

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

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	3000	721	0	0.36	0	70.2	64.8	49.7
1-2 AM	501	0.0	3000	501	0	0.36	0	70.2	64.8	49.7
2-3 AM	355	0.0	3000	355	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	239	0.0	3000	239	0	0.36	0	70.2	64.8	49.7
5-6 AM	389	0.0	3000	389	0	0.36	0	70.2	64.8	49.7
6-7 AM	590	0.0	3000	590	0	0.36	0	70.2	64.8	49.7
7-8 AM	907	0.0	3000	907	0	0.36	0	70.2	64.8	49.7
8-9 AM	1395	0.0	3000	1395	0	0.36	0	70.2	64.8	49.7
9-10 AM	1968	0.0	OFF	1968	0	0.00	0	69.6	69.6	69.6
10-11 AM	2557	0.0	OFF	2557	0	0.00	0	68.9	68.9	68.9
11AM-NOON	2928	0.0	OFF	2928	0	0.00	0	68.4	68.4	68.4
NOON-1PM	3062	0.0	OFF	3062	0	0.00	0	68.2	68.2	68.2
1-2 PM	2935	0.0	OFF	2935	0	0.00	0	68.4	68.4	68.4
2-3 PM	2939	0.0	OFF	2939	0	0.00	0	68.4	68.4	68.4
3-4 PM	2917	0.0	OFF	2917	0	0.00	0	68.4	68.4	68.4
4-5 PM	2967	0.0	OFF	2967	0	0.00	0	68.4	68.4	68.4
5-6 PM	2884	0.0	OFF	2884	0	0.00	0	68.4	68.4	68.4
6-7 PM	2698	0.0	OFF	2698	0	0.00	0	68.7	68.7	68.7
7-8 PM	2397	0.0	3000	2397	0	0.37	0	69.1	63.8	48.7
8-9 PM	1923	0.0	3000	1923	0	0.35	0	69.7	64.5	49.7
9-10 PM	1574	0.0	3000	1574	0	0.36	0	70.1	64.8	49.7
10-11 PM	1113	0.0	3000	1113	0	0.36	0	70.2	64.8	49.7
11PM-MID	817	0.0	3000	817	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	0.0333
MAIN ROUTE WITH WORKS	0.0324
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,079
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

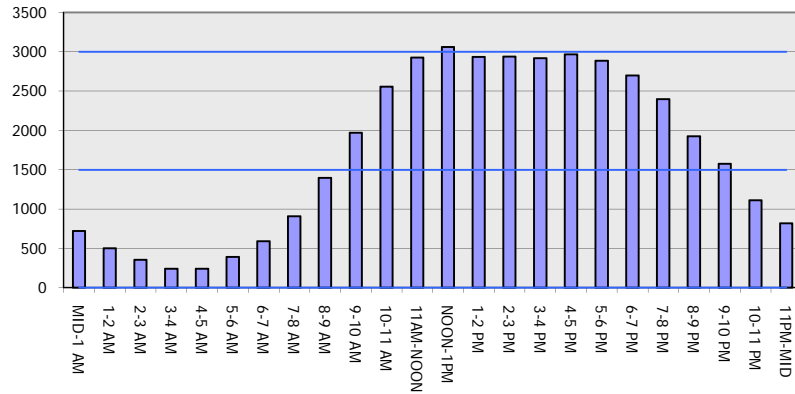
OCTOBER

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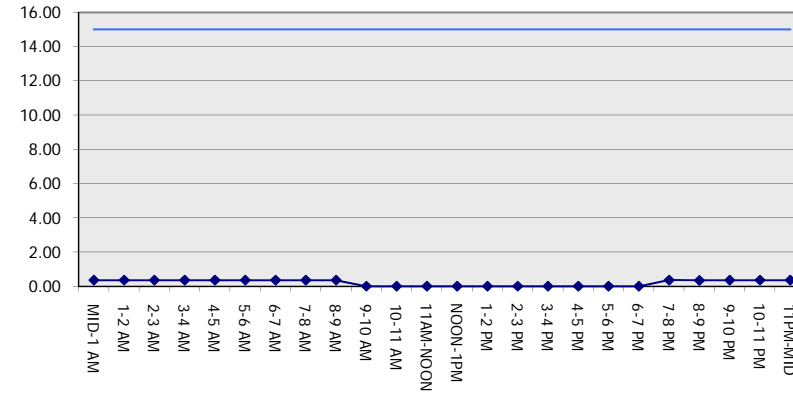
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

