

**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
SUNDAY 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	710	0.0	1500	710	0	0.46	0	70.2	63.5	46.0	
1-2 AM	494	0.0	1500	494	0	0.43	0	70.2	63.8	46.9	
2-3 AM	350	0.0	1500	350	0	0.41	0	70.2	64.1	47.6	
3-4 AM	235	0.0	1500	235	0	0.40	0	70.2	64.3	48.1	
4-5 AM	235	0.0	1500	235	0	0.40	0	70.2	64.3	48.1	
5-6 AM	384	0.0	1500	384	0	0.42	0	70.2	64.0	47.4	
6-7 AM	581	0.0	1500	581	0	0.44	0	70.2	63.7	46.6	
7-8 AM	894	0.0	1500	894	0	0.48	0	70.2	63.2	45.2	
8-9 AM	1375	0.0	1499	1375	0	0.86	0	70.2	58.6	36.0	
9-10 AM	1940	0.0	OFF	1940	0	0.00	0	69.6	69.6	69.6	
10-11 AM	2520	0.0	OFF	2520	0	0.00	0	68.9	68.9	68.9	
11AM-NOON	2885	0.0	OFF	2885	0	0.00	0	68.4	68.4	68.4	
NOON-1PM	3018	0.0	OFF	3018	0	0.00	0	68.3	68.3	68.3	
1-2 PM	2893	0.0	OFF	2893	0	0.00	0	68.4	68.4	68.4	
2-3 PM	2897	0.0	OFF	2897	0	0.00	0	68.4	68.4	68.4	
3-4 PM	2875	0.0	OFF	2875	0	0.00	0	68.4	68.4	68.4	
4-5 PM	2924	0.0	OFF	2924	0	0.00	0	68.4	68.4	68.4	
5-6 PM	2843	0.0	OFF	2843	0	0.00	0	68.5	68.5	68.5	
6-7 PM	2659	0.0	OFF	2659	0	0.00	0	68.7	68.7	68.7	
7-8 PM	2363	0.0	1499	1959	404	12.60+	317	69.1	17.9	32.6	
8-9 PM	1895	0.0	1499	1465	430	16.14+	396	69.7	14.9	32.5	
9-10 PM	1551	0.0	1499	1456	95	16.11+	395	70.1	15.0	32.5	
10-11 PM	1097	0.0	1499	1097	0	6.69	202	70.2	27.7	37.4	
11PM-MID	806	0.0	1500	806	0	0.47	0	70.2	63.3	45.6	

"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	0.0328
MAIN ROUTE WITH WORKS	0.0313
'DIVERSION'	0.0017
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$25,378
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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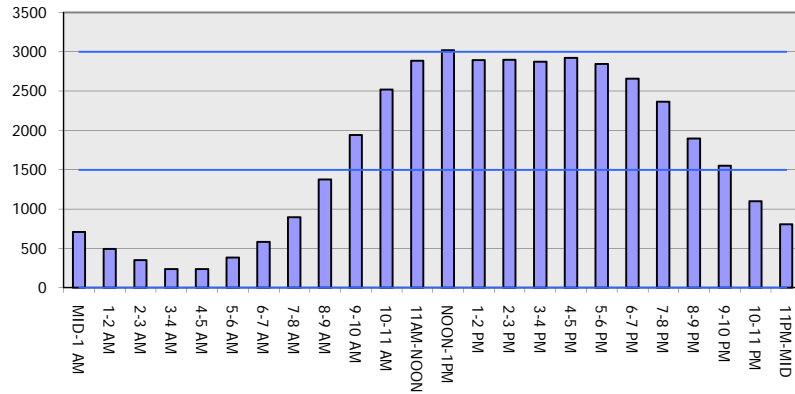
OCTOBER

