

**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
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	1500	679	0	0.45	0	70.2	63.5	46.1	
1-2 AM	418	0.0	1500	418	0	0.42	0	70.2	64.0	47.3	
2-3 AM	273	0.0	1500	273	0	0.40	0	70.2	64.2	47.9	
3-4 AM	220	0.0	1500	220	0	0.40	0	70.2	64.3	48.2	
4-5 AM	212	0.0	1500	212	0	0.40	0	70.2	64.3	48.3	
5-6 AM	310	0.0	1500	310	0	0.41	0	70.2	64.1	47.8	
6-7 AM	554	0.0	1500	554	0	0.44	0	70.2	63.8	46.7	
7-8 AM	911	0.0	1499	911	0	0.48	0	70.2	63.2	45.1	
8-9 AM	1399	0.0	1499	1399	0	0.99	3	70.2	57.2	35.6	
9-10 AM	1967	0.0	1500	1967	0	7.49	212	69.6	25.7	32.4	
10-11 AM	2582	0.0	1500	1500	1082	16.20+	400	68.8	14.8	32.9	
11AM-NOON	3006	0.0	1500	1500	1506	16.16+	400	68.3	14.8	32.9	
NOON-1PM	3062	0.0	1500	1500	1562	16.16+	400	68.2	14.8	32.9	
1-2 PM	2961	0.0	1500	1500	1461	16.17+	400	68.4	14.8	32.9	
2-3 PM	2822	0.0	1500	1500	1322	16.18+	400	68.6	14.8	32.9	
3-4 PM	2876	0.0	1500	1500	1376	16.18+	400	68.4	14.8	32.9	
4-5 PM	2827	0.0	1500	1500	1327	16.18+	400	68.5	14.8	32.9	
5-6 PM	2813	0.0	1500	1500	1313	16.18+	400	68.6	14.8	32.9	
6-7 PM	2669	0.0	1500	1500	1169	16.19+	400	68.7	14.8	32.9	
7-8 PM	2521	0.0	1500	1500	1021	16.20+	400	68.9	14.8	32.9	
8-9 PM	1955	0.0	1499	1436	519	16.03+	394	69.6	15.0	32.7	
9-10 PM	1638	0.0	1500	1471	166	16.17+	396	70.0	14.9	32.5	
10-11 PM	1135	0.0	1499	1135	0	8.42	232	70.2	23.9	36.1	
11PM-MID	847	0.0	1500	847	0	0.49	0	70.2	63.0	45.4	

