

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

OCTOBER
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	599	0.0	1500	599	0	0.44	0	70.2	63.7	46.5	
1-2 AM	481	0.0	1500	481	0	0.43	0	70.2	63.9	47.0	
2-3 AM	406	0.0	1500	406	0	0.42	0	70.2	64.0	47.3	
3-4 AM	444	0.0	1500	444	0	0.42	0	70.2	64.0	47.1	
4-5 AM	615	0.0	1500	615	0	0.45	0	70.2	63.7	46.4	
5-6 AM	1112	0.0	OFF	1112	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1623	0.0	OFF	1623	0	0.00	0	70.0	70.0	70.0	
7-8 AM	1872	0.0	OFF	1872	0	0.00	0	69.7	69.7	69.7	
8-9 AM	1824	0.0	OFF	1824	0	0.00	0	69.8	69.8	69.8	
9-10 AM	2067	0.0	OFF	2067	0	0.00	0	69.5	69.5	69.5	
10-11 AM	2428	0.0	OFF	2428	0	0.00	0	69.0	69.0	69.0	
11AM-NOON	2566	0.0	OFF	2566	0	0.00	0	68.9	68.9	68.9	
NOON-1PM	2678	0.0	OFF	2678	0	0.00	0	68.7	68.7	68.7	
1-2 PM	2924	0.0	OFF	2924	0	0.00	0	68.4	68.4	68.4	
2-3 PM	3365	0.0	OFF	3365	0	0.00	0	67.9	67.9	67.9	
3-4 PM	3572	0.0	OFF	3572	0	0.00	0	67.6	67.6	67.6	
4-5 PM	3773	0.0	OFF	3773	0	0.00	0	66.4	66.4	66.4	
5-6 PM	3768	0.0	OFF	3768	0	0.00	0	66.4	66.4	66.4	
6-7 PM	3270	0.0	OFF	3270	0	0.00	0	68.0	68.0	68.0	
7-8 PM	2941	0.0	1499	1528	1413	15.66+	392	68.4	15.2	39.1	
8-9 PM	2457	0.0	1505	1799	658	13.11+	335	69.0	17.5	36.1	
9-10 PM	1798	0.0	1499	1561	236	16.02+	393	69.8	15.0	32.5	
10-11 PM	1338	0.0	1500	1338	0	13.21	323	70.2	17.4	32.5	
11PM-MID	1121	0.0	1499	1121	0	2.72	81	70.2	43.2	39.7	

"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	0.0398
MAIN ROUTE WITH WORKS	0.0373
'DIVERSION'	0.0043
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,437
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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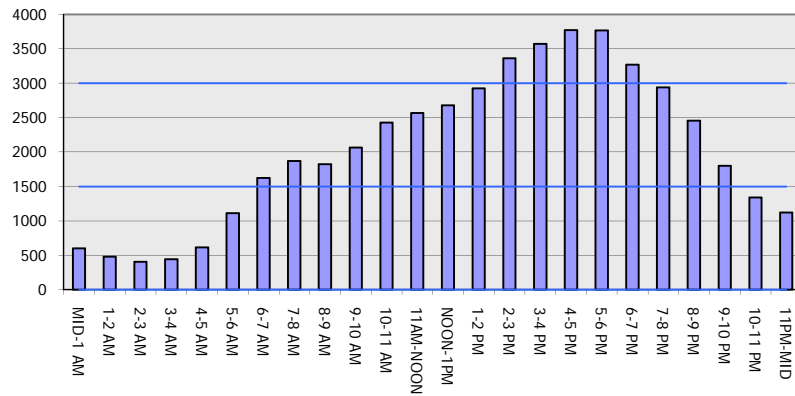
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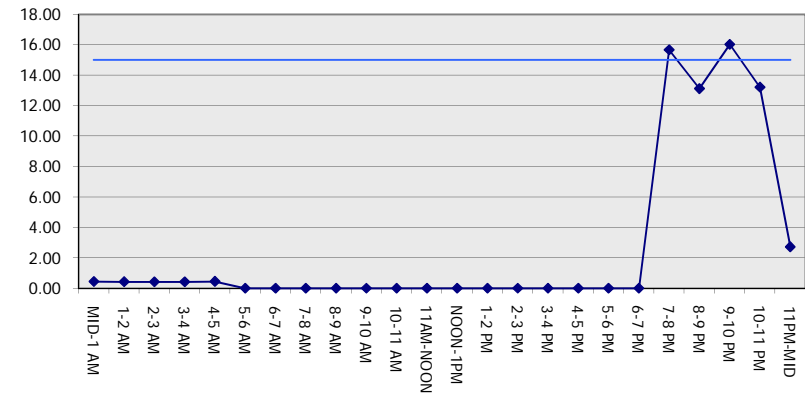
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