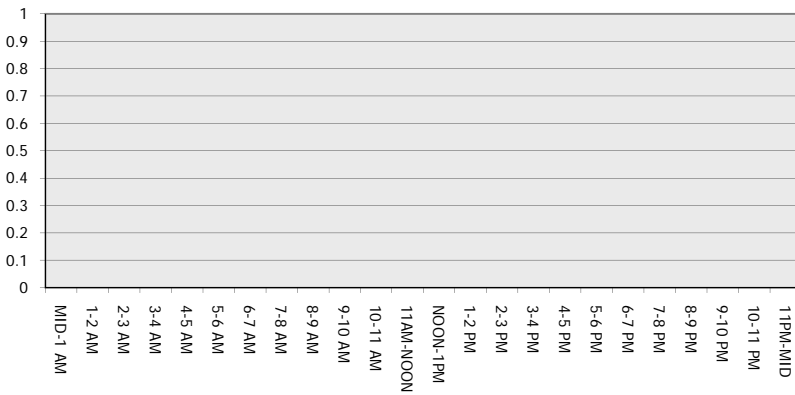
Main Route - Traffic Demand (Vehicles Per Hour)



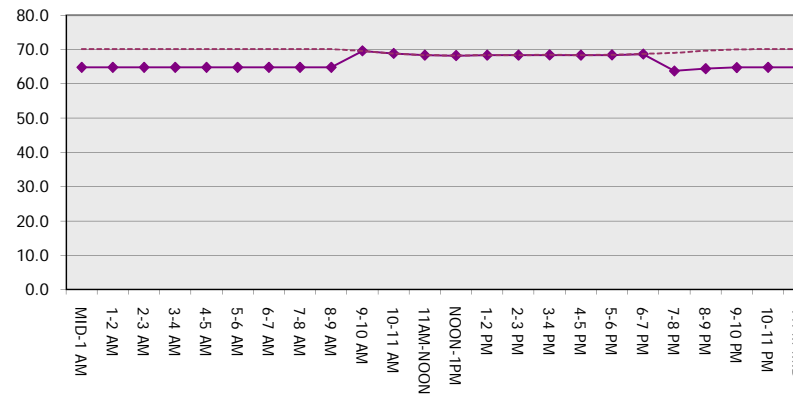
Main Route Average Delay Per Vehicle (Minutes)



