

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

MON-THUR 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	518	0.0	1500	518	0	0.43	0	70.2	63.8	46.8	
1-2 AM	382	0.0	1500	382	0	0.42	0	70.2	64.0	47.4	
2-3 AM	331	0.0	1500	331	0	0.41	0	70.2	64.1	47.7	
3-4 AM	360	0.0	1500	360	0	0.41	0	70.2	64.1	47.6	
4-5 AM	574	0.0	1500	574	0	0.44	0	70.2	63.7	46.6	
5-6 AM	1021	0.0	1499	1021	0	0.52	0	70.2	62.7	44.0	
6-7 AM	1686	0.0	1499	1686	0	3.04	64	69.9	41.3	32.5	
7-8 AM	1947	0.0	1500	1718	228	13.93+	347	69.6	16.7	32.5	
8-9 AM	1762	0.0	1500	1500	262	16.28+	400	69.9	14.8	32.5	
9-10 AM	2015	0.0	1500	1500	515	16.26+	400	69.6	14.8	32.5	
10-11 AM	2135	0.0	1500	1500	635	16.26+	400	69.4	14.8	32.5	
11AM-NOON	2157	0.0	1500	1500	657	16.25+	400	69.4	14.8	32.5	
NOON-1PM	2154	0.0	1500	1500	654	16.25+	400	69.4	14.8	32.5	
1-2 PM	2238	0.0	1500	1500	738	16.25+	400	69.2	14.8	32.5	
2-3 PM	2542	0.0	1500	1500	1042	16.22+	400	68.9	14.8	32.5	
3-4 PM	3025	0.0	1500	1500	1525	16.18+	400	68.2	14.8	32.5	
4-5 PM	3306	0.0	1500	1500	1806	16.16+	400	67.9	14.8	32.5	
5-6 PM	3225	0.0	1500	1500	1725	16.17+	400	68.0	14.8	32.5	
6-7 PM	2667	0.0	1500	1500	1167	16.21+	400	68.7	14.8	32.5	
7-8 PM	1899	0.0	1500	1500	399	16.27+	400	69.7	14.8	32.5	
8-9 PM	1513	0.0	1500	1472	42	16.12+	395	70.2	15.0	32.5	
9-10 PM	1339	0.0	1499	1339	0	12.72	310	70.2	17.9	32.5	
10-11 PM	1036	0.0	1499	1036	0	2.03	58	70.2	47.9	41.6	
11PM-MID	772	0.0	1500	772	0	0.47	0	70.2	63.4	45.8	

