

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	732	0.0	3000	732	0	0.36	0	70.2	64.8	49.7
1-2 AM	461	0.0	3000	461	0	0.36	0	70.2	64.8	49.7
2-3 AM	306	0.0	3000	306	0	0.36	0	70.2	64.8	49.7
3-4 AM	239	0.0	3000	239	0	0.36	0	70.2	64.8	49.7
4-5 AM	270	0.0	3000	270	0	0.36	0	70.2	64.8	49.7
5-6 AM	349	0.0	3000	349	0	0.36	0	70.2	64.8	49.7
6-7 AM	529	0.0	3000	529	0	0.36	0	70.2	64.8	49.7
7-8 AM	894	0.0	3000	894	0	0.36	0	70.2	64.8	49.7
8-9 AM	1438	0.0	3000	1438	0	0.36	0	70.2	64.8	49.7
9-10 AM	2189	0.0	OFF	2189	0	0.00	0	69.3	69.3	69.3
10-11 AM	2826	0.0	OFF	2826	0	0.00	0	68.5	68.5	68.5
11AM-NOON	3391	0.0	OFF	3391	0	0.00	0	67.8	67.8	67.8
NOON-1PM	3337	0.0	OFF	3337	0	0.00	0	67.9	67.9	67.9
1-2 PM	3224	0.0	OFF	3224	0	0.00	0	68.1	68.1	68.1
2-3 PM	3116	0.0	OFF	3116	0	0.00	0	68.2	68.2	68.2
3-4 PM	3080	0.0	OFF	3080	0	0.00	0	68.2	68.2	68.2
4-5 PM	3302	0.0	OFF	3302	0	0.00	0	67.9	67.9	67.9
5-6 PM	2983	0.0	OFF	2983	0	0.00	0	68.3	68.3	68.3
6-7 PM	3031	0.0	OFF	3031	0	0.00	0	68.2	68.2	68.2
7-8 PM	2772	0.0	3000	2772	0	0.61	0	68.6	60.3	40.6
8-9 PM	2199	0.0	3000	2199	0	0.35	0	69.3	64.2	49.7
9-10 PM	1660	0.0	3000	1660	0	0.36	0	70.0	64.7	49.7
10-11 PM	1269	0.0	3000	1269	0	0.36	0	70.2	64.8	49.7
11PM-MID	923	0.0	3000	923	0	0.36	0	70.2	64.8	49.7

"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	0.0361
MAIN ROUTE WITH WORKS	0.0352
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,383
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

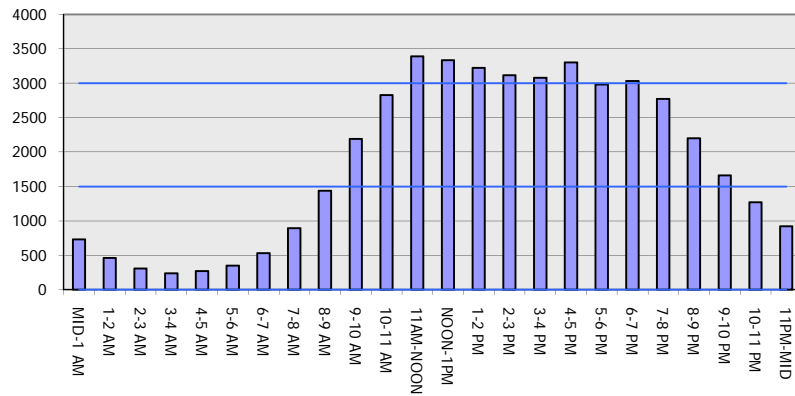
AUGUST

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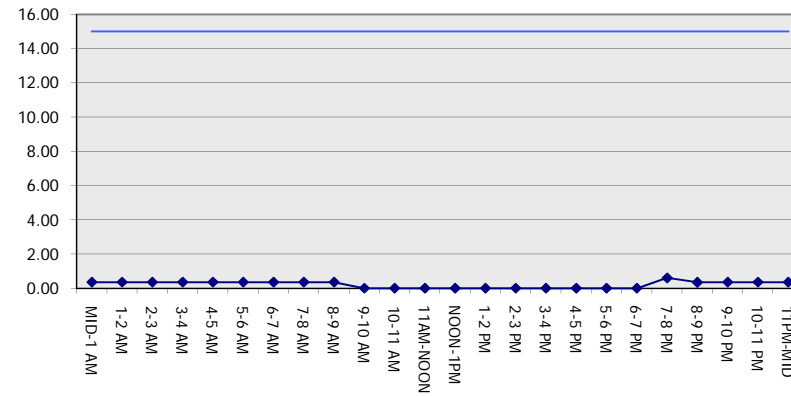
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

