

**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

SATURDAY 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	726	0.0	1500	726	0	0.74	10	70.2	60.1	45.9	
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	63.9	47.1	
2-3 AM	361	0.0	1500	361	0	0.41	0	70.2	64.1	47.6	
3-4 AM	326	0.0	1500	326	0	0.41	0	70.2	64.1	47.7	
4-5 AM	407	0.0	1500	407	0	0.42	0	70.2	64.0	47.3	
5-6 AM	665	0.0	1500	665	0	0.45	0	70.2	63.6	46.2	
6-7 AM	994	0.0	1500	994	0	0.49	0	70.2	63.0	44.8	
7-8 AM	1378	0.0	1499	1378	0	0.85	0	70.2	58.7	35.8	
8-9 AM	1909	0.0	OFF	1909	0	0.00	0	69.7	69.7	69.7	
9-10 AM	2435	0.0	OFF	2435	0	0.00	0	69.0	69.0	69.0	
10-11 AM	2812	0.0	OFF	2812	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	3049	0.0	OFF	3049	0	0.00	0	68.2	68.2	68.2	
NOON-1PM	3042	0.0	OFF	3042	0	0.00	0	68.2	68.2	68.2	
1-2 PM	2954	0.0	OFF	2954	0	0.00	0	68.4	68.4	68.4	
2-3 PM	3078	0.0	OFF	3078	0	0.00	0	68.2	68.2	68.2	
3-4 PM	2948	0.0	OFF	2948	0	0.00	0	68.4	68.4	68.4	
4-5 PM	2963	0.0	OFF	2963	0	0.00	0	68.4	68.4	68.4	
5-6 PM	2848	0.0	OFF	2848	0	0.00	0	68.5	68.5	68.5	
6-7 PM	2464	0.0	1499	1894	570	12.93+	322	69.0	17.6	34.5	
7-8 PM	2059	0.0	1499	1500	559	16.26+	399	69.5	14.8	32.5	
8-9 PM	1838	0.0	1500	1500	338	16.28+	400	69.7	14.8	32.5	
9-10 PM	1630	0.0	1500	1500	130	16.29+	400	70.0	14.8	32.5	
10-11 PM	1562	0.0	1500	1506	57	16.25+	398	70.1	14.8	32.5	
11PM-MID	1221	0.0	1499	1221	0	11.24	286	70.2	19.6	33.9	

"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	0.0358
MAIN ROUTE WITH WORKS	0.0335
'DIVERSION'	0.0031
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,211
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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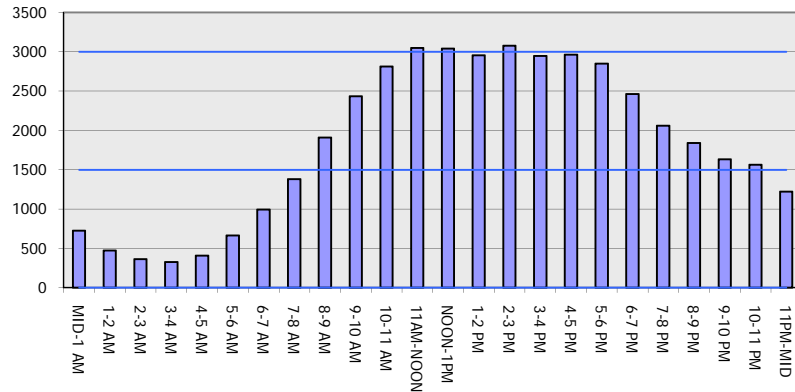
OCTOBER

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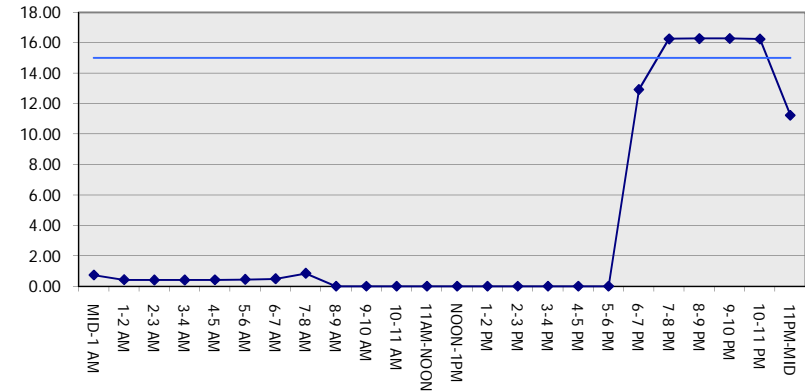
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

