

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	679	0.0	3000	679	0	0.36	0	70.2	64.8	49.7
1-2 AM	418	0.0	3000	418	0	0.36	0	70.2	64.8	49.7
2-3 AM	273	0.0	3000	273	0	0.36	0	70.2	64.8	49.7
3-4 AM	220	0.0	3000	220	0	0.36	0	70.2	64.8	49.7
4-5 AM	212	0.0	3000	212	0	0.36	0	70.2	64.8	49.7
5-6 AM	310	0.0	3000	310	0	0.36	0	70.2	64.8	49.7
6-7 AM	554	0.0	3000	554	0	0.36	0	70.2	64.8	49.7
7-8 AM	911	0.0	3000	911	0	0.36	0	70.2	64.8	49.7
8-9 AM	1399	0.0	3000	1399	0	0.36	0	70.2	64.8	49.7
9-10 AM	1967	0.0	3000	1967	0	0.35	0	69.6	64.5	49.7
10-11 AM	2582	0.0	2999	2582	0	0.49	0	68.8	62.0	44.5
11AM-NOON	3006	0.0	2999	3006	0	0.89	8	68.3	57.0	37.3
NOON-1PM	3062	0.0	3000	3062	0	1.94	65	68.2	47.6	36.9
1-2 PM	2961	0.0	2999	2961	0	2.27	83	68.4	45.3	36.9
2-3 PM	2822	0.0	3000	2822	0	0.81	9	68.6	57.9	39.4
3-4 PM	2876	0.0	3000	2876	0	0.68	0	68.4	59.4	38.8
4-5 PM	2827	0.0	3000	2827	0	0.65	0	68.5	59.8	39.6
5-6 PM	2813	0.0	3000	2813	0	0.64	0	68.6	59.9	39.9
6-7 PM	2669	0.0	3000	2669	0	0.55	0	68.7	61.2	42.5
7-8 PM	2521	0.0	3000	2521	0	0.45	0	68.9	62.6	45.7
8-9 PM	1955	0.0	3000	1955	0	0.35	0	69.6	64.5	49.7
9-10 PM	1638	0.0	3000	1638	0	0.36	0	70.0	64.7	49.7
10-11 PM	1135	0.0	3000	1135	0	0.36	0	70.2	64.8	49.7
11PM-MID	847	0.0	3000	847	0	0.36	0	70.2	64.8	49.7

