

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
OFF-PEAK DAY 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	607	0.0	OFF	607	0	0.00	0	70.2	70.2	70.2
1-2 AM	488	0.0	OFF	488	0	0.00	0	70.2	70.2	70.2
2-3 AM	412	0.0	OFF	412	0	0.00	0	70.2	70.2	70.2
3-4 AM	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2
4-5 AM	624	0.0	OFF	624	0	0.00	0	70.2	70.2	70.2
5-6 AM	1128	0.0	OFF	1128	0	0.00	0	70.2	70.2	70.2
6-7 AM	1647	0.0	OFF	1647	0	0.00	0	70.0	70.0	70.0
7-8 AM	1899	0.0	OFF	1899	0	0.00	0	69.7	69.7	69.7
8-9 AM	1851	0.0	OFF	1851	0	0.00	0	69.7	69.7	69.7
9-10 AM	2097	0.0	3000	2097	0	0.35	0	69.4	64.3	49.7
10-11 AM	2463	0.0	3000	2463	0	0.41	0	69.0	63.1	47.1
11AM-NOON	2603	0.0	3000	2603	0	0.50	0	68.8	61.8	43.9
NOON-1PM	2718	0.0	2999	2718	0	0.58	0	68.7	60.8	41.7
1-2 PM	2967	0.0	2999	2967	0	0.84	6	68.4	57.6	37.8
2-3 PM	3414	0.0	3000	3414	0	4.21	213	67.8	35.1	36.9
3-4 PM	3624	0.0	3000	3286	338	13.02+	692	67.4	17.5	36.9
4-5 PM	3828	0.0	OFF	3828	0	1.60	121	66.0	49.1	49.1
5-6 PM	3823	0.0	OFF	3823	0	0.00	0	66.0	66.0	66.0
6-7 PM	3318	0.0	OFF	3318	0	0.00	0	67.9	67.9	67.9
7-8 PM	2984	0.0	OFF	2984	0	0.00	0	68.3	68.3	68.3
8-9 PM	2493	0.0	OFF	2493	0	0.00	0	68.9	68.9	68.9
9-10 PM	1824	0.0	OFF	1824	0	0.00	0	69.8	69.8	69.8
10-11 PM	1358	0.0	OFF	1358	0	0.00	0	70.2	70.2	70.2
11PM-MID	1137	0.0	OFF	1137	0	0.00	0	70.2	70.2	70.2

"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	0.0404
MAIN ROUTE WITH WORKS	0.0388
'DIVERSION'	0.0006
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$13,828
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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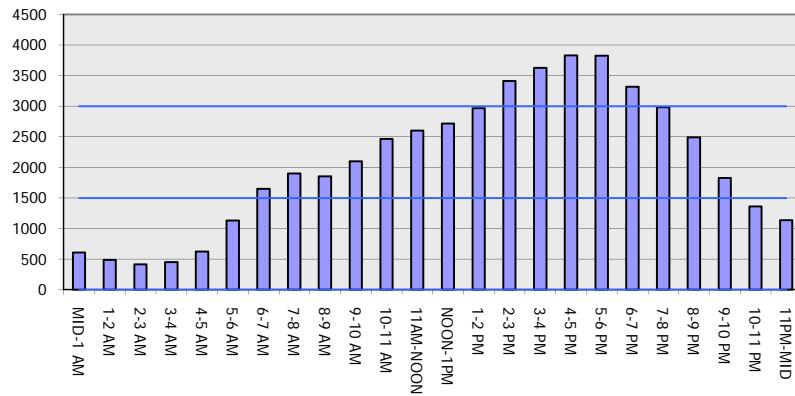
OCTOBER

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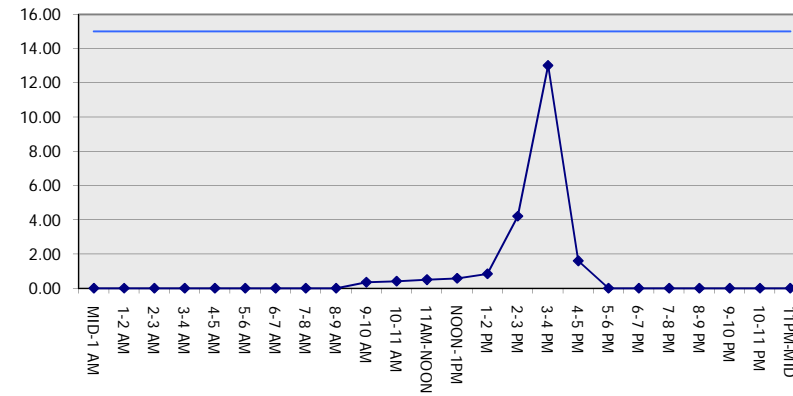
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