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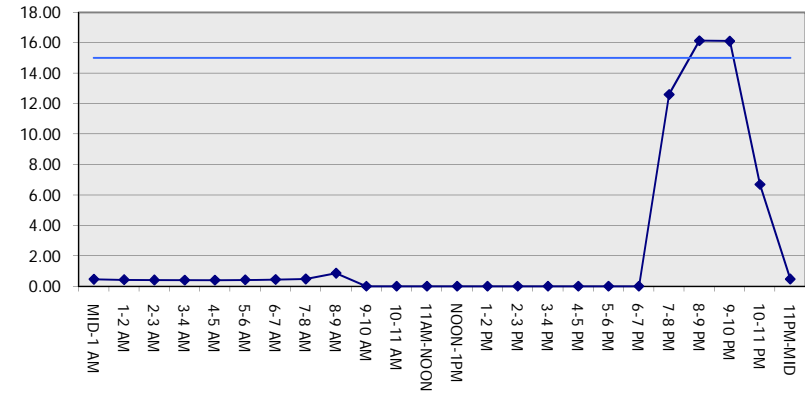
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

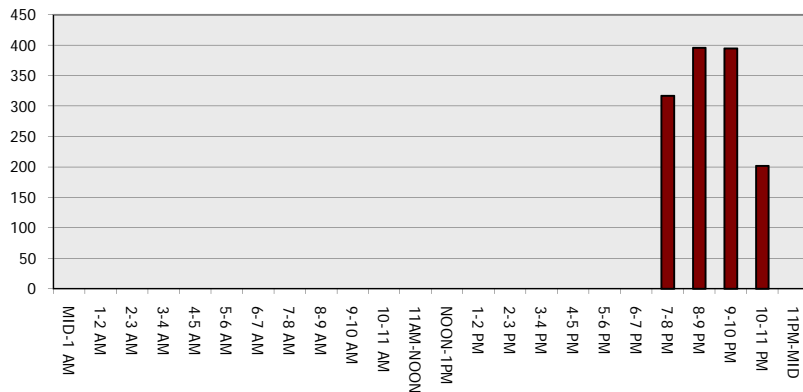
Main Route - Traffic Demand (Vehicles Per Hour)



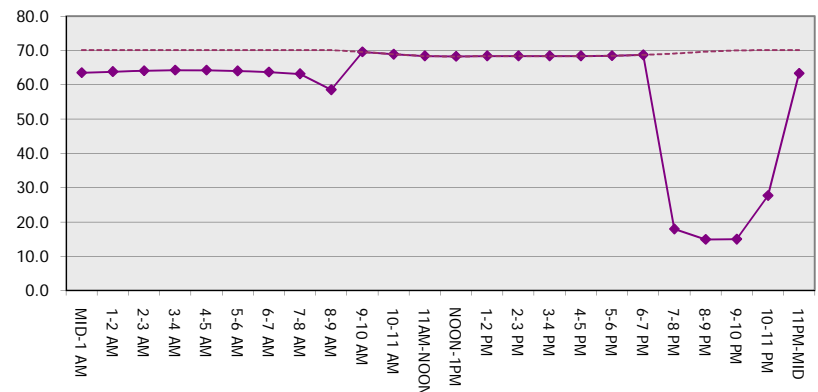
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	543	0.0	1500	543	0	0.44	0	70.2	63.8	46.7
1-2 AM	381	0.0	1500	381	0	0.42	0	70.2	64.0	47.4
2-3 AM	298	0.0	1500	298	0	0.41	0	70.2	64.2	47.8
3-4 AM	260	0.0	1500	260	0	0.40	0	70.2	64.3	48.0
4-5 AM	277	0.0	1500	277	0	0.40	0	70.2	64.2	47.9
5-6 AM	390	0.0	1500	390	0	0.42	0	70.2	64.0	47.4
6-7 AM	572	0.0	1500	572	0	0.44	0	70.2	63.7	46.6
7-8 AM	780	0.0	1500	780	0	0.47	0	70.2	63.4	45.7
8-9 AM	1266	0.0	1499	1266	0	0.70	0	70.2	60.5	39.4
9-10 AM	2021	0.0	OFF	2021	0	0.00	0	69.6	69.6	69.6
10-11 AM	2778	0.0	OFF	2778	0	0.00	0	68.6	68.6	68.6
11AM-NOON	3142	0.0	OFF	3142	0	0.00	0	68.1	68.1	68.1
NOON-1PM	3367	0.0	OFF	3367	0	0.00	0	67.9	67.9	67.9
1-2 PM	3458	0.0	OFF	3458	0	0.00	0	67.8	67.8	67.8
2-3 PM	3480	0.0	OFF	3480	0	0.00	0	67.7	67.7	67.7
3-4 PM	3485	0.0	OFF	3485	0	0.00	0	67.7	67.7	67.7
4-5 PM	3427	0.0	OFF	3427	0	0.00	0	67.8	67.8	67.8
5-6 PM	3175	0.0	OFF	3175	0	0.00	0	68.1	68.1	68.1
6-7 PM	2757	0.0	OFF	2757	0	0.00	0	68.6	68.6	68.6
7-8 PM	2379	0.0	1499	1926	453	12.72+	318	69.1	17.8	33.3
8-9 PM	1785	0.0	1499	1479	305	16.20+	397	69.8	14.8	32.5
9-10 PM	1236	0.0	1499	1236	0	11.93+	302	70.2	18.8	33.7
10-11 PM	845	0.0	1500	845	0	0.91	17	70.2	58.1	45.3
11PM-MID	591	0.0	1500	591	0	0.44	0	70.2	63.7	46.5

