

**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
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	703	0.0	1500	703	0	0.46	0	70.2	63.5	46.0	
1-2 AM	481	0.0	1500	481	0	0.43	0	70.2	63.9	47.0	
2-3 AM	353	0.0	1500	353	0	0.41	0	70.2	64.1	47.6	
3-4 AM	317	0.0	1500	317	0	0.41	0	70.2	64.1	47.8	
4-5 AM	419	0.0	1500	419	0	0.42	0	70.2	64.0	47.3	
5-6 AM	650	0.0	1500	650	0	0.45	0	70.2	63.6	46.3	
6-7 AM	1035	0.0	1499	1035	0	0.51	0	70.2	62.8	44.2	
7-8 AM	1517	0.0	1499	1517	0	1.54	18	70.2	51.9	33.8	
8-9 AM	2077	0.0	1500	1784	294	10.96+	288	69.4	19.9	32.4	
9-10 AM	2483	0.0	1499	1500	983	16.23+	399	68.9	14.8	32.5	
10-11 AM	2810	0.0	1500	1500	1310	16.20+	400	68.6	14.8	32.5	
11AM-NOON	3084	0.0	1500	1500	1584	16.18+	400	68.2	14.8	32.5	
NOON-1PM	3045	0.0	1500	1500	1545	16.19+	400	68.2	14.8	32.5	
1-2 PM	2908	0.0	1500	1500	1408	16.20+	400	68.4	14.8	32.5	
2-3 PM	2998	0.0	1500	1500	1498	16.19+	400	68.3	14.8	32.5	
3-4 PM	3052	0.0	1500	1500	1552	16.18+	400	68.2	14.8	32.5	
4-5 PM	2967	0.0	1500	1500	1467	16.19+	400	68.4	14.8	32.5	
5-6 PM	2865	0.0	1500	1500	1365	16.20+	400	68.5	14.8	32.5	
6-7 PM	2453	0.0	1500	1500	953	16.23+	400	69.0	14.8	32.5	
7-8 PM	2106	0.0	1499	1500	606	16.26+	400	69.4	14.8	32.5	
8-9 PM	1830	0.0	1500	1522	308	16.18+	397	69.7	14.9	32.5	
9-10 PM	1585	0.0	1499	1506	79	15.96+	391	70.0	15.0	32.5	
10-11 PM	1230	0.0	1499	1230	0	10.70	270	70.2	20.3	33.7	
11PM-MID	926	0.0	1500	926	0	0.84	13	70.2	58.9	45.0	

