

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

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	814	0.0	3000	814	0	0.36	0	70.2	64.8	49.7
1-2 AM	633	0.0	3000	633	0	0.36	0	70.2	64.8	49.7
2-3 AM	445	0.0	3000	445	0	0.36	0	70.2	64.8	49.7
3-4 AM	474	0.0	3000	474	0	0.36	0	70.2	64.8	49.7
4-5 AM	684	0.0	3000	684	0	0.36	0	70.2	64.8	49.7
5-6 AM	1091	0.0	3000	1091	0	0.36	0	70.2	64.8	49.7
6-7 AM	1710	0.0	3000	1710	0	0.36	0	69.9	64.6	49.7
7-8 AM	1987	0.0	3000	1987	0	0.35	0	69.6	64.4	49.7
8-9 AM	2024	0.0	3000	2024	0	0.35	0	69.6	64.4	49.7
9-10 AM	2435	0.0	2999	2435	0	0.41	0	69.0	63.2	47.4
10-11 AM	2926	0.0	2999	2926	0	0.75	2	68.4	58.6	38.2
11AM-NOON	3181	0.0	3000	3181	0	2.18	83	68.1	45.9	36.9
NOON-1PM	3435	0.0	3000	3435	0	7.52	393	67.8	25.4	36.9
1-2 PM	3649	0.0	2999	3229	420	14.77+	776	67.3	15.8	36.9
2-3 PM	4018	0.0	3000	3000	1018	15.06+	800	64.7	15.5	36.9
3-4 PM	4080	0.0	3000	3000	1080	15.03+	800	64.3	15.5	36.9
4-5 PM	4285	0.0	3000	3000	1285	14.92+	800	62.9	15.5	36.9
5-6 PM	4385	0.0	3000	3000	1385	14.87+	800	62.2	15.5	36.9
6-7 PM	4227	0.0	3000	3000	1227	14.95+	800	63.3	15.5	36.9
7-8 PM	3792	0.0	3000	3000	792	15.17+	800	66.3	15.5	36.9
8-9 PM	2829	0.0	2999	2711	118	13.75+	718	68.5	16.8	36.9
9-10 PM	2155	0.0	2999	2155	0	3.04	218	69.4	41.0	45.1
10-11 PM	1663	0.0	3000	1663	0	0.36	0	70.0	64.7	49.7
11PM-MID	1234	0.0	3000	1234	0	0.36	0	70.2	64.8	49.7

+ 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	0.0472
MAIN ROUTE WITH WORKS	0.0379
'DIVERSION'	0.0138
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,147
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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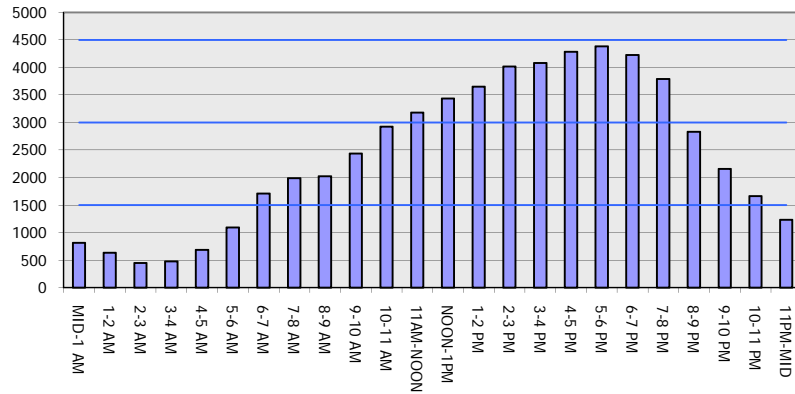
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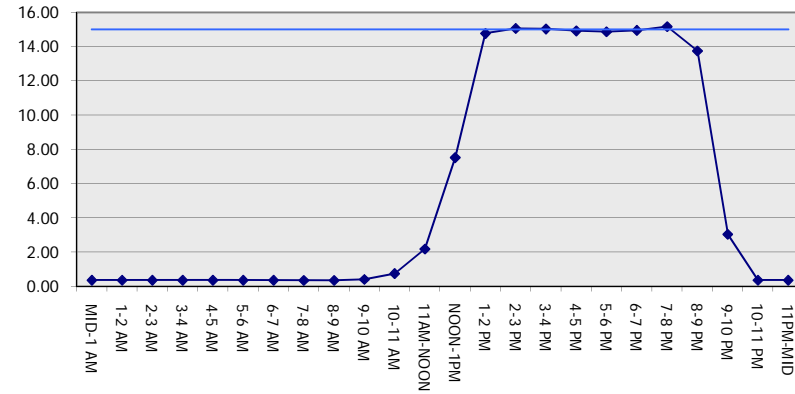
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