+ 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

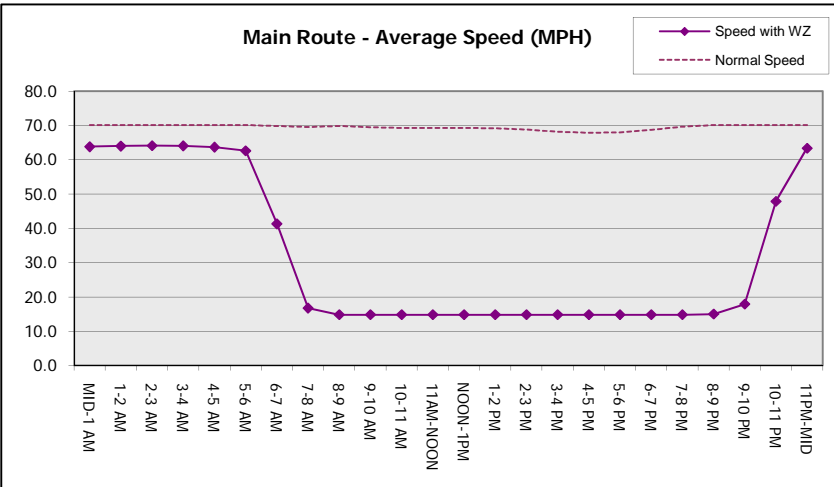
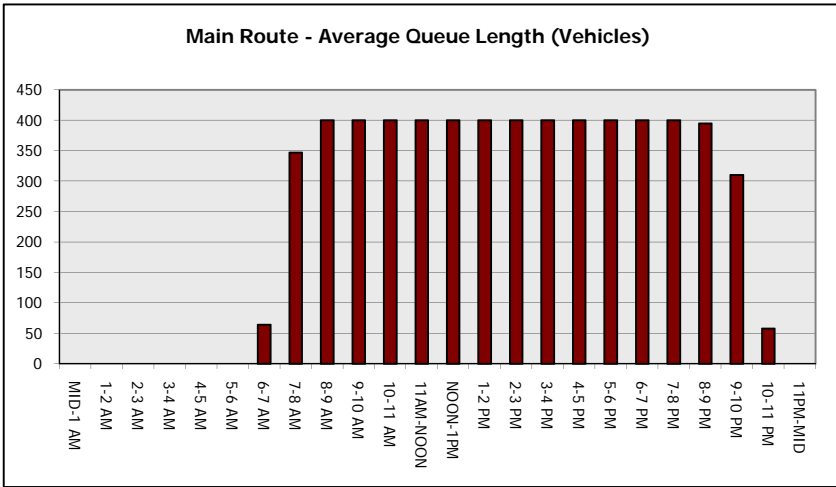
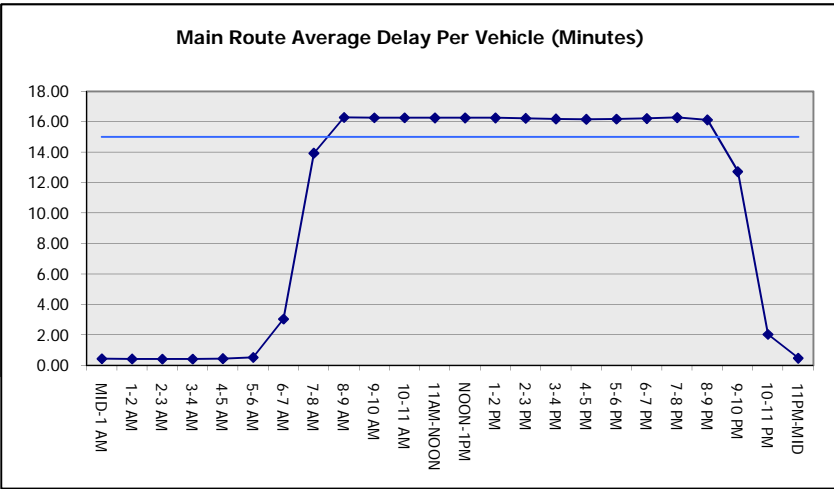
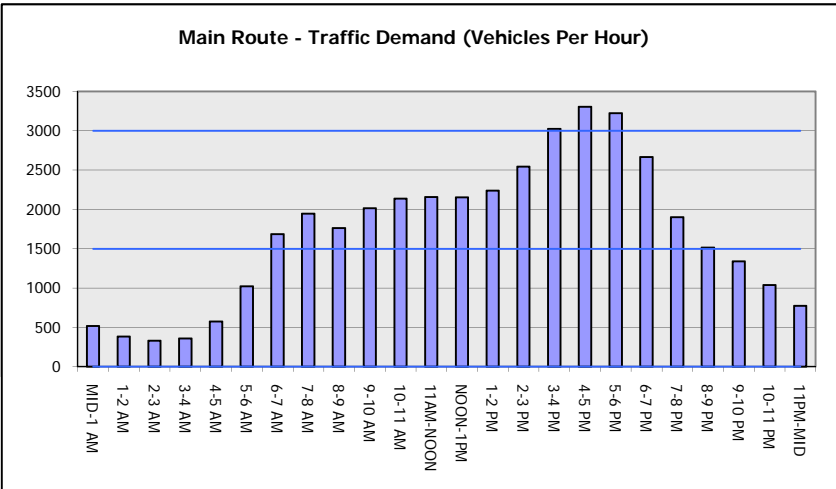
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0330
MAIN ROUTE WITH WORKS	0.0218
'DIVERSION'	0.0214
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,351
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	419	0.0	1500	419	0	0.42	0	70.2	64.0	47.3
1-2 AM	347	0.0	1500	347	0	0.41	0	70.2	64.1	47.6
2-3 AM	338	0.0	1500	338	0	0.41	0	70.2	64.1	47.6
3-4 AM	415	0.0	1500	415	0	0.42	0	70.2	64.0	47.3
4-5 AM	866	0.0	1500	866	0	0.48	0	70.2	63.3	45.3
5-6 AM	2230	0.0	1499	1918	312	8.58+	242	69.2	23.5	32.5
6-7 AM	3040	0.0	1500	1500	1540	16.18+	400	68.2	14.8	32.5
7-8 AM	2760	0.0	1500	1500	1260	16.21+	400	68.6	14.8	32.5
8-9 AM	2380	0.0	1500	1500	880	16.24+	400	69.1	14.8	32.5
9-10 AM	2254	0.0	1500	1500	754	16.25+	400	69.2	14.8	32.5
10-11 AM	2175	0.0	1500	1500	675	16.25+	400	69.3	14.8	32.5
11AM-NOON	2211	0.0	1500	1500	711	16.25+	400	69.3	14.8	32.5
NOON-1PM	2289	0.0	1500	1500	789	16.24+	400	69.2	14.8	32.5
1-2 PM	2387	0.0	1500	1500	887	16.24+	400	69.1	14.8	32.5
2-3 PM	2456	0.0	1500	1500	956	16.23+	400	69.0	14.8	32.5
3-4 PM	2480	0.0	1500	1500	980	16.23+	400	68.9	14.8	32.5
4-5 PM	2370	0.0	1500	1500	870	16.24+	400	69.1	14.8	32.5
5-6 PM	2323	0.0	1500	1500	823	16.24+	400	69.2	14.8	32.5
6-7 PM	2055	0.0	1500	1500	555	16.26+	400	69.5	14.8	32.5
7-8 PM	1613	0.0	1500	1470	143	16.17+	396	70.0	14.9	32.5
8-9 PM	1379	0.0	1499	1379	0	13.93	340	70.2	16.7	32.5
9-10 PM	1218	0.0	1499	1218	0	5.25	140	70.2	31.9	35.5
10-11 PM	930	0.0	1500	930	0	0.48	0	70.2	63.2	45.1
11PM-MID	633	0.0	1500	633	0	0.45	0	70.2	63.7	46.3

+ 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	0.0337
MAIN ROUTE WITH WORKS	0.0220
'DIVERSION'	0.0228

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$126,632
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

