

<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	493	0.0	1500	493	0	0.43	0	70.2	63.8	46.9
1-2 AM	373	0.0	1500	373	0	0.42	0	70.2	64.1	47.5
2-3 AM	336	0.0	1500	336	0	0.41	0	70.2	64.1	47.6
3-4 AM	373	0.0	1500	373	0	0.42	0	70.2	64.1	47.5
4-5 AM	547	0.0	1500	547	0	0.44	0	70.2	63.8	46.7
5-6 AM	1063	0.0	OFF	1063	0	0.00	0	70.2	70.2	70.2
6-7 AM	1680	0.0	OFF	1680	0	0.00	0	69.9	69.9	69.9
7-8 AM	1899	0.0	OFF	1899	0	0.00	0	69.7	69.7	69.7
8-9 AM	1768	0.0	OFF	1768	0	0.00	0	69.9	69.9	69.9
9-10 AM	1889	0.0	OFF	1889	0	0.00	0	69.7	69.7	69.7
10-11 AM	2028	0.0	OFF	2028	0	0.00	0	69.5	69.5	69.5
11AM-NOON	2040	0.0	OFF	2040	0	0.00	0	69.5	69.5	69.5
NOON-1PM	2025	0.0	OFF	2025	0	0.00	0	69.5	69.5	69.5
1-2 PM	2071	0.0	OFF	2071	0	0.00	0	69.5	69.5	69.5
2-3 PM	2382	0.0	OFF	2382	0	0.00	0	69.1	69.1	69.1
3-4 PM	2868	0.0	OFF	2868	0	0.00	0	68.5	68.5	68.5
4-5 PM	3174	0.0	OFF	3174	0	0.00	0	68.1	68.1	68.1
5-6 PM	3155	0.0	OFF	3155	0	0.00	0	68.1	68.1	68.1
6-7 PM	2477	0.0	OFF	2477	0	0.00	0	68.9	68.9	68.9
7-8 PM	1674	0.0	1499	1674	0	5.39	121	70.0	31.4	32.5
8-9 PM	1362	0.0	1499	1362	0	5.32	120	70.2	31.6	33.4
9-10 PM	1187	0.0	1500	1187	0	0.68	2	70.2	60.7	41.5
10-11 PM	892	0.0	1500	892	0	0.48	0	70.2	63.2	45.2
11PM-MID	732	0.0	1500	732	0	0.46	0	70.2	63.5	45.9

"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	0.0312
MAIN ROUTE WITH WORKS	0.0307
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,146
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

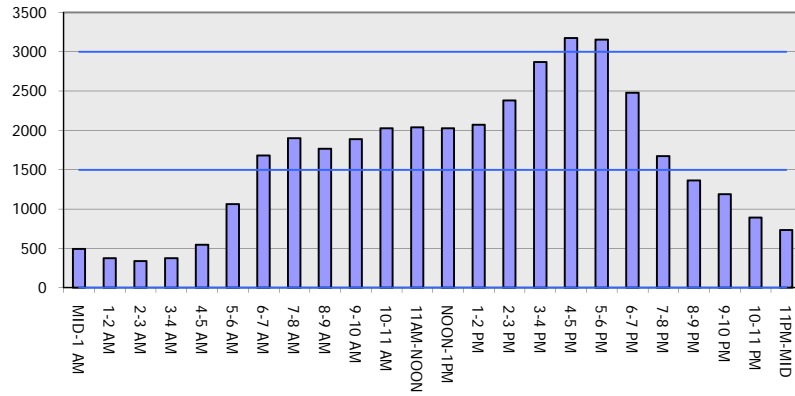
**OCTOBER**

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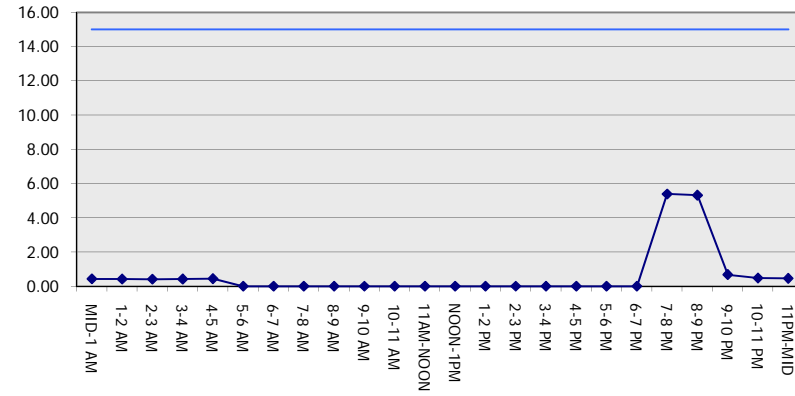
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR WESTBOUND DIRECTION**

