

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	657	0.0	1500	657	0	0.45	0	70.2	63.6	46.2	
1-2 AM	455	0.0	1500	455	0	0.43	0	70.2	63.9	47.1	
2-3 AM	418	0.0	1500	418	0	0.42	0	70.2	64.0	47.3	
3-4 AM	441	0.0	1500	441	0	0.42	0	70.2	64.0	47.2	
4-5 AM	634	0.0	1500	634	0	0.45	0	70.2	63.7	46.3	
5-6 AM	1122	0.0	1499	1122	0	0.59	0	70.2	61.7	41.9	
6-7 AM	1780	0.0	1499	1780	0	4.54	113	69.8	34.3	32.5	
7-8 AM	1984	0.0	1499	1653	331	15.65+	385	69.6	15.3	32.5	
8-9 AM	1916	0.0	1500	1500	416	16.27+	399	69.7	14.8	32.5	
9-10 AM	2269	0.0	1500	1500	769	16.25+	400	69.2	14.8	32.5	
10-11 AM	2375	0.0	1500	1500	875	16.24+	400	69.1	14.8	32.5	
11AM-NOON	2650	0.0	1500	1500	1150	16.22+	400	68.7	14.8	32.5	
NOON-1PM	2823	0.0	1500	1500	1323	16.20+	400	68.6	14.8	32.5	
1-2 PM	3131	0.0	1500	1500	1631	16.18+	400	68.1	14.8	32.5	
2-3 PM	3447	0.0	1500	1500	1947	16.15+	400	67.8	14.8	32.5	
3-4 PM	3697	0.0	1500	1500	2197	16.09+	400	66.9	14.8	32.5	
4-5 PM	4080	0.0	1500	1500	2580	15.91+	400	64.3	14.8	32.5	
5-6 PM	4062	0.0	1500	1500	2562	15.92+	400	64.4	14.8	32.5	
6-7 PM	3710	0.0	1500	1500	2210	16.09+	400	66.8	14.8	32.5	
7-8 PM	2966	0.0	1500	1500	1466	16.19+	400	68.4	14.8	32.5	
8-9 PM	2329	0.0	1500	1500	829	16.24+	400	69.1	14.8	32.5	
9-10 PM	1807	0.0	1500	1472	334	16.17+	397	69.8	14.9	32.5	
10-11 PM	1335	0.0	1499	1335	0	14.09+	347	70.2	16.6	32.5	
11PM-MID	1036	0.0	1499	1036	0	2.40	75	70.2	45.3	41.0	