+ 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

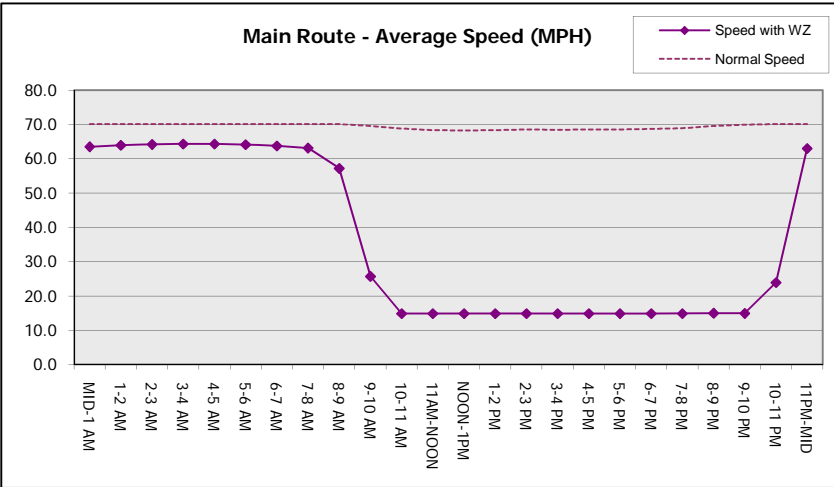
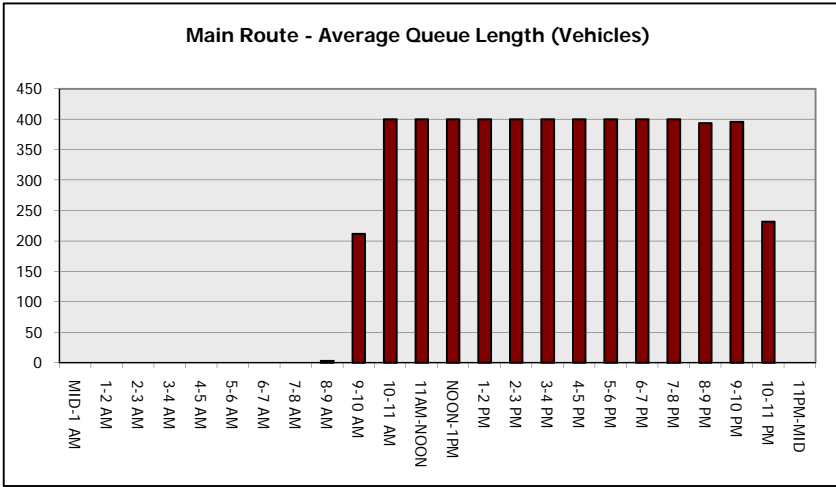
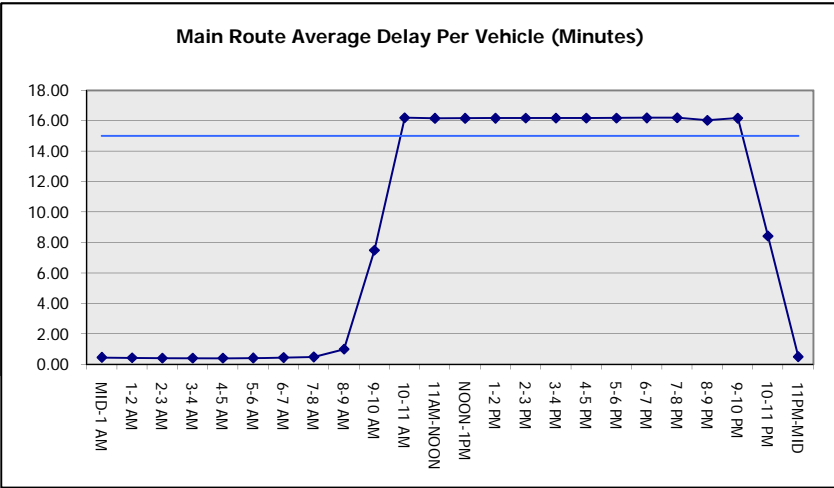
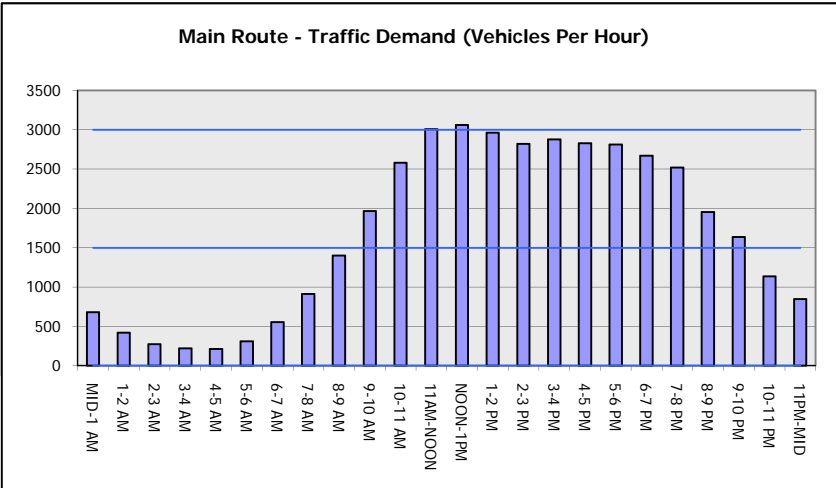
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0330
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0260
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,625
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY 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

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	1500	549	0	0.44	0	70.2	63.8	46.7
1-2 AM	332	0.0	1500	332	0	0.41	0	70.2	64.1	47.7
2-3 AM	305	0.0	1500	305	0	0.41	0	70.2	64.1	47.8
3-4 AM	236	0.0	1500	236	0	0.40	0	70.2	64.3	48.1
4-5 AM	249	0.0	1500	249	0	0.40	0	70.2	64.1	47.5
5-6 AM	375	0.0	1500	375	0	0.42	0	70.2	63.7	46.5
6-7 AM	587	0.0	1500	587	0	0.48	0	70.2	60.4	39.1
7-8 AM	853	0.0	1499	853	0	0.71	0	70.2	27.1	32.5
8-9 AM	1274	0.0	1499	1274	0	6.88	202	69.6	14.8	33.7
9-10 AM	1997	0.0	1500	1997	1269	16.12+	399	68.6	14.8	33.5
10-11 AM	2763	0.0	1500	1494	1690	16.12+	400	68.1	14.8	33.5
11AM-NOON	3190	0.0	1500	1500	1829	16.11+	400	67.9	14.8	33.5
NOON-1PM	3329	0.0	1500	1500	1915	16.10+	400	67.8	14.8	33.5
1-2 PM	3415	0.0	1500	1500	1982	16.10+	400	67.7	14.8	33.5
2-3 PM	3482	0.0	1500	1500	2064	16.09+	400	67.6	14.8	33.5
3-4 PM	3564	0.0	1500	1500	2030	16.09+	400	67.6	14.8	33.5
4-5 PM	3530	0.0	1500	1500	1938	16.10+	400	67.8	14.8	33.5
5-6 PM	3438	0.0	1500	1500	1383	16.15+	400	68.4	14.8	33.5
6-7 PM	2883	0.0	1499	1466	972	16.07+	397	69.0	14.9	33.4
7-8 PM	2439	0.0	1499	1480	605	16.19+	398	69.4	14.8	32.5
8-9 PM	2085	0.0	1499	1445	166	16.07+	394	70.0	15.0	32.5
9-10 PM	1611	0.0	1499	1047	0	5.69	189	70.2	30.4	38.6
10-11 PM	1047	0.0	1500	659	0	0.45	0	70.2	63.6	46.2
11PM-MID	659	0.0	1500	659	0	0.45	0	70.2	63.6	46.2

+ 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	0.0197
'DIVERSION'	0.0336

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$166,556
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

