

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1500	792	0	0.47	0	70.2	63.4	45.6	
1-2 AM	505	0.0	1500	505	0	0.43	0	70.2	63.8	46.9	
2-3 AM	384	0.0	1500	384	0	0.42	0	70.2	64.0	47.4	
3-4 AM	326	0.0	1500	326	0	0.41	0	70.2	64.1	47.7	
4-5 AM	422	0.0	1500	422	0	0.42	0	70.2	64.0	47.3	
5-6 AM	658	0.0	1500	658	0	0.45	0	70.2	63.6	46.2	
6-7 AM	1069	0.0	1499	1069	0	0.54	0	70.2	62.4	43.2	
7-8 AM	1632	0.0	1499	1632	0	2.09	36	70.0	47.4	32.8	
8-9 AM	2371	0.0	1500	1826	545	14.26+	359	69.1	16.4	33.2	
9-10 AM	2958	0.0	1499	1500	1458	16.19+	399	68.4	14.8	32.5	
10-11 AM	3251	0.0	1500	1500	1751	16.17+	400	68.0	14.8	32.5	
11AM-NOON	3694	0.0	1500	1500	2194	16.10+	400	66.9	14.8	32.5	
NOON-1PM	3862	0.0	1500	1500	2362	16.02+	400	65.8	14.8	32.5	
1-2 PM	3731	0.0	1500	1500	2231	16.08+	400	66.7	14.8	32.5	
2-3 PM	3558	0.0	1500	1500	2058	16.15+	399	67.6	14.8	32.5	
3-4 PM	3530	0.0	1500	1500	2030	16.15+	400	67.6	14.8	32.5	
4-5 PM	3546	0.0	1500	1500	2046	16.15+	400	67.6	14.8	32.5	
5-6 PM	3063	0.0	1500	1500	1563	16.19+	400	68.2	14.8	32.5	
6-7 PM	2804	0.0	1500	1500	1304	16.21+	400	68.6	14.8	32.5	
7-8 PM	2571	0.0	1500	1500	1071	16.23+	400	68.9	14.8	32.5	
8-9 PM	2011	0.0	1499	1465	547	16.14+	396	69.6	14.9	32.5	
9-10 PM	1836	0.0	1500	1480	356	16.20+	397	69.7	14.8	32.5	
10-11 PM	1475	0.0	1499	1421	55	15.57+	381	70.2	15.3	32.5	
11PM-MID	1103	0.0	1499	1103	0	5.20	164	70.2	32.0	38.1	

+ 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	0.0221
'DIVERSION'	0.0406
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$198,573
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

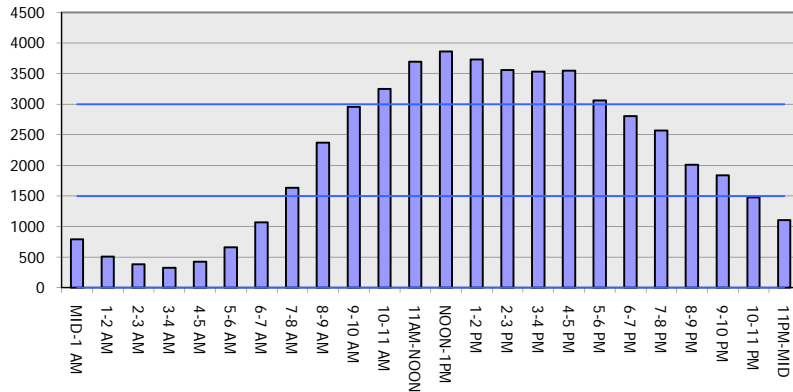
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AUGUST

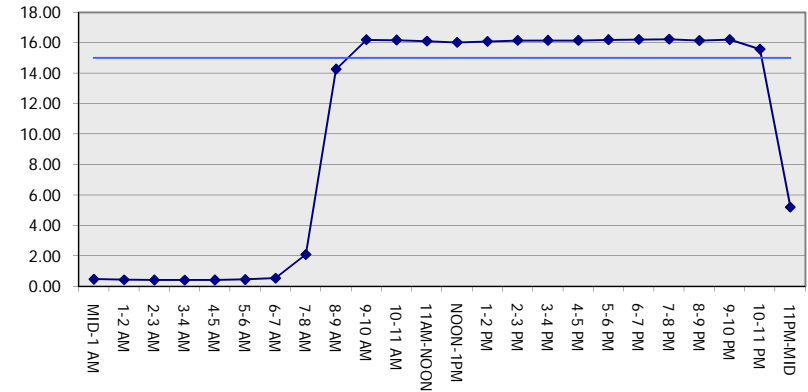
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