+ 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

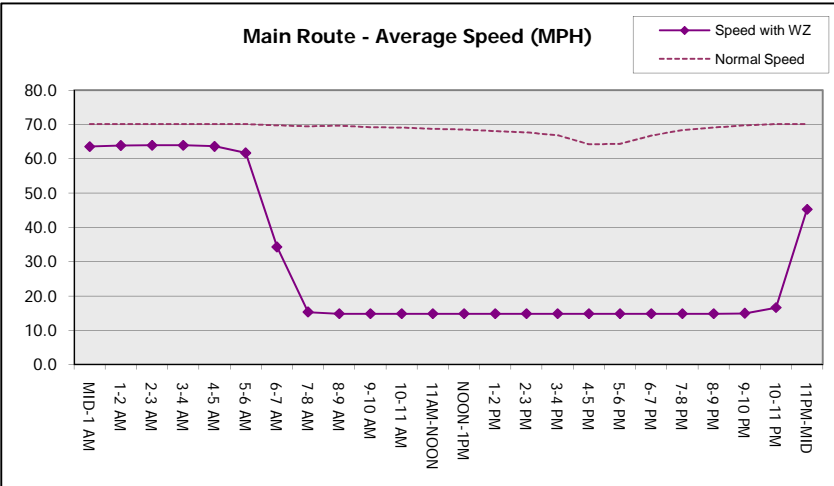
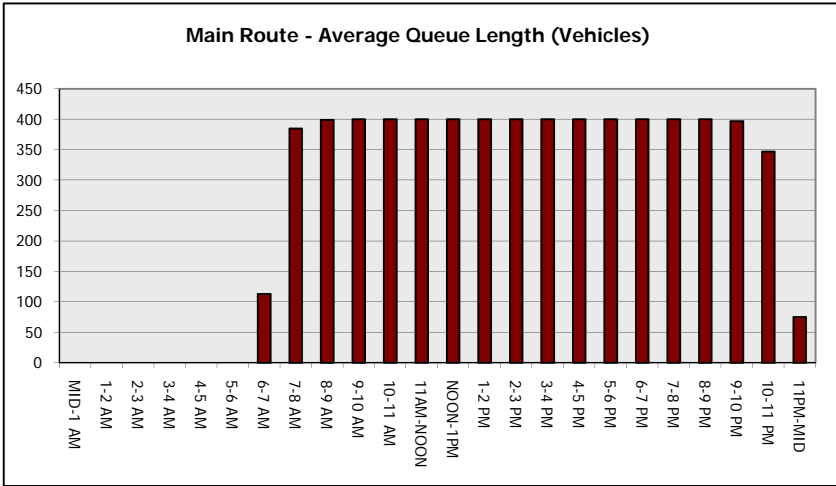
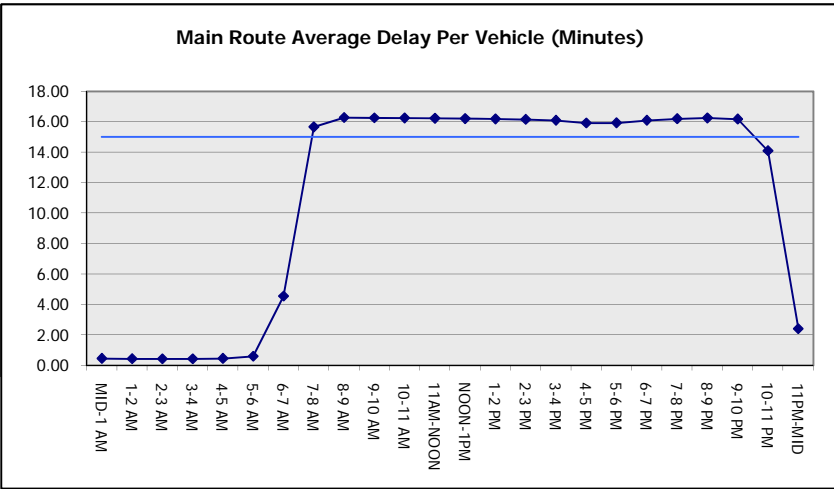
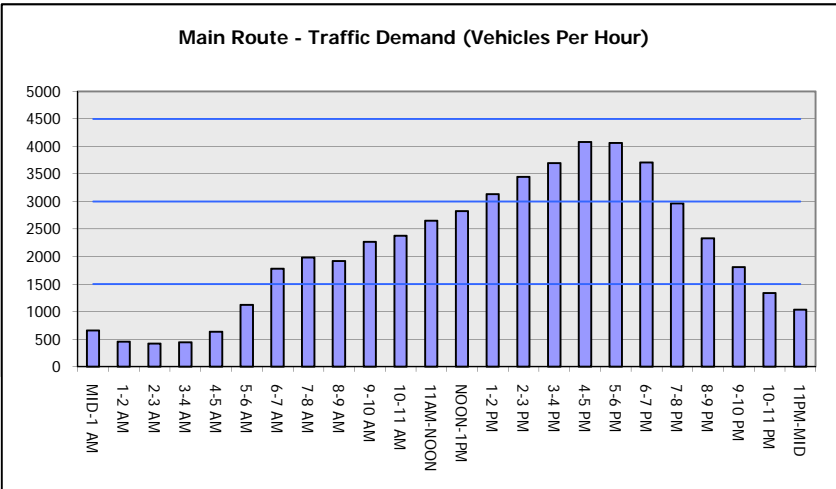
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0415
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0388
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$163,712
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	475	0.0	1500	475	0	0.43	0	70.2	63.9	47.0
1-2 AM	401	0.0	1500	401	0	0.42	0	70.2	64.0	47.4
2-3 AM	396	0.0	1500	396	0	0.42	0	70.2	64.0	47.4
3-4 AM	499	0.0	1500	499	0	0.43	0	70.2	63.8	46.9
4-5 AM	959	0.0	1499	959	0	0.52	0	70.2	62.7	43.9
5-6 AM	2242	0.0	1499	1889	353	8.96+	250	69.2	22.9	32.5
6-7 AM	2930	0.0	1499	1500	1430	16.19+	399	68.4	14.8	32.5
7-8 AM	2714	0.0	1500	1500	1214	16.21+	400	68.7	14.8	32.5
8-9 AM	2449	0.0	1500	1500	949	16.23+	400	69.0	14.8	32.5
9-10 AM	2465	0.0	1500	1500	965	16.23+	400	69.0	14.8	32.5
10-11 AM	2451	0.0	1500	1500	951	16.23+	399	69.0	14.8	32.5
11AM-NOON	2486	0.0	1500	1500	986	16.23+	400	68.9	14.8	32.5
NOON-1PM	2603	0.0	1500	1500	1103	16.22+	400	68.8	14.8	32.5
1-2 PM	2805	0.0	1500	1500	1305	16.20+	400	68.6	14.8	32.5
2-3 PM	2806	0.0	1500	1500	1306	16.20+	400	68.6	14.8	32.5
3-4 PM	2709	0.0	1500	1500	1209	16.21+	399	68.7	14.8	32.5
4-5 PM	2612	0.0	1500	1500	1112	16.22+	400	68.8	14.8	32.5
5-6 PM	2544	0.0	1500	1500	1044	16.22+	400	68.9	14.8	32.5
6-7 PM	2333	0.0	1500	1500	833	16.24+	400	69.1	14.8	32.5
7-8 PM	2008	0.0	1500	1500	508	16.27+	400	69.6	14.8	32.5
8-9 PM	1579	0.0	1500	1499	80	16.07+	394	70.0	15.0	32.5
9-10 PM	1359	0.0	1499	1359	0	13.43	328	70.2	17.2	32.5
10-11 PM	1224	0.0	1499	1224	0	4.69	127	70.2	33.8	35.9
11PM-MID	790	0.0	1500	790	0	0.47	0	70.2	63.4	45.6

+ 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	0.0372
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0289

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$147,043
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

