

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) NIGHTTIME 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	3000	607	0	0.36	0	70.2	64.8	49.7
1-2 AM	488	0.0	3000	488	0	0.36	0	70.2	64.8	49.7
2-3 AM	412	0.0	3000	412	0	0.36	0	70.2	64.8	49.7
3-4 AM	451	0.0	3000	451	0	0.36	0	70.2	64.8	49.7
4-5 AM	624	0.0	3000	624	0	0.36	0	70.2	64.8	49.7
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	OFF	2097	0	0.00	0	69.4	69.4	69.4
10-11 AM	2463	0.0	OFF	2463	0	0.00	0	69.0	69.0	69.0
11AM-NOON	2603	0.0	OFF	2603	0	0.00	0	68.8	68.8	68.8
NOON-1PM	2718	0.0	OFF	2718	0	0.00	0	68.7	68.7	68.7
1-2 PM	2967	0.0	OFF	2967	0	0.00	0	68.4	68.4	68.4
2-3 PM	3414	0.0	OFF	3414	0	0.00	0	67.8	67.8	67.8
3-4 PM	3624	0.0	OFF	3624	0	0.00	0	67.4	67.4	67.4
4-5 PM	3828	0.0	OFF	3828	0	0.00	0	66.0	66.0	66.0
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	2999	2984	0	1.07	18	68.3	55.1	37.6
8-9 PM	2493	0.0	3000	2493	0	0.43	0	68.9	62.8	46.4
9-10 PM	1824	0.0	3000	1824	0	0.35	0	69.8	64.6	49.7
10-11 PM	1358	0.0	3000	1358	0	0.36	0	70.2	64.8	49.7
11PM-MID	1137	0.0	3000	1137	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	0.0404
MAIN ROUTE WITH WORKS	0.0396
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,388
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

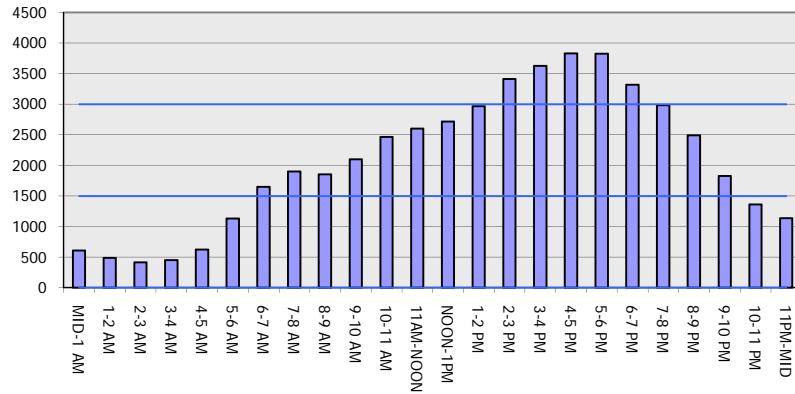
OCTOBER

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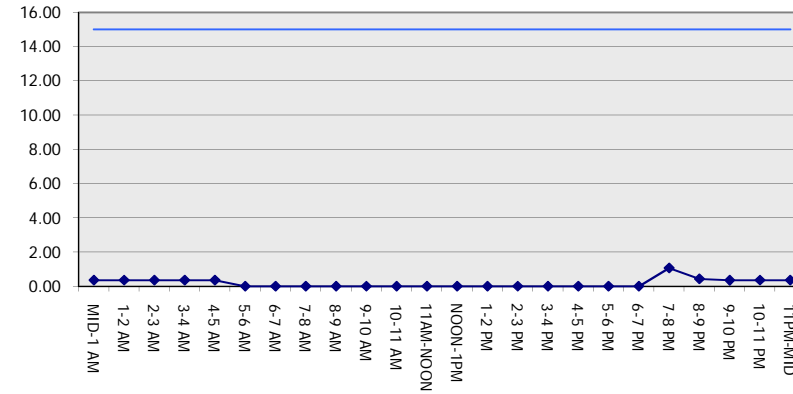
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

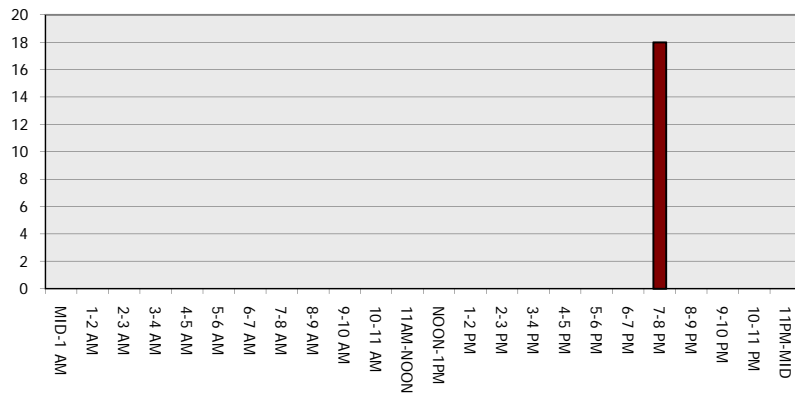
Main Route - Traffic Demand (Vehicles Per Hour)



