

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	792	0.0	3000	792	0	0.36	0	70.2	64.8	49.7
1-2 AM	505	0.0	3000	505	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	326	0.0	3000	326	0	0.36	0	70.2	64.8	49.7
4-5 AM	422	0.0	3000	422	0	0.36	0	70.2	64.8	49.7
5-6 AM	658	0.0	3000	658	0	0.36	0	70.2	64.8	49.7
6-7 AM	1069	0.0	3000	1069	0	0.36	0	70.2	64.8	49.7
7-8 AM	1632	0.0	3000	1632	0	0.36	0	70.0	64.7	49.7
8-9 AM	2371	0.0	2999	2371	0	0.40	0	69.1	63.3	47.5
9-10 AM	2958	0.0	2999	2958	0	0.86	8	68.4	57.4	38.1
10-11 AM	3251	0.0	3000	3251	0	3.05	136	68.0	40.6	36.9
11AM-NOON	3694	0.0	3000	3570	124	10.88+	593	66.9	19.8	36.9
NOON-1PM	3862	0.0	3000	3000	862	15.14+	800	65.8	15.5	36.9
1-2 PM	3731	0.0	3000	3000	731	15.20+	800	66.7	15.5	36.9
2-3 PM	3558	0.0	3000	3000	558	15.26+	800	67.6	15.5	36.9
3-4 PM	3530	0.0	3000	3000	530	15.26+	800	67.6	15.5	36.9
4-5 PM	3546	0.0	3000	2996	550	15.26+	799	67.6	15.5	36.9
5-6 PM	3063	0.0	2999	2918	145	14.95+	780	68.2	15.8	36.9
6-7 PM	2804	0.0	2999	2804	0	13.18+	685	68.6	17.3	36.9
7-8 PM	2571	0.0	2999	2571	0	7.27	382	68.9	26.1	38.3
8-9 PM	2011	0.0	3000	2011	0	0.52	11	69.6	62.2	49.7
9-10 PM	1836	0.0	3000	1836	0	0.35	0	69.7	64.5	49.7
10-11 PM	1475	0.0	3000	1475	0	0.36	0	70.2	64.8	49.7
11PM-MID	1103	0.0	3000	1103	0	0.36	0	70.2	64.8	49.7