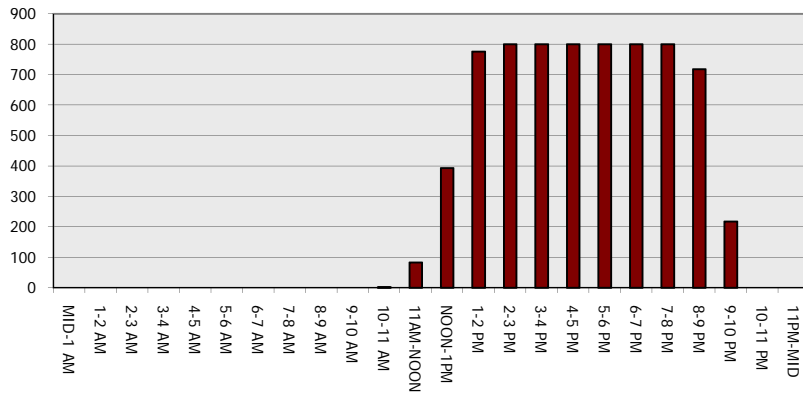
Main Route - Traffic Demand (Vehicles Per Hour)



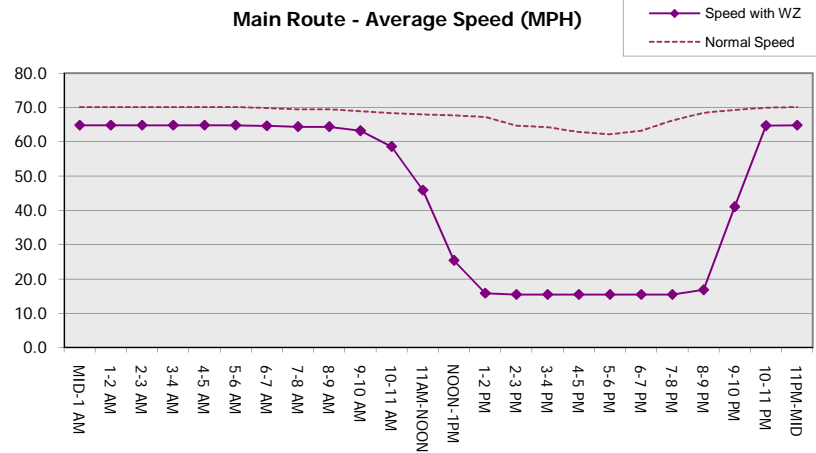
Main Route Average Delay Per Vehicle (Minutes)



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	534	0.0	3000	534	0	0.36	0	70.2	64.8	49.7
1-2 AM	436	0.0	3000	436	0	0.36	0	70.2	64.8	49.7
2-3 AM	427	0.0	3000	427	0	0.36	0	70.2	64.8	49.7
3-4 AM	523	0.0	3000	523	0	0.36	0	70.2	64.8	49.7
4-5 AM	984	0.0	3000	984	0	0.36	0	70.2	64.8	49.7
5-6 AM	2128	0.0	3000	2128	0	0.35	0	69.4	64.3	49.7
6-7 AM	2730	0.0	3000	2730	0	0.59	0	68.6	60.7	41.4
7-8 AM	2623	0.0	3000	2623	0	0.52	0	68.8	61.6	43.5
8-9 AM	2367	0.0	3000	2367	0	0.35	0	69.1	64.0	49.6
9-10 AM	2600	0.0	3000	2600	0	0.50	0	68.8	61.9	44.0
10-11 AM	2809	0.0	3000	2809	0	0.64	0	68.6	60.0	39.9
11AM-NOON	2757	0.0	3000	2757	0	0.60	0	68.6	60.4	40.9
NOON-1PM	2906	0.0	2999	2906	0	0.70	0	68.4	59.1	38.3
1-2 PM	3047	0.0	2999	3047	0	1.11	19	68.2	54.6	36.9
2-3 PM	3026	0.0	2999	3026	0	1.93	64	68.2	47.7	36.9
3-4 PM	2912	0.0	2999	2912	0	1.45	41	68.4	51.7	37.6
4-5 PM	2680	0.0	3000	2680	0	0.55	0	68.7	61.1	42.4
5-6 PM	2639	0.0	3000	2639	0	0.53	0	68.7	61.5	43.2
6-7 PM	2538	0.0	3000	2538	0	0.46	0	68.9	62.4	45.3
7-8 PM	2115	0.0	3000	2115	0	0.35	0	69.4	64.3	49.7
8-9 PM	1795	0.0	3000	1795	0	0.35	0	69.8	64.6	49.7
9-10 PM	1528	0.0	3000	1528	0	0.36	0	70.1	64.8	49.7
10-11 PM	1359	0.0	3000	1359	0	0.36	0	70.2	64.8	49.7
11PM-MID	1020	0.0	3000	1020	0	0.36	0	70.2	64.8	49.7