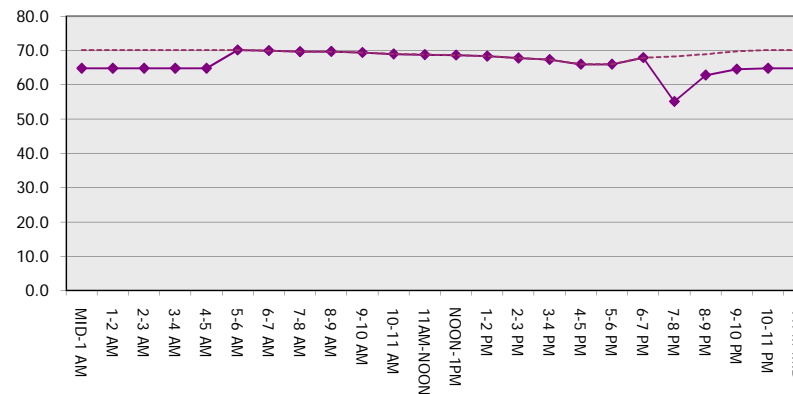
Main Route Average Delay Per Vehicle (Minutes)



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	3000	486	0	0.36	0	70.2	64.8	49.7
1-2 AM	387	0.0	3000	387	0	0.36	0	70.2	64.8	49.7
2-3 AM	404	0.0	3000	404	0	0.36	0	70.2	64.8	49.7
3-4 AM	496	0.0	3000	496	0	0.36	0	70.2	64.8	49.7
4-5 AM	987	0.0	3000	987	0	0.36	0	70.2	64.8	49.7
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	OFF	2303	0	0.00	0	69.2	69.2	69.2
10-11 AM	2403	0.0	OFF	2403	0	0.00	0	69.1	69.1	69.1
11AM-NOON	2368	0.0	OFF	2368	0	0.00	0	69.1	69.1	69.1
NOON-1PM	2563	0.0	OFF	2563	0	0.00	0	68.9	68.9	68.9
1-2 PM	2679	0.0	OFF	2679	0	0.00	0	68.7	68.7	68.7
2-3 PM	2781	0.0	OFF	2781	0	0.00	0	68.6	68.6	68.6
3-4 PM	2675	0.0	OFF	2675	0	0.00	0	68.7	68.7	68.7
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	3000	1900	0	0.35	0	69.7	64.5	49.7
8-9 PM	1440	0.0	3000	1440	0	0.36	0	70.2	64.8	49.7
9-10 PM	1229	0.0	3000	1229	0	0.36	0	70.2	64.8	49.7
10-11 PM	1057	0.0	3000	1057	0	0.36	0	70.2	64.8	49.7
11PM-MID	723	0.0	3000	723	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	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	0.0360
MAIN ROUTE WITH WORKS	0.0354
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$672
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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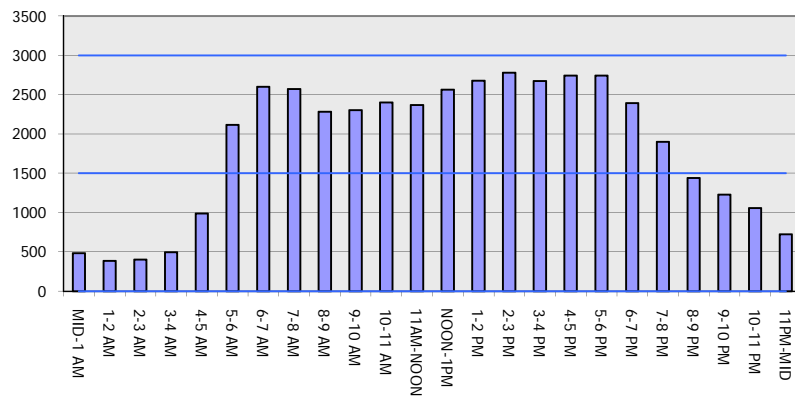
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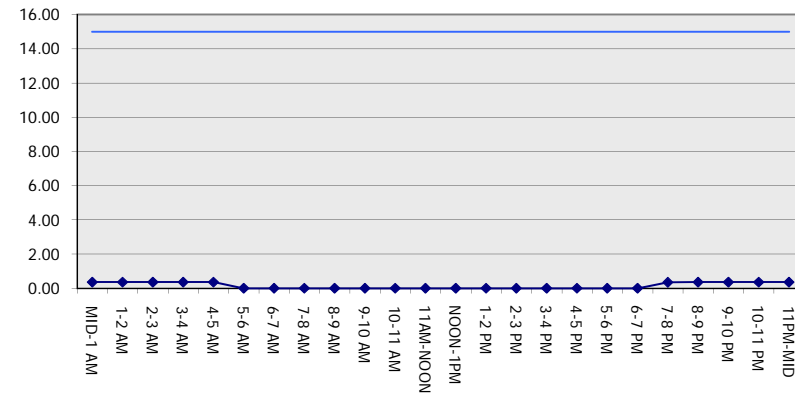
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

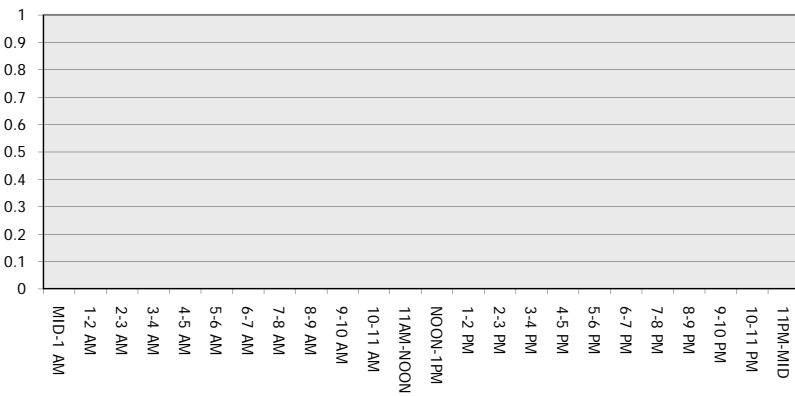
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