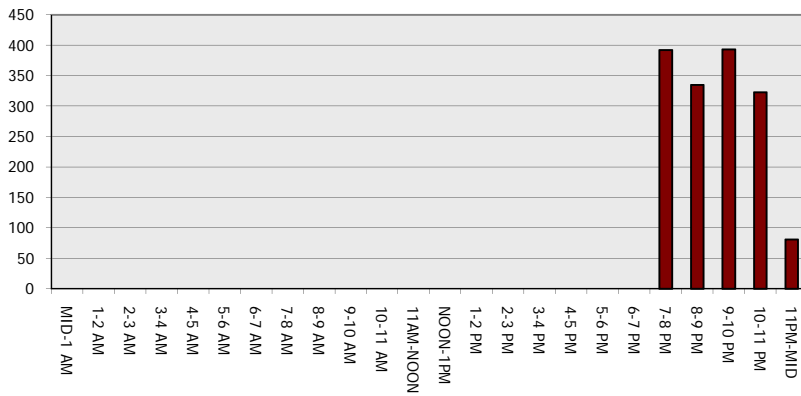
Main Route - Traffic Demand (Vehicles Per Hour)



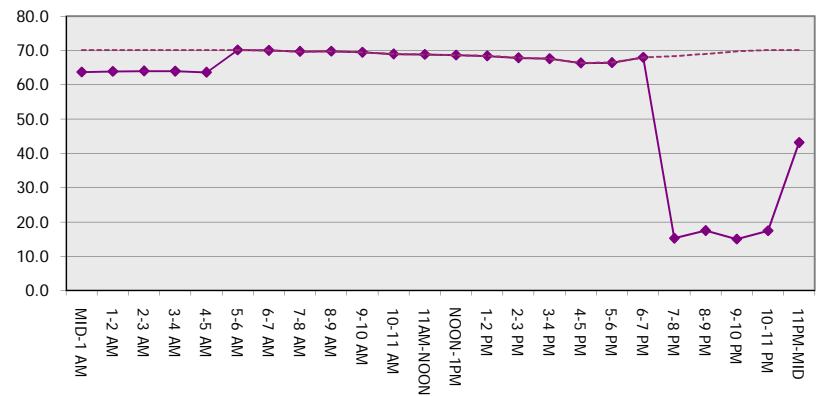
Main Route Average Delay Per Vehicle (Minutes)



