

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) NIGHTTIME 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	OFF	2371	0	0.04	2	69.1	68.4	68.4	
9-10 AM	2958	0.0	OFF	2958	0	0.00	0	68.4	68.4	68.4	
10-11 AM	3251	0.0	OFF	3251	0	0.00	0	68.0	68.0	68.0	
11AM-NOON	3694	0.0	OFF	3694	0	0.00	0	66.9	66.9	66.9	
NOON-1PM	3862	0.0	OFF	3862	0	0.00	0	65.8	65.8	65.8	
1-2 PM	3731	0.0	OFF	3731	0	0.00	0	66.7	66.7	66.7	
2-3 PM	3558	0.0	OFF	3558	0	0.00	0	67.6	67.6	67.6	
3-4 PM	3530	0.0	OFF	3530	0	0.00	0	67.6	67.6	67.6	
4-5 PM	3546	0.0	OFF	3546	0	0.00	0	67.6	67.6	67.6	
5-6 PM	3063	0.0	OFF	3063	0	0.00	0	68.2	68.2	68.2	
6-7 PM	2804	0.0	1499	1673	1131	14.13+	359	68.6	16.5	38.2	
7-8 PM	2571	0.0	1499	1802	770	15.20+	380	68.9	15.6	33.0	
8-9 PM	2011	0.0	1499	1461	550	16.13+	396	69.6	14.9	32.5	
9-10 PM	1836	0.0	1500	1484	352	16.22+	398	69.7	14.8	32.5	
10-11 PM	1475	0.0	1499	1416	59	15.51+	379	70.2	15.4	32.5	
11PM-MID	1103	0.0	1499	1103	0	5.12	162	70.2	32.3	38.1	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