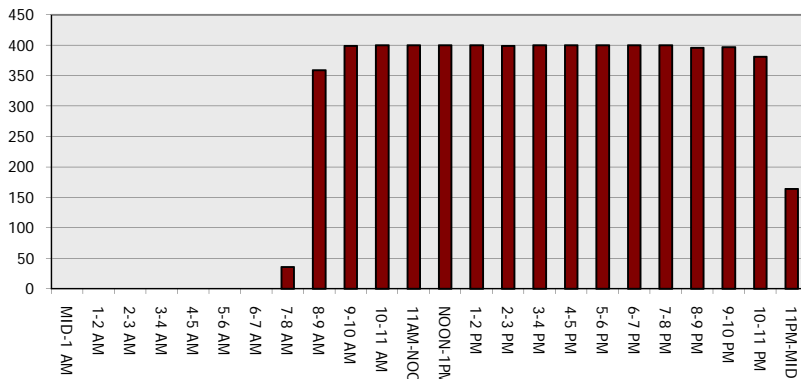
Main Route - Traffic Demand (Vehicles Per Hour)



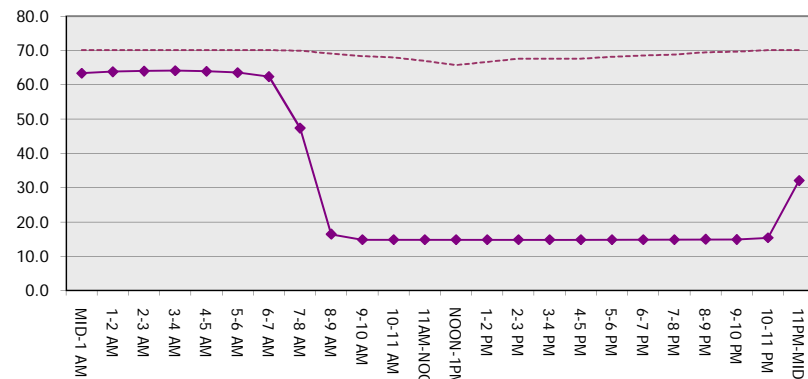
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	1500	782	0	0.47	0	70.2	63.4	45.7
1-2 AM	597	0.0	1500	597	0	0.44	0	70.2	63.7	46.5
2-3 AM	485	0.0	1500	485	0	0.43	0	70.2	63.9	47.0
3-4 AM	436	0.0	1500	436	0	0.42	0	70.2	64.0	47.2
4-5 AM	504	0.0	1500	504	0	0.43	0	70.2	63.8	46.9
5-6 AM	811	0.0	1500	811	0	0.47	0	70.2	63.3	45.6
6-7 AM	1094	0.0	1499	1094	0	0.54	0	70.2	62.4	43.3
7-8 AM	1500	0.0	1499	1500	0	1.43	14	70.2	52.8	33.9
8-9 AM	2045	0.0	1500	1878	167	9.68+	260	69.5	21.7	32.4
9-10 AM	2894	0.0	1500	1500	1394	16.20+	400	68.4	14.8	32.5
10-11 AM	3443	0.0	1500	1500	1943	16.15+	400	67.8	14.8	32.5
11AM-NOON	3487	0.0	1500	1500	1987	16.15+	400	67.7	14.8	32.5
NOON-1PM	3418	0.0	1500	1500	1918	16.15+	400	67.8	14.8	32.5
1-2 PM	3372	0.0	1500	1500	1872	16.16+	400	67.9	14.8	32.5
2-3 PM	3423	0.0	1500	1500	1923	16.15+	400	67.8	14.8	32.5
3-4 PM	3346	0.0	1500	1500	1846	16.16+	400	67.9	14.8	32.5
4-5 PM	3152	0.0	1500	1500	1652	16.18+	400	68.1	14.8	32.5
5-6 PM	2850	0.0	1500	1500	1350	16.20+	400	68.5	14.8	32.5
6-7 PM	2392	0.0	1500	1500	892	16.24+	400	69.1	14.8	32.5
7-8 PM	2164	0.0	1500	1500	664	16.26+	400	69.4	14.8	32.5
8-9 PM	1940	0.0	1500	1500	440	16.27+	400	69.6	14.8	32.5
9-10 PM	1916	0.0	1500	1500	416	16.27+	400	69.7	14.8	32.5
10-11 PM	1608	0.0	1499	1458	150	16.12+	395	70.0	14.9	32.5
11PM-MID	1099	0.0	1499	1099	0	7.56	220	70.2	25.6	37.1

