

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

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	721	0.0	OFF	721	0	0.00	0	70.2	70.2	70.2
1-2 AM	501	0.0	OFF	501	0	0.00	0	70.2	70.2	70.2
2-3 AM	355	0.0	OFF	355	0	0.00	0	70.2	70.2	70.2
3-4 AM	239	0.0	OFF	239	0	0.00	0	70.2	70.2	70.2
4-5 AM	239	0.0	OFF	239	0	0.00	0	70.2	70.2	70.2
5-6 AM	389	0.0	OFF	389	0	0.00	0	70.2	70.2	70.2
6-7 AM	590	0.0	OFF	590	0	0.00	0	70.2	70.2	70.2
7-8 AM	907	0.0	OFF	907	0	0.00	0	70.2	70.2	70.2
8-9 AM	1395	0.0	OFF	1395	0	0.00	0	70.2	70.2	70.2
9-10 AM	1968	0.0	3000	1968	0	0.35	0	69.6	64.5	49.7
10-11 AM	2557	0.0	3000	2557	0	0.47	0	68.9	62.2	44.9
11AM-NOON	2928	0.0	2999	2928	0	0.71	0	68.4	59.0	38.0
NOON-1PM	3062	0.0	2999	3062	0	1.31	31	68.2	52.8	36.9
1-2 PM	2935	0.0	2999	2935	0	1.35	33	68.4	52.6	37.2
2-3 PM	2939	0.0	3000	2939	0	0.72	0	68.4	58.9	37.8
3-4 PM	2917	0.0	3000	2917	0	0.71	0	68.4	59.1	38.1
4-5 PM	2967	0.0	3000	2967	0	0.74	0	68.4	58.6	37.4
5-6 PM	2884	0.0	3000	2884	0	0.69	0	68.4	59.3	38.7
6-7 PM	2698	0.0	3000	2698	0	0.57	0	68.7	60.9	42.0
7-8 PM	2397	0.0	OFF	2397	0	0.00	0	69.1	69.1	69.1
8-9 PM	1923	0.0	OFF	1923	0	0.00	0	69.7	69.7	69.7
9-10 PM	1574	0.0	OFF	1574	0	0.00	0	70.1	70.1	70.1
10-11 PM	1113	0.0	OFF	1113	0	0.00	0	70.2	70.2	70.2
11PM-MID	817	0.0	OFF	817	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	0.0333
MAIN ROUTE WITH WORKS	0.0315
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,982
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

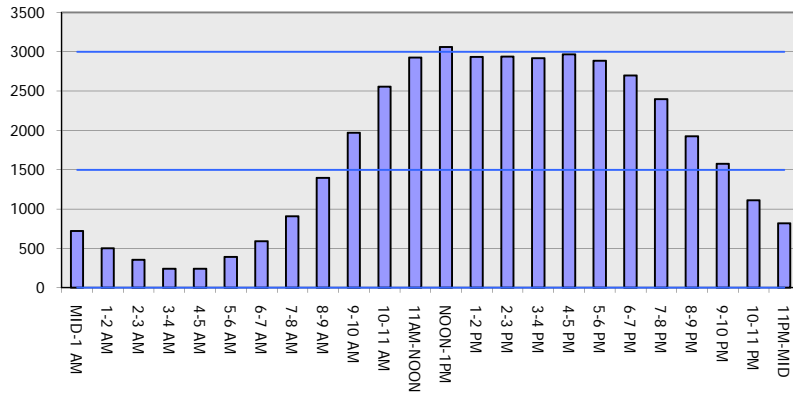
OCTOBER

Analyzed for 2009
 Construction Season

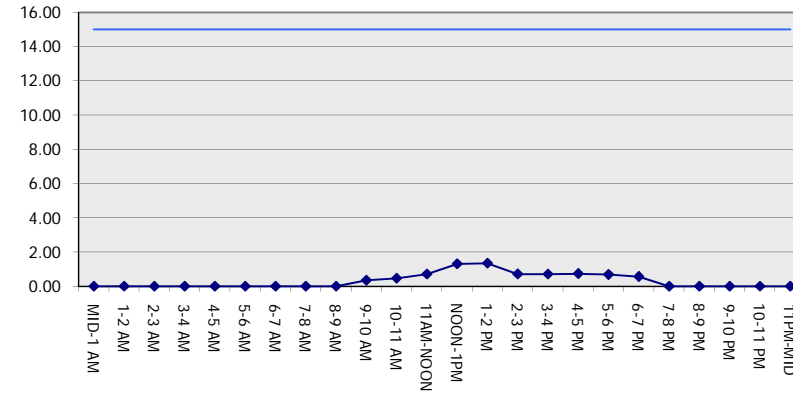
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