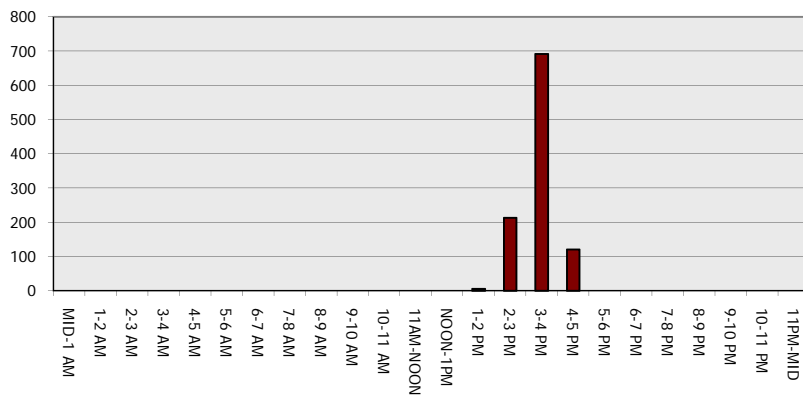
Main Route - Traffic Demand (Vehicles Per Hour)



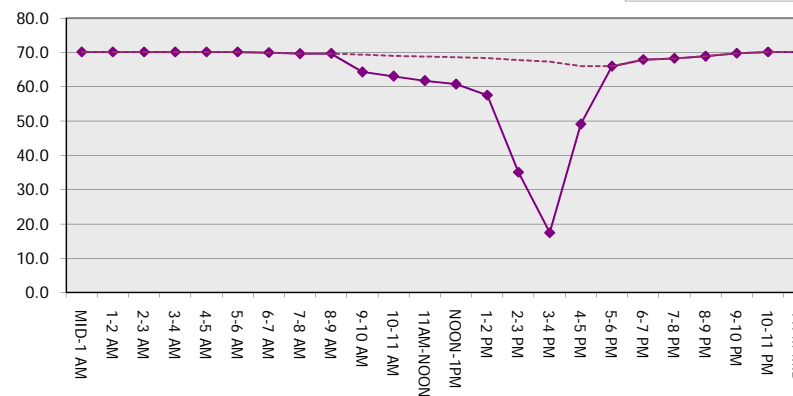
Main Route Average Delay Per Vehicle (Minutes)



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	486	0.0	OFF	486	0	0.00	0	70.2	70.2	70.2
1-2 AM	387	0.0	OFF	387	0	0.00	0	70.2	70.2	70.2
2-3 AM	404	0.0	OFF	404	0	0.00	0	70.2	70.2	70.2
3-4 AM	496	0.0	OFF	496	0	0.00	0	70.2	70.2	70.2
4-5 AM	987	0.0	OFF	987	0	0.00	0	70.2	70.2	70.2
5-6 AM	2118	0.0	OFF	2118	0	0.00	0	69.4	69.4	69.4
6-7 AM	2602	0.0	OFF	2602	0	0.00	0	68.8	68.8	68.8
7-8 AM	2573	0.0	OFF	2573	0	0.00	0	68.9	68.9	68.9
8-9 AM	2285	0.0	OFF	2285	0	0.00	0	69.2	69.2	69.2
9-10 AM	2303	0.0	3000	2303	0	0.35	0	69.2	64.1	49.7
10-11 AM	2403	0.0	3000	2403	0	0.37	0	69.1	63.7	48.6
11AM-NOON	2368	0.0	3000	2368	0	0.35	0	69.1	64.0	49.6
NOON-1PM	2563	0.0	3000	2563	0	0.48	0	68.9	62.2	44.8
1-2 PM	2679	0.0	3000	2679	0	0.55	0	68.7	61.1	42.4
2-3 PM	2781	0.0	3000	2781	0	0.62	0	68.6	60.2	40.4
3-4 PM	2675	0.0	3000	2675	0	0.55	0	68.7	61.2	42.4
4-5 PM	2742	0.0	OFF	2742	0	0.00	0	68.6	68.6	68.6
5-6 PM	2745	0.0	OFF	2745	0	0.00	0	68.6	68.6	68.6
6-7 PM	2394	0.0	OFF	2394	0	0.00	0	69.1	69.1	69.1
7-8 PM	1900	0.0	OFF	1900	0	0.00	0	69.7	69.7	69.7
8-9 PM	1440	0.0	OFF	1440	0	0.00	0	70.2	70.2	70.2
9-10 PM	1229	0.0	OFF	1229	0	0.00	0	70.2	70.2	70.2
10-11 PM	1057	0.0	OFF	1057	0	0.00	0	70.2	70.2	70.2
11PM-MID	723	0.0	OFF	723	0	0.00	0	70.2	70.2	70.2