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	479	0.0	1500	479	0	0.43	0	70.2	63.9	47.0
1-2 AM	381	0.0	1500	381	0	0.42	0	70.2	64.0	47.4
2-3 AM	398	0.0	1500	398	0	0.42	0	70.2	64.0	47.4
3-4 AM	489	0.0	1500	489	0	0.43	0	70.2	63.8	46.9
4-5 AM	973	0.0	1499	973	0	0.52	0	70.2	62.7	43.9
5-6 AM	2088	0.0	OFF	2088	0	0.00	0	69.4	69.4	69.4
6-7 AM	2565	0.0	OFF	2565	0	0.00	0	68.9	68.9	68.9
7-8 AM	2536	0.0	OFF	2536	0	0.00	0	68.9	68.9	68.9
8-9 AM	2252	0.0	OFF	2252	0	0.00	0	69.2	69.2	69.2
9-10 AM	2270	0.0	OFF	2270	0	0.00	0	69.2	69.2	69.2
10-11 AM	2368	0.0	OFF	2368	0	0.00	0	69.1	69.1	69.1
11AM-NOON	2333	0.0	OFF	2333	0	0.00	0	69.1	69.1	69.1
NOON-1PM	2526	0.0	OFF	2526	0	0.00	0	68.9	68.9	68.9
1-2 PM	2641	0.0	OFF	2641	0	0.00	0	68.7	68.7	68.7
2-3 PM	2741	0.0	OFF	2741	0	0.00	0	68.6	68.6	68.6
3-4 PM	2637	0.0	OFF	2637	0	0.00	0	68.7	68.7	68.7
4-5 PM	2703	0.0	OFF	2703	0	0.00	0	68.7	68.7	68.7
5-6 PM	2706	0.0	OFF	2706	0	0.00	0	68.7	68.7	68.7
6-7 PM	2360	0.0	OFF	2360	0	0.00	0	69.1	69.1	69.1
7-8 PM	1873	0.0	1499	1873	0	8.29	215	69.7	24.1	32.5
8-9 PM	1419	0.0	1499	1419	0	14.47	353	70.2	16.3	32.5
9-10 PM	1211	0.0	1499	1211	0	6.09	159	70.2	29.2	35.0
10-11 PM	1042	0.0	1500	1042	0	0.50	0	70.2	63.0	44.6
11PM-MID	712	0.0	1500	712	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	0.0355
MAIN ROUTE WITH WORKS	0.0349
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$10,752
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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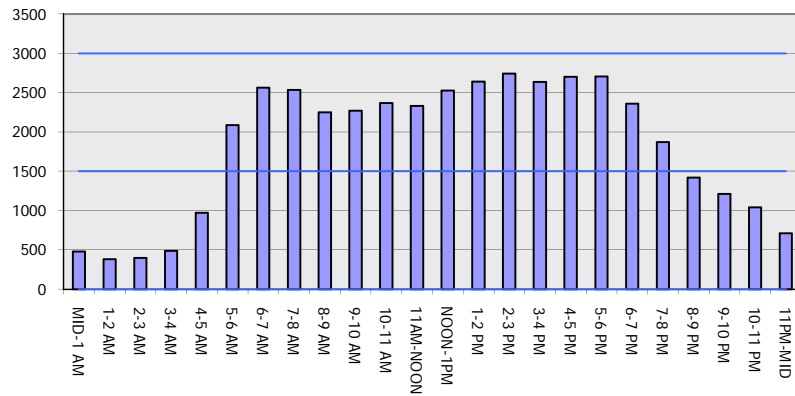
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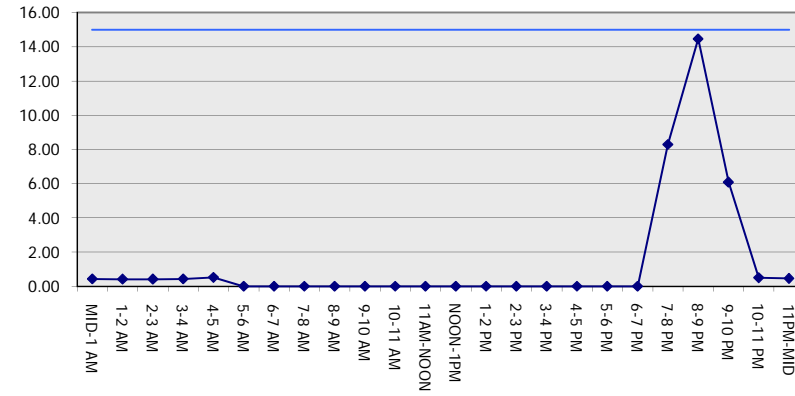
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

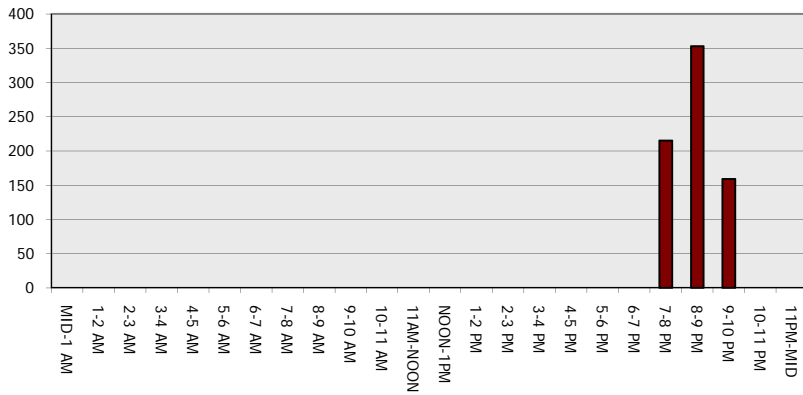
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

