

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

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	636	0.0	1500	636	0	0.45	0	70.2	63.7	46.3
1-2 AM	485	0.0	1500	485	0	0.43	0	70.2	63.9	47.0
2-3 AM	358	0.0	1500	358	0	0.41	0	70.2	64.1	47.6
3-4 AM	397	0.0	1500	397	0	0.42	0	70.2	64.0	47.4
4-5 AM	587	0.0	1500	587	0	0.44	0	70.2	63.7	46.5
5-6 AM	1025	0.0	OFF	1025	0	0.00	0	70.2	70.2	70.2
6-7 AM	1709	0.0	OFF	1709	0	0.00	0	69.9	69.9	69.9
7-8 AM	1943	0.0	OFF	1943	0	0.00	0	69.6	69.6	69.6
8-9 AM	1878	0.0	OFF	1878	0	0.00	0	69.7	69.7	69.7
9-10 AM	2111	0.0	OFF	2111	0	0.00	0	69.4	69.4	69.4
10-11 AM	2360	0.0	OFF	2360	0	0.00	0	69.1	69.1	69.1
11AM-NOON	2459	0.0	OFF	2459	0	0.00	0	69.0	69.0	69.0
NOON-1PM	2472	0.0	OFF	2472	0	0.00	0	69.0	69.0	69.0
1-2 PM	2506	0.0	OFF	2506	0	0.00	0	68.9	68.9	68.9
2-3 PM	2810	0.0	OFF	2810	0	0.00	0	68.6	68.6	68.6
3-4 PM	3208	0.0	OFF	3208	0	0.00	0	68.1	68.1	68.1
4-5 PM	3484	0.0	OFF	3484	0	0.00	0	67.7	67.7	67.7
5-6 PM	3502	0.0	OFF	3502	0	0.00	0	67.7	67.7	67.7
6-7 PM	2899	0.0	OFF	2899	0	0.00	0	68.4	68.4	68.4
7-8 PM	2086	0.0	1499	1870	215	11.15+	292	69.4	19.7	32.5
8-9 PM	1657	0.0	1500	1538	120	16.11+	395	70.0	15.0	32.5
9-10 PM	1469	0.0	1499	1447	22	15.78+	386	70.2	15.2	32.5
10-11 PM	1252	0.0	1499	1252	0	9.89	247	70.2	21.5	33.5
11PM-MID	955	0.0	1500	955	0	0.83	12	70.2	59.0	44.8

"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	0.0359
MAIN ROUTE WITH WORKS	0.0350
'DIVERSION'	0.0007
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,290
CONGESTED HOURS PER DAY*	3

*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

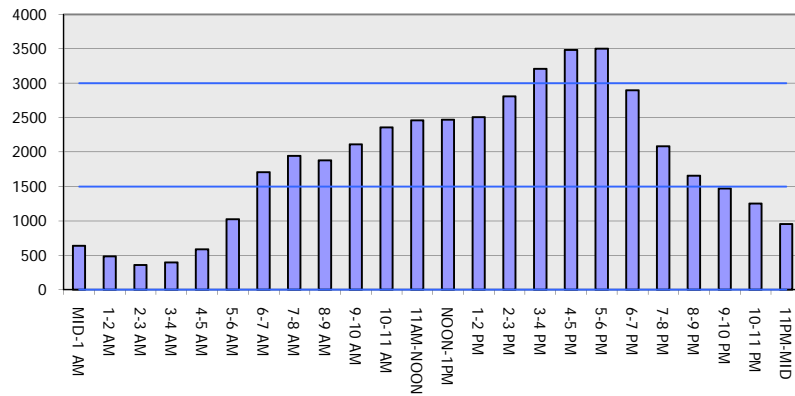
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