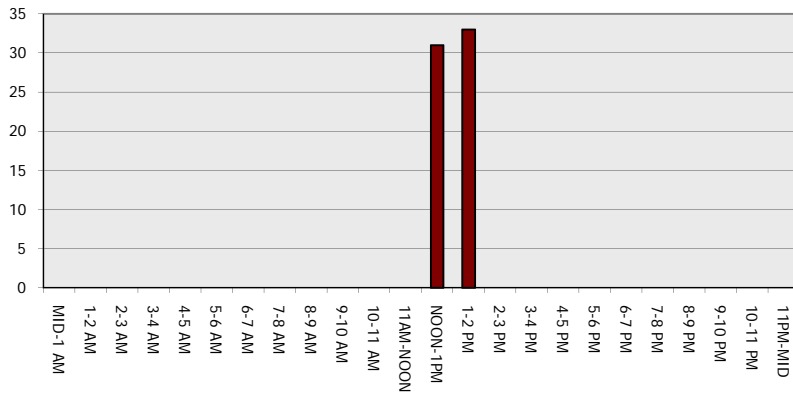
Main Route - Traffic Demand (Vehicles Per Hour)



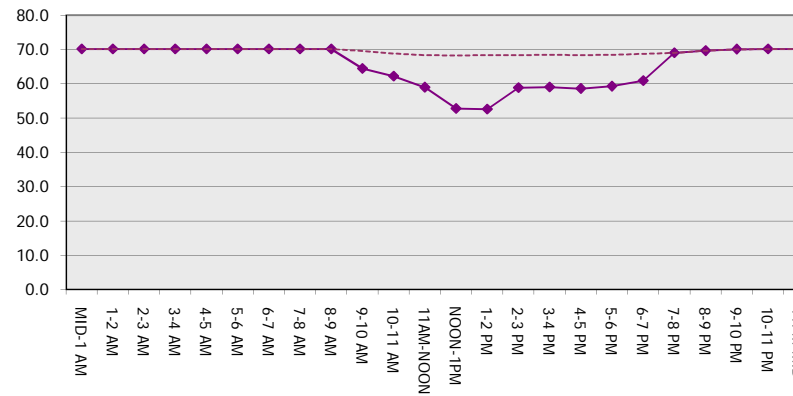
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

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	551	0.0	OFF	551	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	303	0.0	OFF	303	0	0.00	0	70.2	70.2	70.2
3-4 AM	264	0.0	OFF	264	0	0.00	0	70.2	70.2	70.2
4-5 AM	281	0.0	OFF	281	0	0.00	0	70.2	70.2	70.2
5-6 AM	395	0.0	OFF	395	0	0.00	0	70.2	70.2	70.2
6-7 AM	581	0.0	OFF	581	0	0.00	0	70.2	70.2	70.2
7-8 AM	792	0.0	OFF	792	0	0.00	0	70.2	70.2	70.2
8-9 AM	1285	0.0	OFF	1285	0	0.00	0	70.2	70.2	70.2
9-10 AM	2051	0.0	3000	2051	0	0.35	0	69.5	64.3	49.7
10-11 AM	2818	0.0	2999	2818	0	0.64	0	68.6	59.9	39.9
11AM-NOON	3188	0.0	2999	3188	0	2.01	75	68.1	47.1	36.9
NOON-1PM	3417	0.0	3000	3417	0	7.42	386	67.8	25.6	36.9
1-2 PM	3508	0.0	3000	3247	261	14.56+	763	67.7	16.0	36.9
2-3 PM	3531	0.0	3000	3000	531	15.26+	800	67.6	15.5	36.9
3-4 PM	3536	0.0	3000	3000	536	15.26+	800	67.6	15.5	36.9
4-5 PM	3477	0.0	3000	2992	486	15.25+	799	67.7	15.5	36.9
5-6 PM	3221	0.0	2999	2964	257	15.22+	795	68.1	15.5	36.9
6-7 PM	2797	0.0	2999	2797	0	13.99+	730	68.6	16.6	36.9
7-8 PM	2414	0.0	OFF	2414	0	0.56	50	69.1	61.4	61.4
8-9 PM	1811	0.0	OFF	1811	0	0.00	0	69.8	69.8	69.8
9-10 PM	1254	0.0	OFF	1254	0	0.00	0	70.2	70.2	70.2
10-11 PM	857	0.0	OFF	857	0	0.00	0	70.2	70.2	70.2
11PM-MID	600	0.0	OFF	600	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	0.0
(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	0
(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	0.0352
MAIN ROUTE WITH WORKS	0.0315
'DIVERSION'	0.0039