----- 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	0.0394
MAIN ROUTE WITH WORKS	0.0362
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$7,475
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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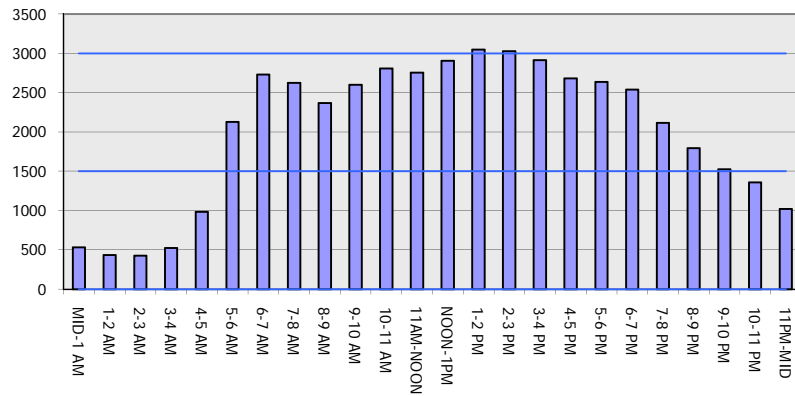
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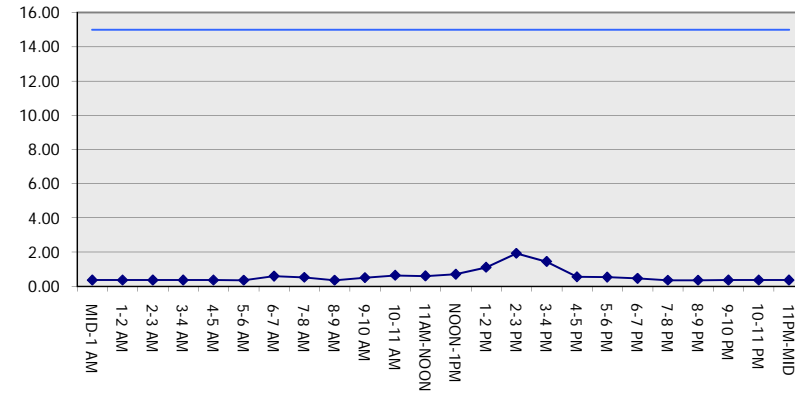
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

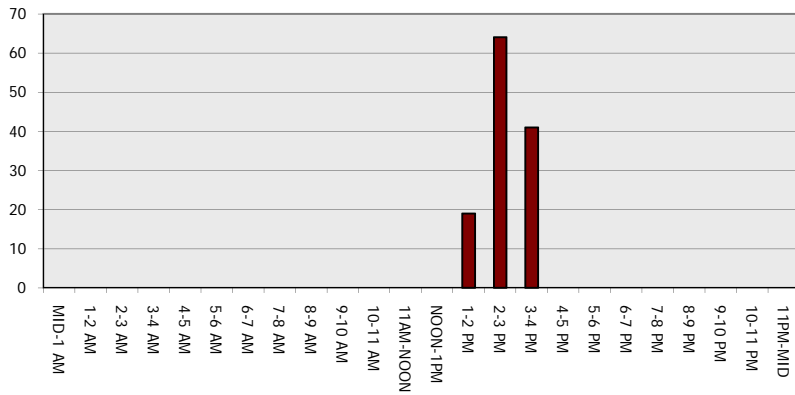
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