+ 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

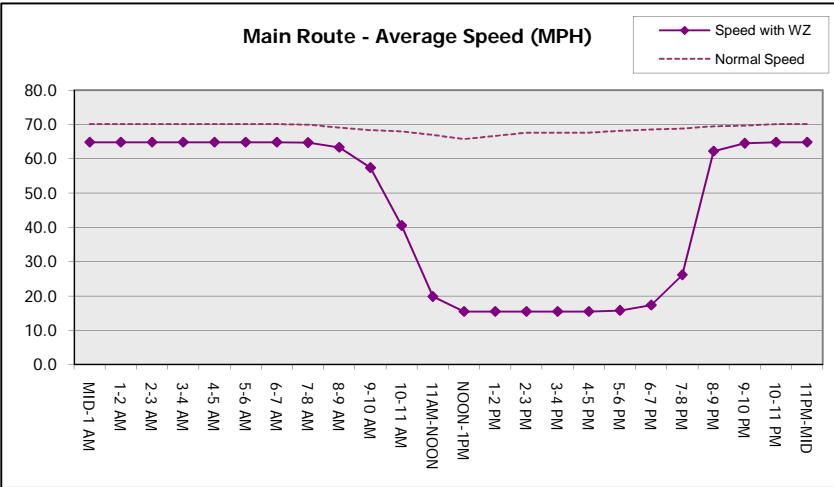
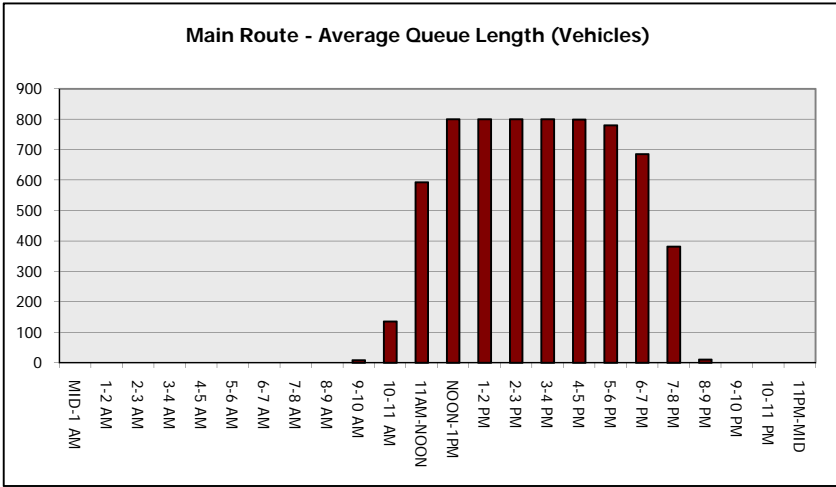
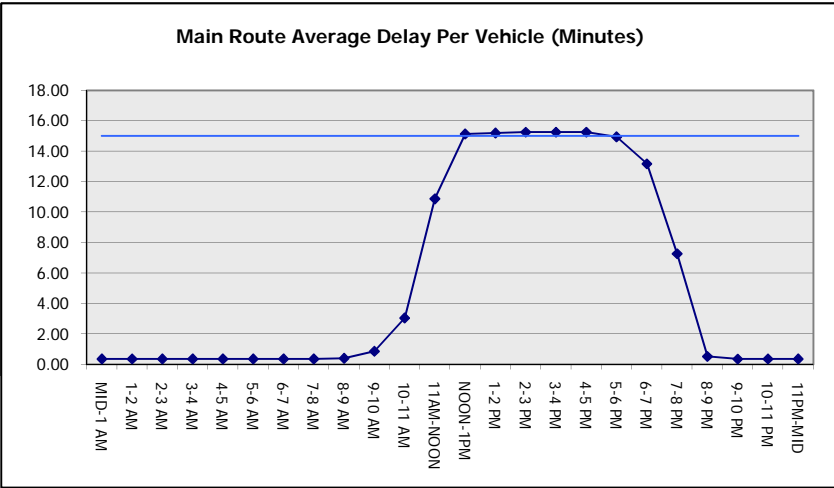
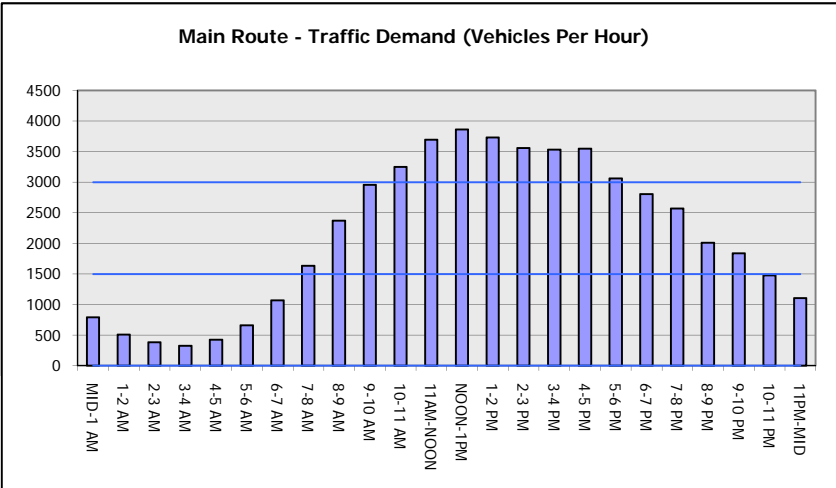
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0415
MAIN ROUTE WITH WORKS	0.0355
'DIVERSION'	0.0066
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$122,203
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	782	0.0	3000	782	0	0.36	0	70.2	64.8	49.7
1-2 AM	597	0.0	3000	597	0	0.36	0	70.2	64.8	49.7
2-3 AM	485	0.0	3000	485	0	0.36	0	70.2	64.8	49.7
3-4 AM	436	0.0	3000	436	0	0.36	0	70.2	64.8	49.7
4-5 AM	504	0.0	3000	504	0	0.36	0	70.2	64.8	49.7
5-6 AM	811	0.0	3000	811	0	0.36	0	70.2	64.8	49.7
6-7 AM	1094	0.0	3000	1094	0	0.36	0	70.2	64.8	49.7
7-8 AM	1500	0.0	3000	1500	0	0.36	0	70.2	64.8	49.7
8-9 AM	2045	0.0	2999	2045	0	0.35	0	69.5	64.4	49.7
9-10 AM	2894	0.0	2999	2894	0	0.81	8	68.4	57.9	39.2
10-11 AM	3443	0.0	3000	3443	0	4.60	237	67.8	33.6	36.9
11AM-NOON	3487	0.0	2999	3283	203	13.16+	695	67.7	17.3	36.9
NOON-1PM	3418	0.0	2999	3000	418	15.27+	799	67.8	15.5	36.9
1-2 PM	3372	0.0	3000	3000	372	15.28+	800	67.9	15.5	36.9
2-3 PM	3423	0.0	3000	3000	423	15.27+	800	67.8	15.5	36.9
3-4 PM	3346	0.0	3000	3000	346	15.28+	800	67.9	15.5	36.9
4-5 PM	3152	0.0	3000	3031	122	15.22+	796	68.1	15.5	36.9
5-6 PM	2850	0.0	3000	2850	0	14.20+	740	68.5	16.4	36.9
6-7 PM	2392	0.0	2999	2392	0	6.31	359	69.1	28.5	40.2
7-8 PM	2164	0.0	3000	2164	0	0.36	0	69.4	64.1	49.7
8-9 PM	1940	0.0	3000	1940	0	0.35	0	69.6	64.5	49.7
9-10 PM	1916	0.0	3000	1916	0	0.35	0	69.7	64.5	49.7
10-11 PM	1608	0.0	3000	1608	0	0.36	0	70.0	64.8	49.7
11PM-MID	1099	0.0	3000	1099	0	0.36	0	70.2	64.8	49.7

+ 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	0.0396
MAIN ROUTE WITH WORKS	0.0350
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,433
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