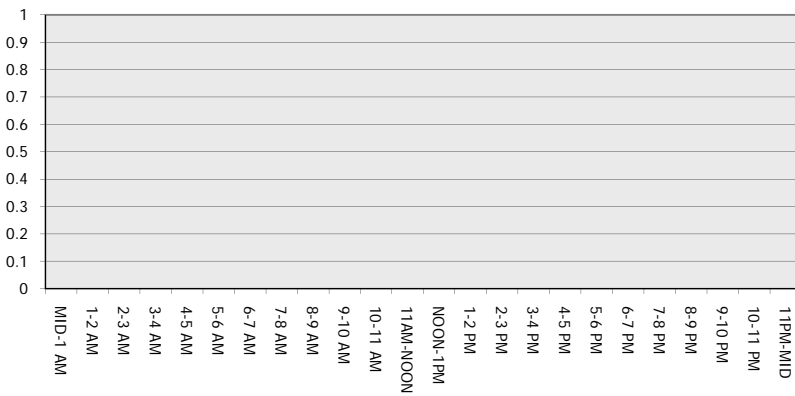
Main Route - Traffic Demand (Vehicles Per Hour)



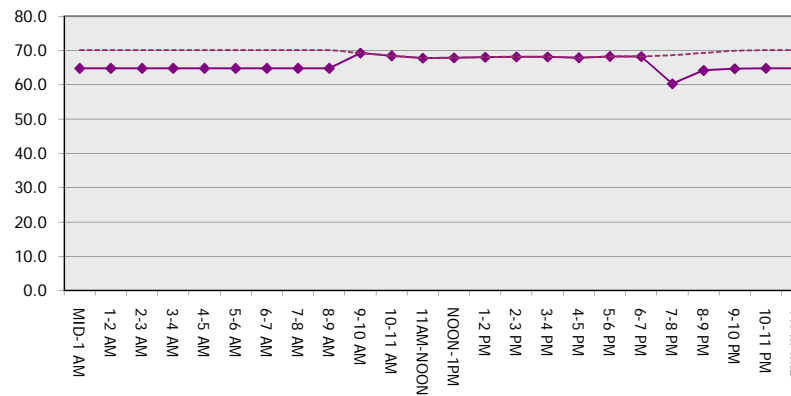
Main Route Average Delay Per Vehicle (Minutes)



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	810	0.0	3000	810	0	0.36	0	70.2	64.8	49.7
1-2 AM	566	0.0	3000	566	0	0.36	0	70.2	64.8	49.7
2-3 AM	384	0.0	3000	384	0	0.36	0	70.2	64.8	49.7
3-4 AM	303	0.0	3000	303	0	0.36	0	70.2	64.8	49.7
4-5 AM	318	0.0	3000	318	0	0.36	0	70.2	64.8	49.7
5-6 AM	436	0.0	3000	436	0	0.36	0	70.2	64.8	49.7
6-7 AM	663	0.0	3000	663	0	0.36	0	70.2	64.8	49.7
7-8 AM	969	0.0	3000	969	0	0.36	0	70.2	64.8	49.7
8-9 AM	1469	0.0	3000	1469	0	0.36	0	70.2	64.8	49.7
9-10 AM	2454	0.0	OFF	2454	0	0.00	0	69.0	69.0	69.0
10-11 AM	3363	0.0	OFF	3363	0	0.00	0	67.9	67.9	67.9
11AM-NOON	4010	0.0	OFF	4010	0	0.00	0	64.8	64.8	64.8
NOON-1PM	4268	0.0	OFF	4268	0	0.00	0	63.0	63.0	63.0
1-2 PM	4442	0.0	OFF	4442	0	0.00	0	61.8	61.8	61.8
2-3 PM	4409	0.0	OFF	4409	0	0.00	0	62.0	62.0	62.0
3-4 PM	4465	0.0	OFF	4465	0	0.00	0	61.7	61.7	61.7
4-5 PM	4240	0.0	OFF	4240	0	0.00	0	63.2	63.2	63.2
5-6 PM	4049	0.0	OFF	4049	0	0.00	0	64.5	64.5	64.5
6-7 PM	3548	0.0	OFF	3548	0	0.00	0	67.6	67.6	67.6
7-8 PM	3079	0.0	2999	3079	0	1.99	68	68.2	47.2	36.9
8-9 PM	2608	0.0	3000	2608	0	0.71	12	68.8	59.3	43.6
9-10 PM	1963	0.0	3000	1963	0	0.35	0	69.6	64.5	49.7
10-11 PM	1253	0.0	3000	1253	0	0.36	0	70.2	64.8	49.7
11PM-MID	814	0.0	3000	814	0	0.36	0	70.2	64.8	49.7