"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	0.0360
MAIN ROUTE WITH WORKS	0.0348
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,557
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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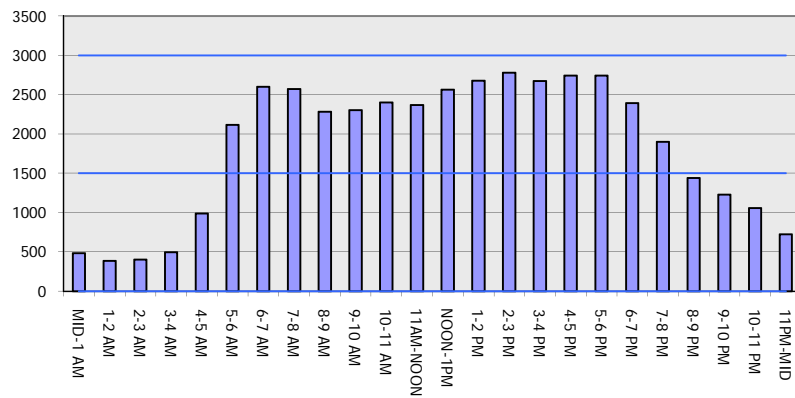
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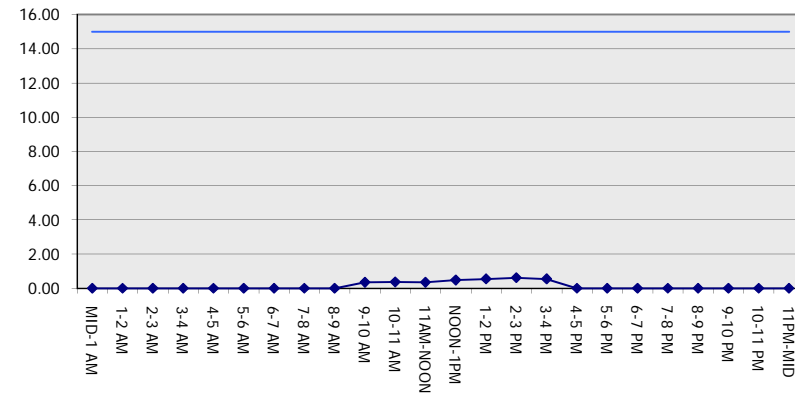
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

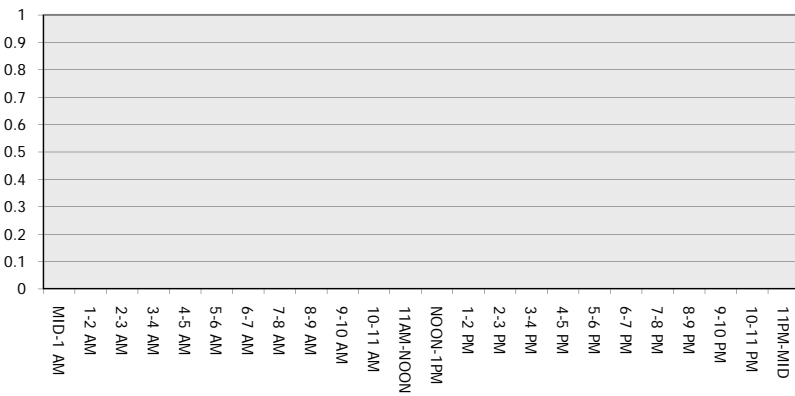
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