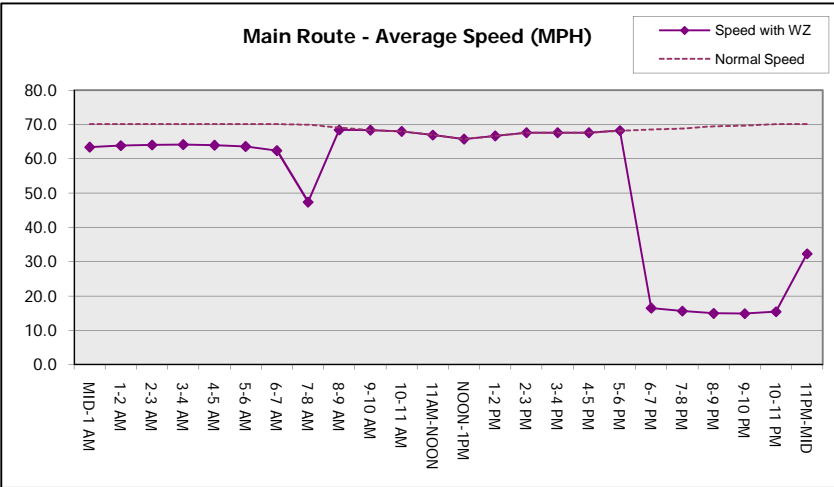
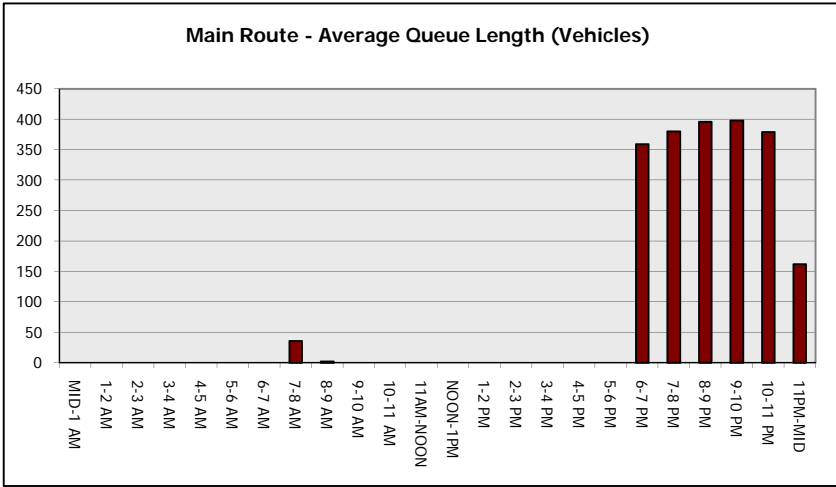
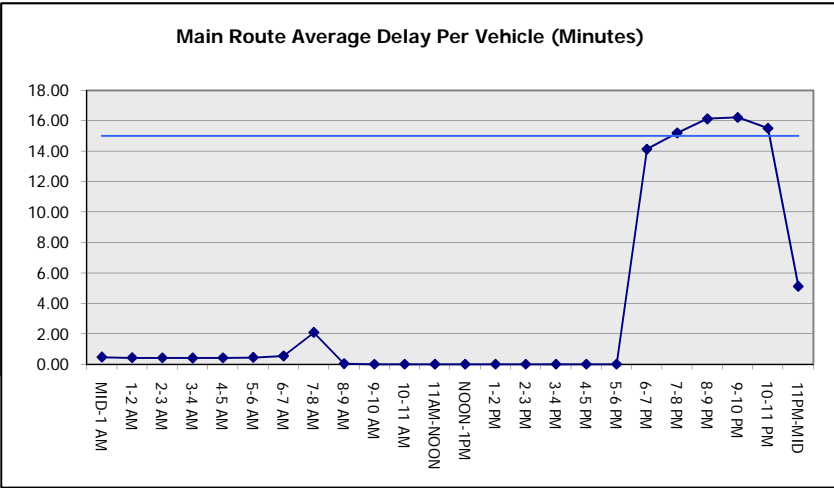
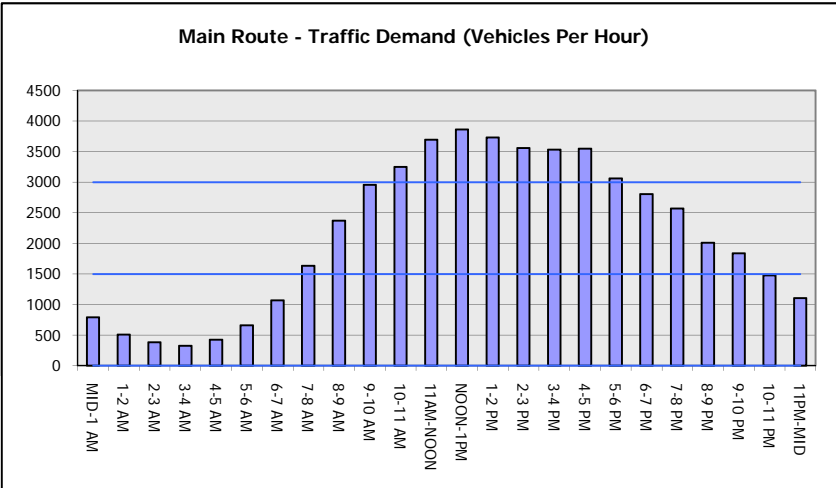
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0415
MAIN ROUTE WITH WORKS	0.0382
'DIVERSION'	0.0054
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,733
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
 NIGHTTIME 2 LANE 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) NIGHTTIME 2 LANE 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	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	OFF	2045	0	0.01	0	69.5	69.4	69.4	
9-10 AM	2894	0.0	OFF	2894	0	0.00	0	68.4	68.4	68.4	
10-11 AM	3443	0.0	OFF	3443	0	0.00	0	67.8	67.8	67.8	
11AM-NOON	3487	0.0	OFF	3487	0	0.00	0	67.7	67.7	67.7	
NOON-1PM	3418	0.0	OFF	3418	0	0.00	0	67.8	67.8	67.8	
1-2 PM	3372	0.0	OFF	3372	0	0.00	0	67.9	67.9	67.9	
2-3 PM	3423	0.0	OFF	3423	0	0.00	0	67.8	67.8	67.8	
3-4 PM	3346	0.0	OFF	3346	0	0.00	0	67.9	67.9	67.9	
4-5 PM	3152	0.0	OFF	3152	0	0.00	0	68.1	68.1	68.1	
5-6 PM	2850	0.0	OFF	2850	0	0.00	0	68.5	68.5	68.5	
6-7 PM	2392	0.0	1499	1951	441	12.67+	318	69.1	17.9	32.9	
7-8 PM	2164	0.0	1499	1500	664	16.26+	399	69.4	14.8	32.5	
8-9 PM	1940	0.0	1499	1490	451	16.23+	398	69.6	14.8	32.5	
9-10 PM	1916	0.0	1499	1495	421	16.26+	399	69.7	14.8	32.5	
10-11 PM	1608	0.0	1499	1457	151	16.12+	395	70.0	14.9	32.5	
11PM-MID	1099	0.0	1499	1099	0	7.48	219	70.2	25.8	37.1	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0369
'DIVERSION'	0.0040

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,581
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
 NIGHTTIME 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