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	551	0.0	3000	551	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	303	0.0	3000	303	0	0.36	0	70.2	64.8	49.7
3-4 AM	264	0.0	3000	264	0	0.36	0	70.2	64.8	49.7
4-5 AM	281	0.0	3000	281	0	0.36	0	70.2	64.8	49.7
5-6 AM	395	0.0	3000	395	0	0.36	0	70.2	64.8	49.7
6-7 AM	581	0.0	3000	581	0	0.36	0	70.2	64.8	49.7
7-8 AM	792	0.0	3000	792	0	0.36	0	70.2	64.8	49.7
8-9 AM	1285	0.0	3000	1285	0	0.36	0	70.2	64.8	49.7
9-10 AM	2051	0.0	OFF	2051	0	0.00	0	69.5	69.5	69.5
10-11 AM	2818	0.0	OFF	2818	0	0.00	0	68.6	68.6	68.6
11AM-NOON	3188	0.0	OFF	3188	0	0.00	0	68.1	68.1	68.1
NOON-1PM	3417	0.0	OFF	3417	0	0.00	0	67.8	67.8	67.8
1-2 PM	3508	0.0	OFF	3508	0	0.00	0	67.7	67.7	67.7
2-3 PM	3531	0.0	OFF	3531	0	0.00	0	67.6	67.6	67.6
3-4 PM	3536	0.0	OFF	3536	0	0.00	0	67.6	67.6	67.6
4-5 PM	3477	0.0	OFF	3477	0	0.00	0	67.7	67.7	67.7
5-6 PM	3221	0.0	OFF	3221	0	0.00	0	68.1	68.1	68.1
6-7 PM	2797	0.0	OFF	2797	0	0.00	0	68.6	68.6	68.6
7-8 PM	2414	0.0	3000	2414	0	0.38	0	69.1	63.6	48.3
8-9 PM	1811	0.0	3000	1811	0	0.35	0	69.8	64.6	49.7
9-10 PM	1254	0.0	3000	1254	0	0.36	0	70.2	64.8	49.7
10-11 PM	857	0.0	3000	857	0	0.36	0	70.2	64.8	49.7
11PM-MID	600	0.0	3000	600	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	0.0352
MAIN ROUTE WITH WORKS	0.0344
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$971
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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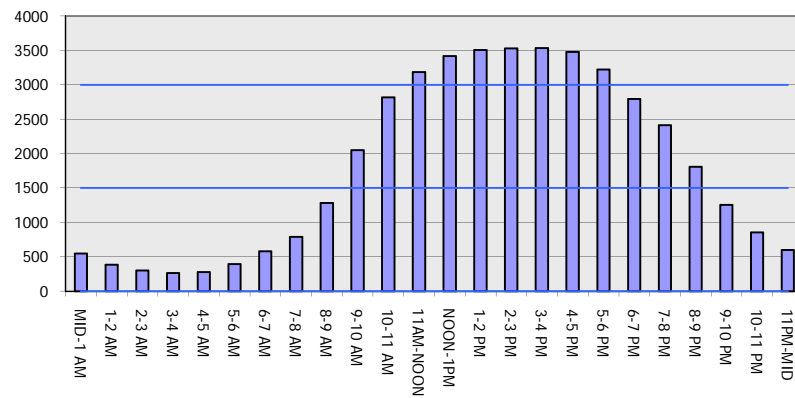
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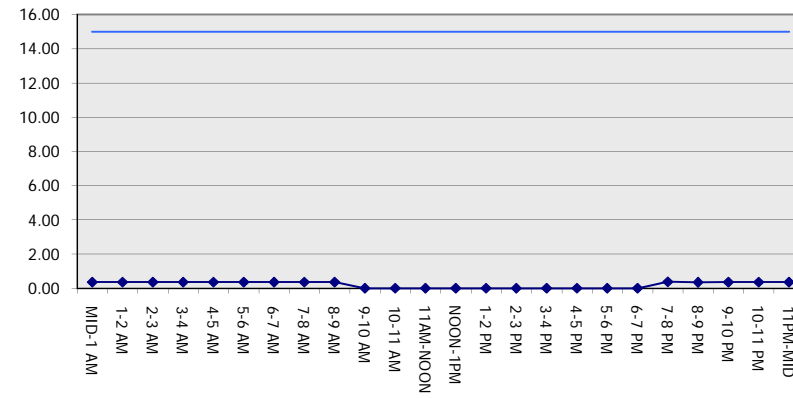
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

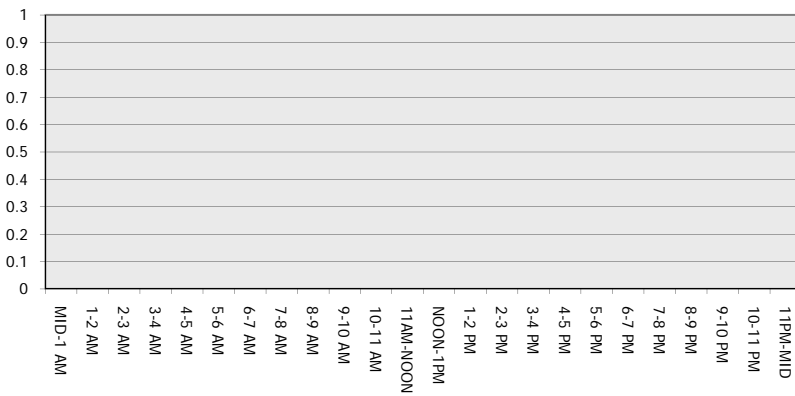
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