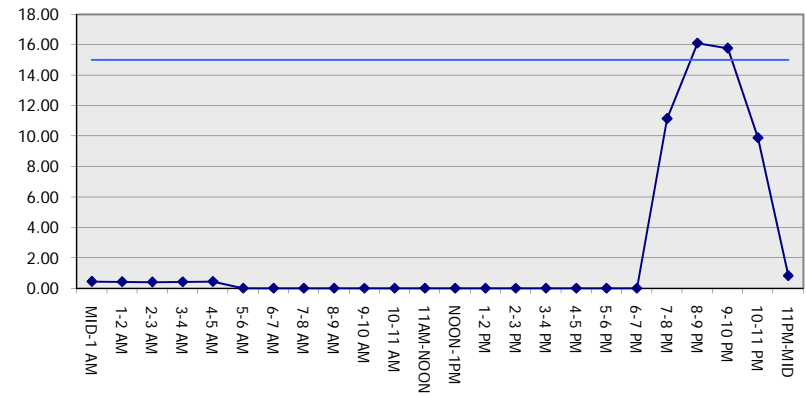
MON-THUR

WESTBOUND DIRECTION

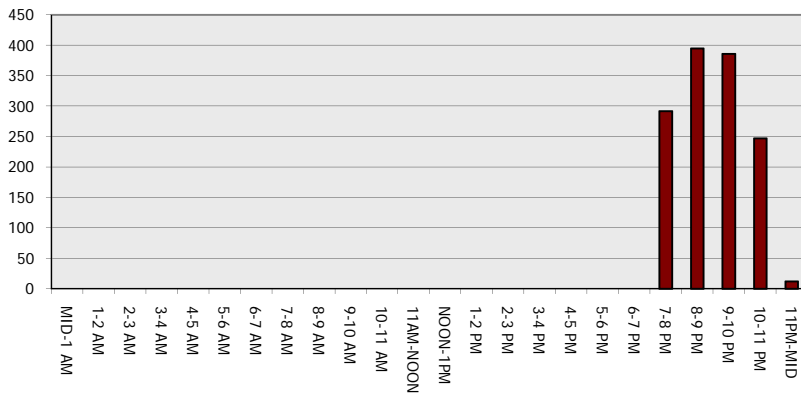
Main Route - Traffic Demand (Vehicles Per Hour)



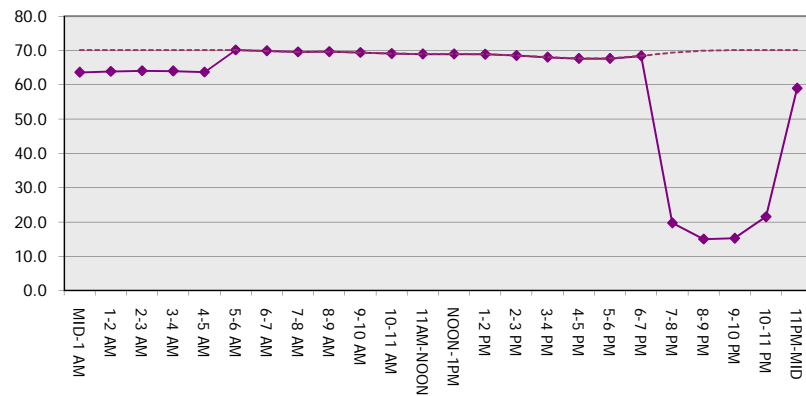
Main Route Average Delay Per Vehicle (Minutes)



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	526	0.0	1500	526	0	0.43	0	70.2	63.8	46.8
1-2 AM	398	0.0	1500	398	0	0.42	0	70.2	64.0	47.4
2-3 AM	364	0.0	1500	364	0	0.41	0	70.2	64.1	47.5
3-4 AM	458	0.0	1500	458	0	0.43	0	70.2	63.9	47.1
4-5 AM	940	0.0	1499	940	0	0.51	0	70.2	62.8	44.2
5-6 AM	2248	0.0	OFF	2248	0	0.00	0	69.2	69.2	69.2
6-7 AM	2976	0.0	OFF	2976	0	0.00	0	68.3	68.3	68.3
7-8 AM	2746	0.0	OFF	2746	0	0.00	0	68.6	68.6	68.6
8-9 AM	2441	0.0	OFF	2441	0	0.00	0	69.0	69.0	69.0
9-10 AM	2593	0.0	OFF	2593	0	0.00	0	68.8	68.8	68.8
10-11 AM	2586	0.0	OFF	2586	0	0.00	0	68.8	68.8	68.8
11AM-NOON	2516	0.0	OFF	2516	0	0.00	0	68.9	68.9	68.9
NOON-1PM	2486	0.0	OFF	2486	0	0.00	0	68.9	68.9	68.9
1-2 PM	2566	0.0	OFF	2566	0	0.00	0	68.9	68.9	68.9
2-3 PM	2598	0.0	OFF	2598	0	0.00	0	68.8	68.8	68.8
3-4 PM	2483	0.0	OFF	2483	0	0.00	0	68.9	68.9	68.9
4-5 PM	2357	0.0	OFF	2357	0	0.00	0	69.1	69.1	69.1
5-6 PM	2358	0.0	OFF	2358	0	0.00	0	69.1	69.1	69.1
6-7 PM	2223	0.0	OFF	2223	0	0.00	0	69.3	69.3	69.3
7-8 PM	1770	0.0	1499	1770	0	6.44	157	69.9	28.3	32.5
8-9 PM	1489	0.0	1499	1489	0	11.65	278	70.2	19.1	32.5
9-10 PM	1308	0.0	1499	1308	0	7.38	177	70.2	26.1	33.5
10-11 PM	1002	0.0	1500	1002	0	0.65	5	70.2	61.0	44.7
11PM-MID	705	0.0	1500	705	0	0.46	0	70.2	63.5	46.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0352
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$9,426
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR

EASTBOUND DIRECTION