----- 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

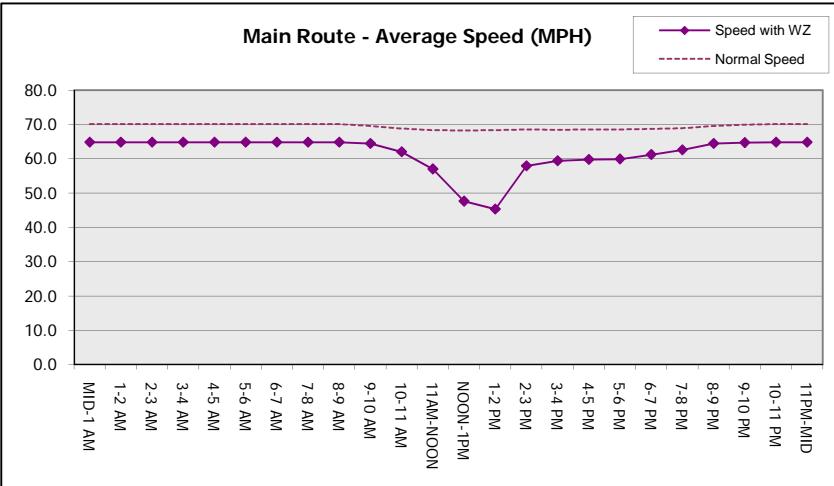
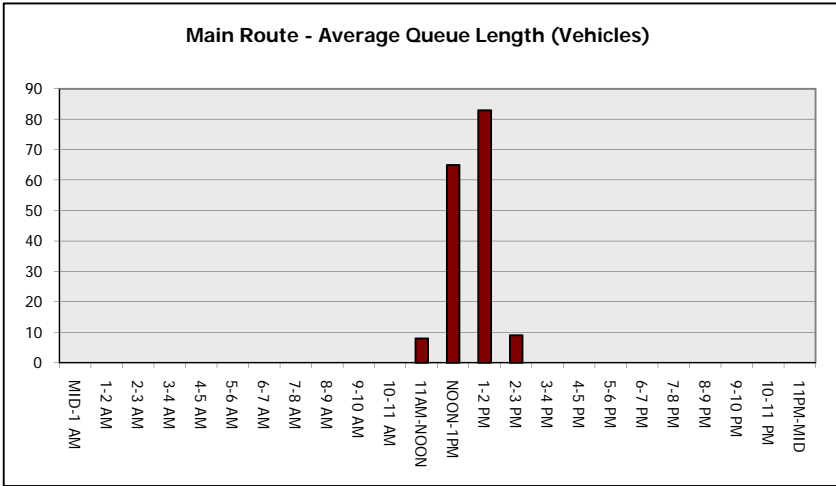
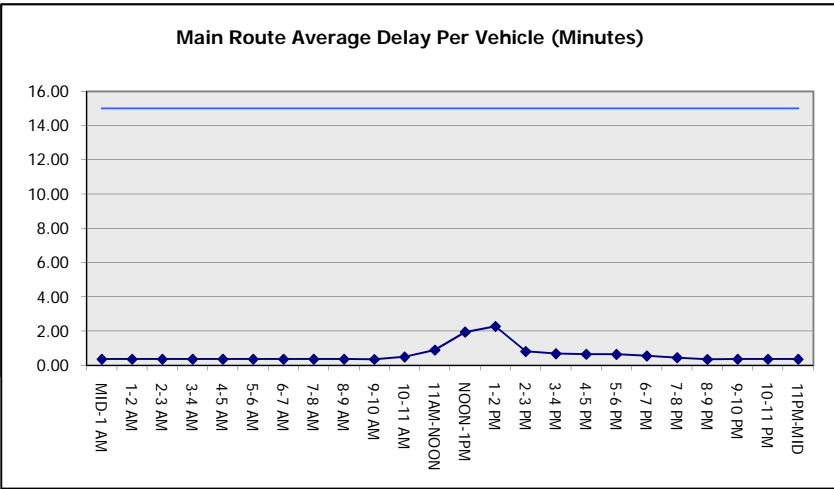
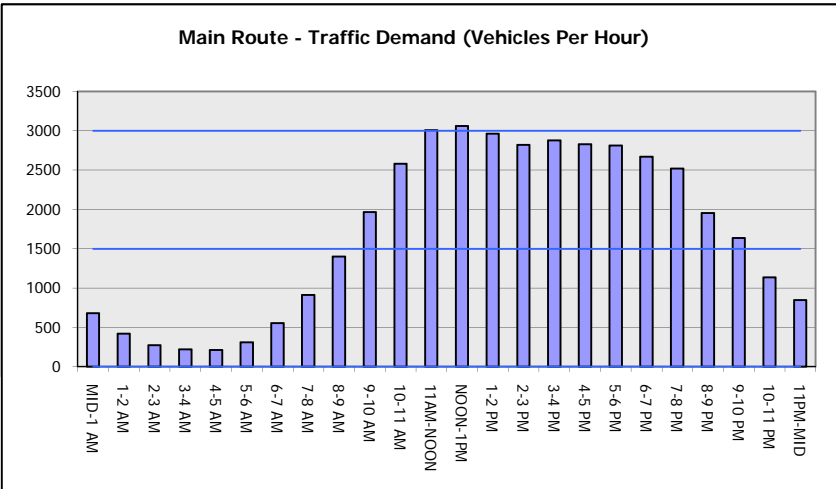
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0330
MAIN ROUTE WITH WORKS	0.0303
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$8,817
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	549	0.0	3000	549	0	0.36	0	70.2	64.8	49.7
1-2 AM	332	0.0	3000	332	0	0.36	0	70.2	64.8	49.7
2-3 AM	305	0.0	3000	305	0	0.36	0	70.2	64.8	49.7
3-4 AM	236	0.0	3000	236	0	0.36	0	70.2	64.8	49.7
4-5 AM	249	0.0	3000	249	0	0.36	0	70.2	64.8	49.7
5-6 AM	375	0.0	3000	375	0	0.36	0	70.2	64.8	49.7
6-7 AM	587	0.0	3000	587	0	0.36	0	70.2	64.8	49.7
7-8 AM	853	0.0	3000	853	0	0.36	0	70.2	64.8	49.7
8-9 AM	1274	0.0	3000	1274	0	0.36	0	70.2	64.8	49.7
9-10 AM	1997	0.0	3000	1997	0	0.35	0	69.6	64.4	49.7
10-11 AM	2763	0.0	2999	2763	0	0.61	0	68.6	60.4	41.0
11AM-NOON	3190	0.0	2999	3190	0	2.04	77	68.1	46.8	36.9
NOON-1PM	3329	0.0	3000	3329	0	6.84	347	67.9	27.0	36.9
1-2 PM	3415	0.0	3000	3260	154	13.33+	701	67.8	17.1	36.9
2-3 PM	3482	0.0	2999	3000	482	15.27+	800	67.7	15.5	36.9
3-4 PM	3564	0.0	3000	3000	564	15.26+	800	67.6	15.5	36.9
4-5 PM	3530	0.0	3000	3000	530	15.26+	800	67.6	15.5	36.9
5-6 PM	3438	0.0	3000	3000	438	15.27+	800	67.8	15.5	36.9
6-7 PM	2883	0.0	3000	2883	0	14.42+	752	68.4	16.2	36.9
7-8 PM	2439	0.0	2999	2439	0	7.38	406	69.0	25.9	39.4
8-9 PM	2085	0.0	3000	2085	0	0.45	6	69.4	63.0	49.7
9-10 PM	1611	0.0	3000	1611	0	0.36	0	70.0	64.7	49.7
10-11 PM	1047	0.0	3000	1047	0	0.36	0	70.2	64.8	49.7
11PM-MID	659	0.0	3000	659	0	0.36	0	70.2	64.8	49.7

+ 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	0.0359
MAIN ROUTE WITH WORKS	0.0313
'DIVERSION'	0.0041

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,070
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