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0347
MAIN ROUTE WITH WORKS	0.0333
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$20,457
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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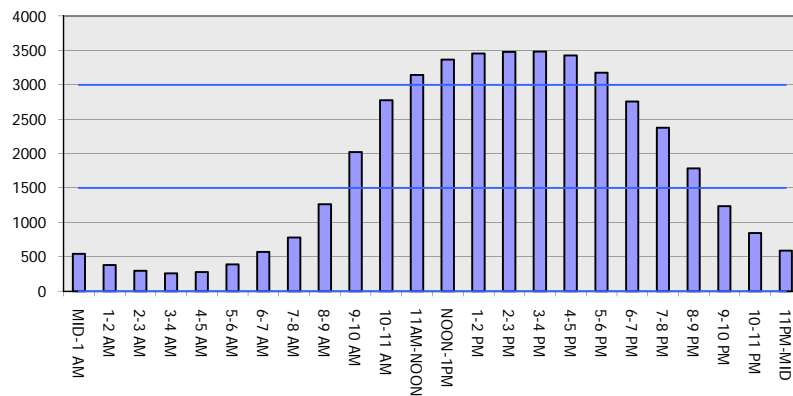
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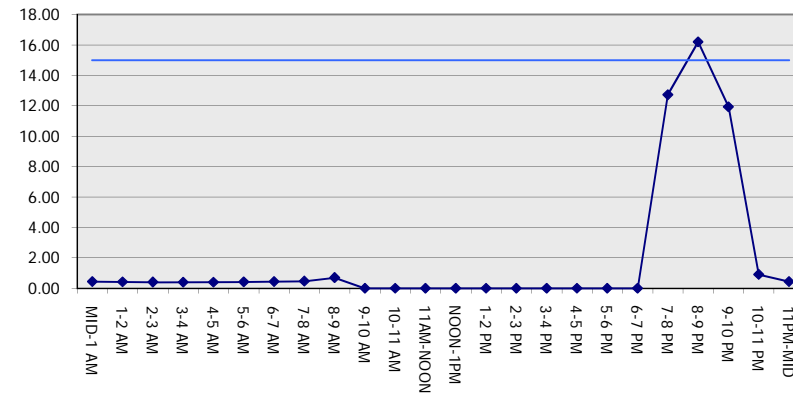
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

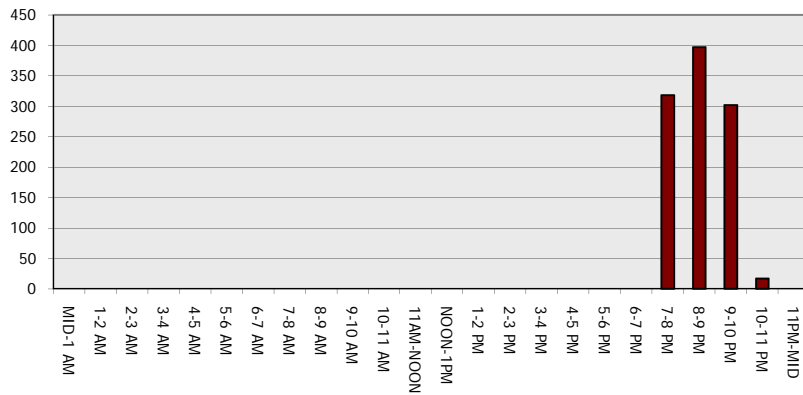
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