"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	0.0446
MAIN ROUTE WITH WORKS	0.0435
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,788
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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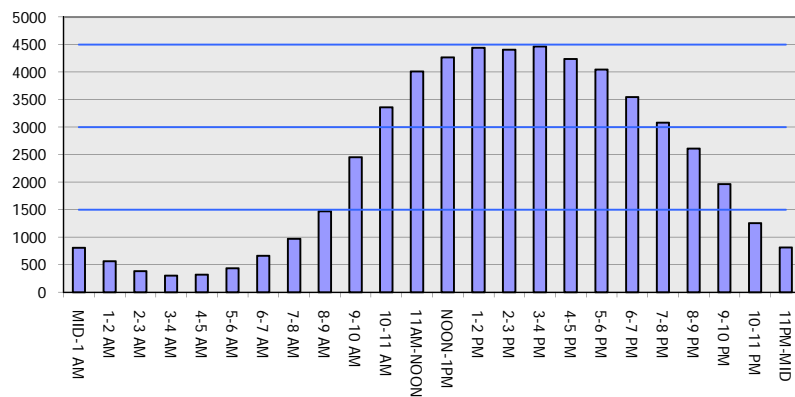
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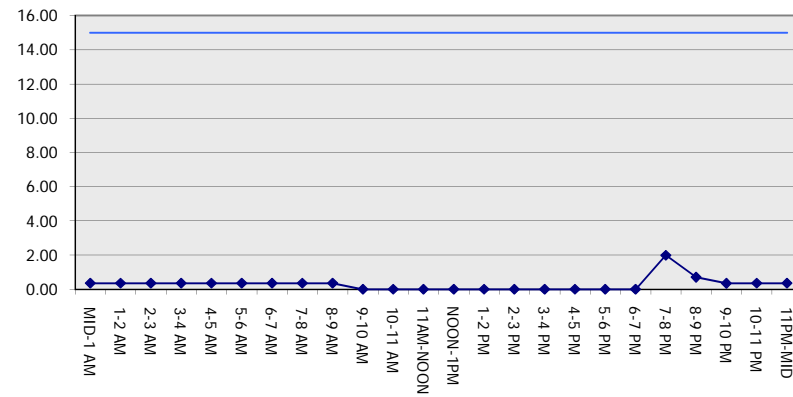
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

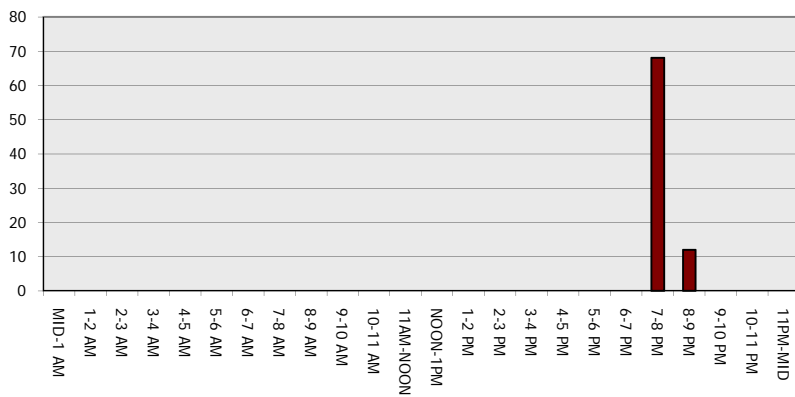
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

