	436	0.0	1500	436	0	0.42	0	70.2	64.0	47.2
2-3 AM	427	0.0	1500	427	0	0.42	0	70.2	64.0	47.3
3-4 AM	523	0.0	1500	523	0	0.43	0	70.2	63.8	46.8
4-5 AM	984	0.0	1499	984	0	0.53	0	70.2	62.5	43.7
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	OFF	2600	0	0.00	0	68.8	68.8	68.8
10-11 AM	2809	0.0	OFF	2809	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2757	0.0	OFF	2757	0	0.00	0	68.6	68.6	68.6
NOON-1PM	2906	0.0	OFF	2906	0	0.00	0	68.4	68.4	68.4
1-2 PM	3047	0.0	OFF	3047	0	0.00	0	68.2	68.2	68.2
2-3 PM	3026	0.0	OFF	3026	0	0.00	0	68.2	68.2	68.2
3-4 PM	2912	0.0	OFF	2912	0	0.00	0	68.4	68.4	68.4
4-5 PM	2680	0.0	OFF	2680	0	0.00	0	68.7	68.7	68.7
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	1499	1854	261	10.90+	288	69.4	20.0	32.5
8-9 PM	1795	0.0	1500	1534	262	16.13+	395	69.8	14.9	32.5
9-10 PM	1528	0.0	1500	1490	38	15.98+	391	70.1	15.0	32.5
10-11 PM	1359	0.0	1499	1359	0	13.21	322	70.2	17.4	32.5
11PM-MID	1020	0.0	1499	1020	0	2.35	73	70.2	45.6	41.2

"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	0.0382
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$23,164
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