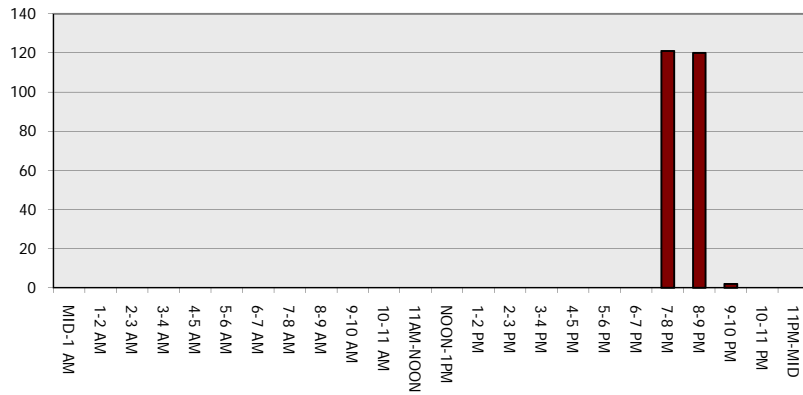
**Main Route - Traffic Demand (Vehicles Per Hour)**



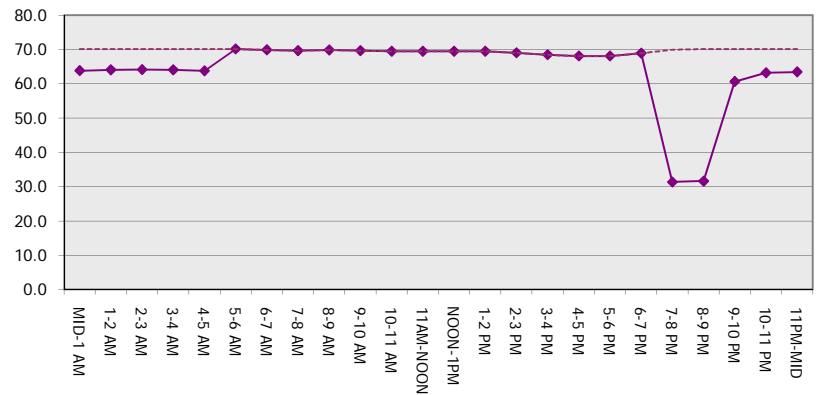
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	418	0.0	1500	418	0	0.42	0	70.2	64.0	47.3
1-2 AM	357	0.0	1500	357	0	0.41	0	70.2	64.1	47.6
2-3 AM	351	0.0	1500	351	0	0.41	0	70.2	64.1	47.6
3-4 AM	450	0.0	1500	450	0	0.43	0	70.2	64.0	47.1
4-5 AM	938	0.0	1499	938	0	0.51	0	70.2	62.8	44.3
5-6 AM	2203	0.0	OFF	2203	0	0.00	0	69.3	69.3	69.3
6-7 AM	2732	0.0	OFF	2732	0	0.00	0	68.6	68.6	68.6
7-8 AM	2637	0.0	OFF	2637	0	0.00	0	68.7	68.7	68.7
8-9 AM	2265	0.0	OFF	2265	0	0.00	0	69.2	69.2	69.2
9-10 AM	2135	0.0	OFF	2135	0	0.00	0	69.4	69.4	69.4
10-11 AM	2012	0.0	OFF	2012	0	0.00	0	69.6	69.6	69.6
11AM-NOON	2010	0.0	OFF	2010	0	0.00	0	69.6	69.6	69.6
NOON-1PM	2127	0.0	OFF	2127	0	0.00	0	69.4	69.4	69.4
1-2 PM	2199	0.0	OFF	2199	0	0.00	0	69.3	69.3	69.3
2-3 PM	2270	0.0	OFF	2270	0	0.00	0	69.2	69.2	69.2
3-4 PM	2250	0.0	OFF	2250	0	0.00	0	69.2	69.2	69.2
4-5 PM	2117	0.0	OFF	2117	0	0.00	0	69.4	69.4	69.4
5-6 PM	2136	0.0	OFF	2136	0	0.00	0	69.4	69.4	69.4
6-7 PM	1870	0.0	OFF	1870	0	0.00	0	69.7	69.7	69.7
7-8 PM	1496	0.0	1499	1496	0	1.70	19	70.2	50.5	33.0
8-9 PM	1208	0.0	1500	1208	0	0.63	0	70.2	61.4	40.8
9-10 PM	1073	0.0	1500	1073	0	0.50	0	70.2	62.9	44.5
10-11 PM	781	0.0	1500	781	0	0.47	0	70.2	63.4	45.7
11PM-MID	572	0.0	1500	572	0	0.44	0	70.2	63.7	46.6

"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	0.0313
MAIN ROUTE WITH WORKS	0.0308
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,238
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR EASTBOUND DIRECTION**