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0396
MAIN ROUTE WITH WORKS	0.0225
'DIVERSION'	0.0350

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$184,736
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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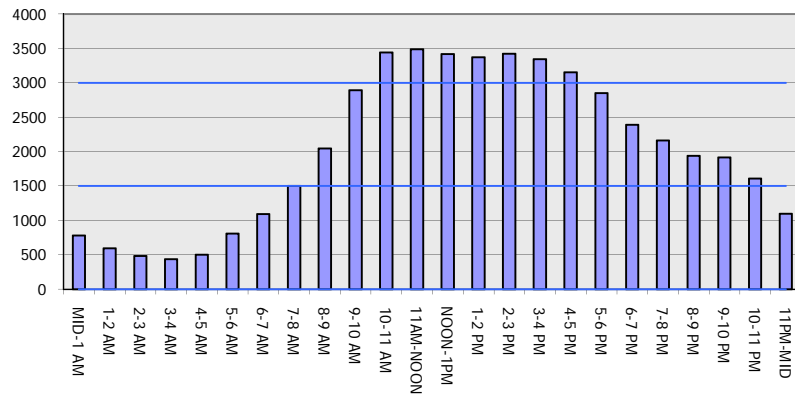
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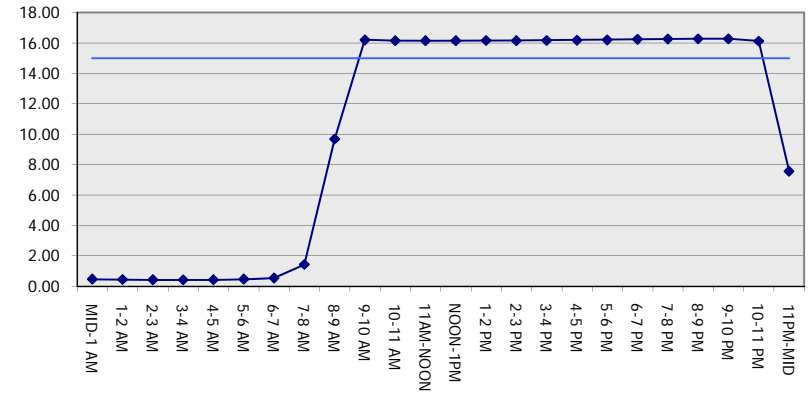
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

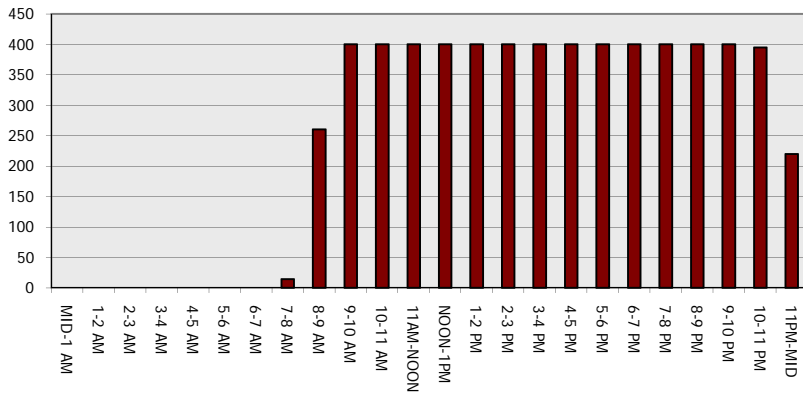
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