+ 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

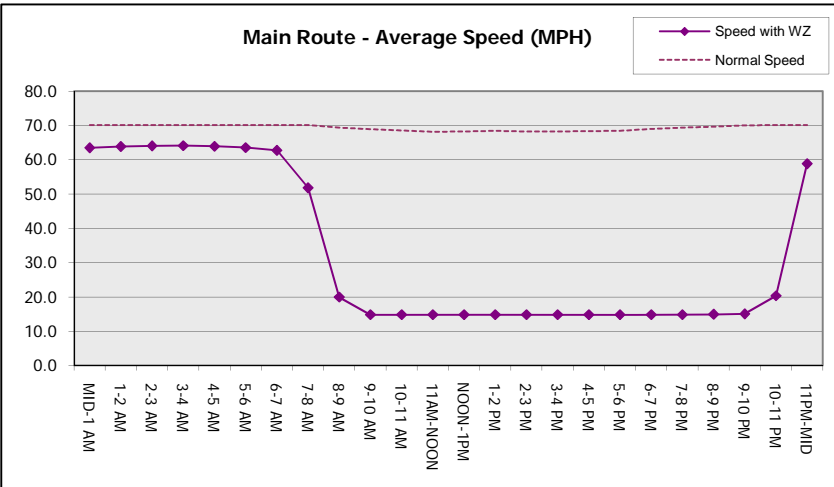
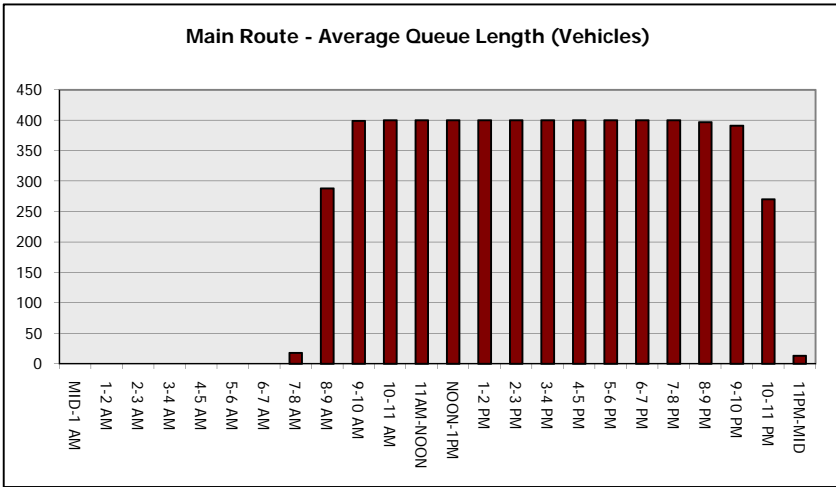
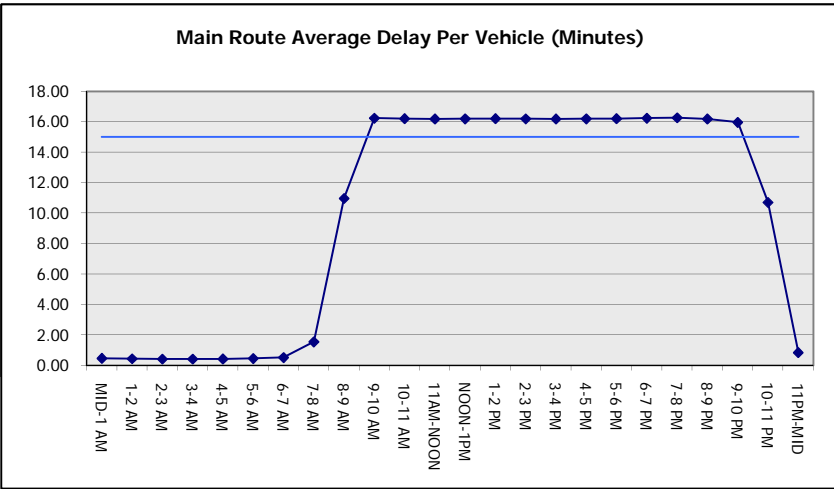
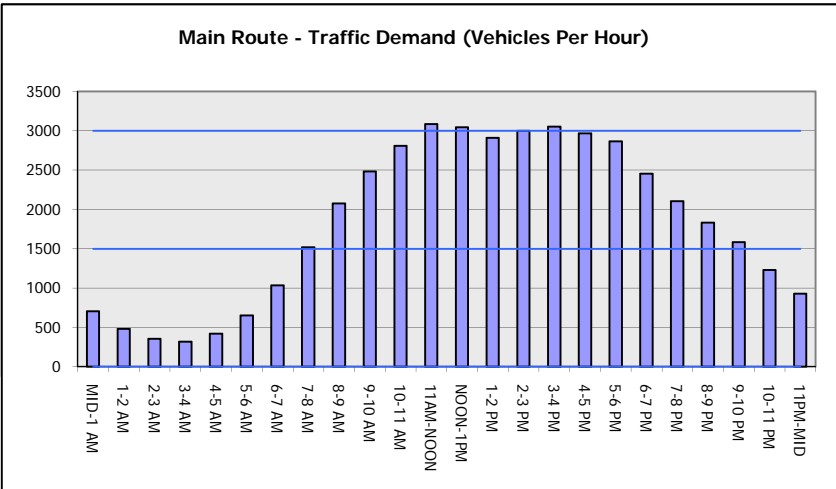
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0356
MAIN ROUTE WITH WORKS	0.0216
'DIVERSION'	0.0281
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$164,318
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	600	0.0	1500	600	0	0.44	0	70.2	63.7	46.5	
1-2 AM	417	0.0	1500	417	0	0.42	0	70.2	64.0	47.3	
2-3 AM	383	0.0	1500	383	0	0.42	0	70.2	64.0	47.4	
3-4 AM	370	0.0	1500	370	0	0.42	0	70.2	64.1	47.5	
4-5 AM	460	0.0	1500	460	0	0.43	0	70.2	63.9	47.1	
5-6 AM	818	0.0	1500	818	0	0.47	0	70.2	63.3	45.5	
6-7 AM	1109	0.0	1499	1109	0	0.55	0	70.2	62.3	43.1	
7-8 AM	1461	0.0	1499	1461	0	1.18	7	70.2	55.2	34.2	
8-9 AM	1902	0.0	1500	1902	0	7.46	201	69.7	25.8	32.4	
9-10 AM	2401	0.0	1499	1500	901	16.24+	399	69.1	14.8	32.5	
10-11 AM	2795	0.0	1500	1500	1295	16.20+	400	68.6	14.8	32.5	
11AM-NOON	2898	0.0	1500	1500	1398	16.20+	400	68.4	14.8	32.5	
NOON-1PM	2823	0.0	1500	1500	1323	16.20+	400	68.6	14.8	32.5	
1-2 PM	2844	0.0	1500	1500	1344	16.20+	400	68.5	14.8	32.5	
2-3 PM	2659	0.0	1500	1500	1159	16.22+	400	68.7	14.8	32.5	
3-4 PM	2917	0.0	1500	1500	1417	16.19+	400	68.4	14.8	32.5	
4-5 PM	2662	0.0	1500	1500	1162	16.22+	400	68.7	14.8	32.5	
5-6 PM	2477	0.0	1500	1500	977	16.23+	400	68.9	14.8	32.5	
6-7 PM	2027	0.0	1500	1500	527	16.27+	400	69.5	14.8	32.5	
7-8 PM	1730	0.0	1499	1474	256	16.18+	397	69.9	14.9	32.5	
8-9 PM	1539	0.0	1499	1487	52	16.24+	398	70.1	14.8	32.5	
9-10 PM	1428	0.0	1499	1428	0	15.13+	370	70.2	15.7	32.5	
10-11 PM	1130	0.0	1499	1130	0	5.18	158	70.2	32.0	37.5	
11PM-MID	802	0.0	1500	802	0	0.47	0	70.2	63.3	45.6	

+ 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	0.0215
'DIVERSION'	0.0222

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$146,104
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