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$91,908
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

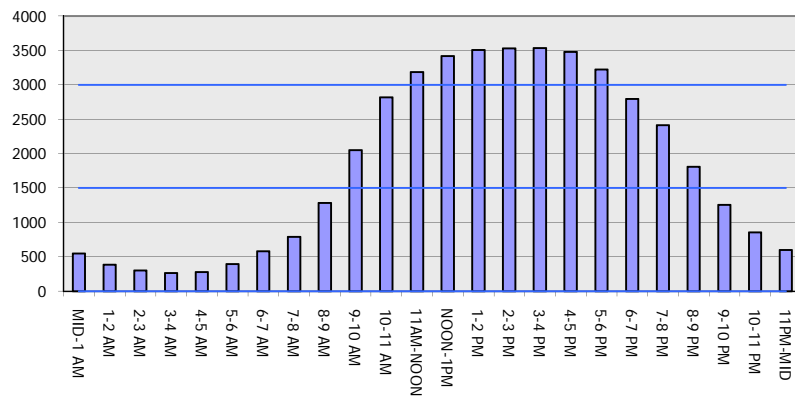
OCTOBER

Analyzed for 2009
Construction Season

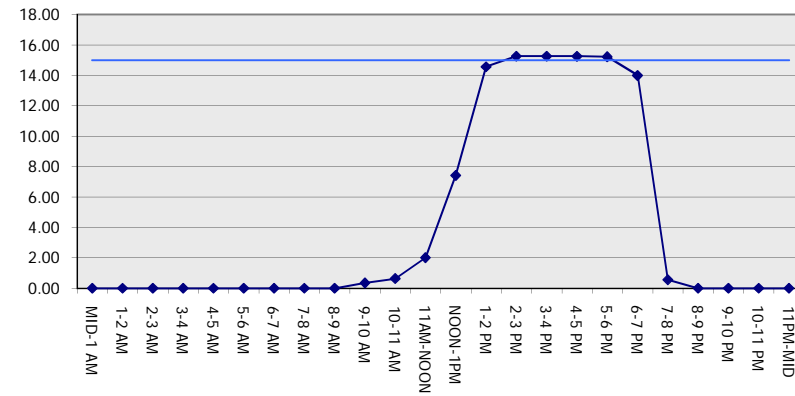
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

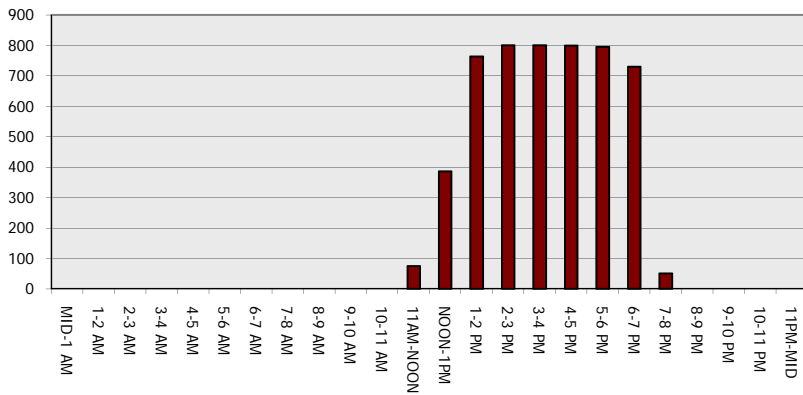
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