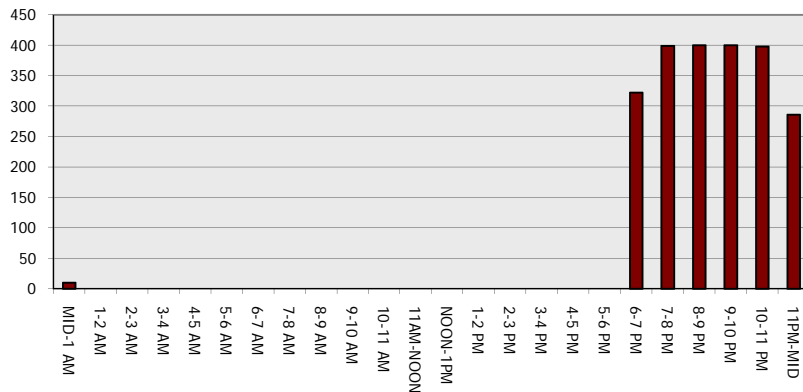
Main Route - Traffic Demand (Vehicles Per Hour)



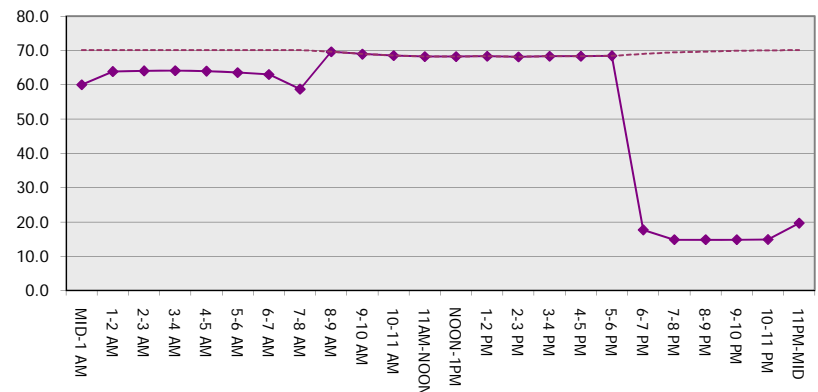
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	525	0.0	1500	525	0	0.43	0	70.2	63.8	46.8
1-2 AM	407	0.0	1500	407	0	0.42	0	70.2	64.0	47.3
2-3 AM	361	0.0	1500	361	0	0.41	0	70.2	64.1	47.6
3-4 AM	380	0.0	1500	380	0	0.42	0	70.2	64.0	47.4
4-5 AM	468	0.0	1500	468	0	0.43	0	70.2	63.9	47.1
5-6 AM	743	0.0	1500	743	0	0.46	0	70.2	63.5	45.9
6-7 AM	1023	0.0	1500	1023	0	0.50	0	70.2	63.0	44.7
7-8 AM	1371	0.0	1499	1371	0	0.84	0	70.2	58.9	35.9
8-9 AM	1822	0.0	OFF	1822	0	0.00	0	69.8	69.8	69.8
9-10 AM	2525	0.0	OFF	2525	0	0.00	0	68.9	68.9	68.9
10-11 AM	2787	0.0	OFF	2787	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2860	0.0	OFF	2860	0	0.00	0	68.5	68.5	68.5
NOON-1PM	2841	0.0	OFF	2841	0	0.00	0	68.5	68.5	68.5
1-2 PM	2764	0.0	OFF	2764	0	0.00	0	68.6	68.6	68.6
2-3 PM	2855	0.0	OFF	2855	0	0.00	0	68.5	68.5	68.5
3-4 PM	2865	0.0	OFF	2865	0	0.00	0	68.5	68.5	68.5
4-5 PM	2795	0.0	OFF	2795	0	0.00	0	68.6	68.6	68.6
5-6 PM	2617	0.0	OFF	2617	0	0.00	0	68.8	68.8	68.8
6-7 PM	2142	0.0	1499	1875	267	11.21+	293	69.4	19.6	32.5
7-8 PM	1756	0.0	1500	1508	248	16.25+	399	69.9	14.8	32.5
8-9 PM	1460	0.0	1500	1460	0	15.39+	376	70.2	15.5	32.5
9-10 PM	1313	0.0	1499	1313	0	10.69	260	70.2	20.3	32.5
10-11 PM	1093	0.0	1500	1093	0	1.49	34	70.2	52.3	41.9
11PM-MID	861	0.0	1500	861	0	0.48	0	70.2	63.3	45.4

"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	0.0330
MAIN ROUTE WITH WORKS	0.0317
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$24,758
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

