

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	732	0.0	1500	732	0	0.46	0	70.2	63.5	45.9
1-2 AM	461	0.0	1500	461	0	0.43	0	70.2	63.9	47.1
2-3 AM	306	0.0	1500	306	0	0.41	0	70.2	64.1	47.8
3-4 AM	239	0.0	1500	239	0	0.40	0	70.2	64.3	48.1
4-5 AM	270	0.0	1500	270	0	0.40	0	70.2	64.2	47.9
5-6 AM	349	0.0	1500	349	0	0.41	0	70.2	64.1	47.6
6-7 AM	529	0.0	1500	529	0	0.44	0	70.2	63.8	46.8
7-8 AM	894	0.0	1500	894	0	0.48	0	70.2	63.2	45.2
8-9 AM	1438	0.0	1499	1438	0	1.27	12	70.2	54.3	35.5
9-10 AM	2189	0.0	1500	1766	423	10.76+	288	69.3	20.2	33.0
10-11 AM	2826	0.0	1499	1500	1326	16.13+	399	68.5	14.8	33.8
11AM-NOON	3391	0.0	1499	1500	1891	16.09+	400	67.8	14.8	33.8
NOON-1PM	3337	0.0	1500	1500	1837	16.09+	400	67.9	14.8	33.8
1-2 PM	3224	0.0	1500	1500	1724	16.10+	400	68.1	14.8	33.8
2-3 PM	3116	0.0	1500	1500	1616	16.11+	400	68.2	14.8	33.8
3-4 PM	3080	0.0	1500	1500	1580	16.11+	400	68.2	14.8	33.8
4-5 PM	3302	0.0	1500	1500	1802	16.09+	400	67.9	14.8	33.8
5-6 PM	2983	0.0	1500	1500	1483	16.12+	400	68.3	14.8	33.8
6-7 PM	3031	0.0	1500	1500	1531	16.11+	400	68.2	14.8	33.8
7-8 PM	2772	0.0	1500	1500	1272	16.14+	400	68.6	14.8	33.8
8-9 PM	2199	0.0	1500	1550	648	16.01+	394	69.3	15.0	33.2
9-10 PM	1660	0.0	1499	1522	138	15.85+	388	70.0	15.2	32.5
10-11 PM	1269	0.0	1499	1269	0	11.89	296	70.2	18.8	33.0
11PM-MID	923	0.0	1500	923	0	1.10	24	70.2	56.0	44.8

+ 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	0.0361
MAIN ROUTE WITH WORKS	0.0203
'DIVERSION'	0.0325
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,533
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

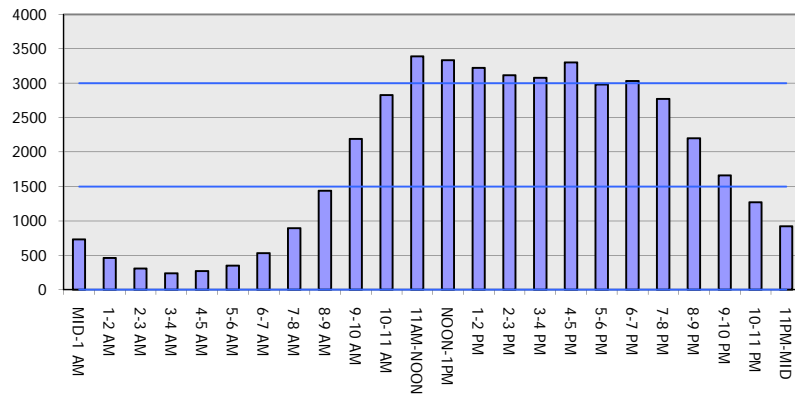
AUGUST

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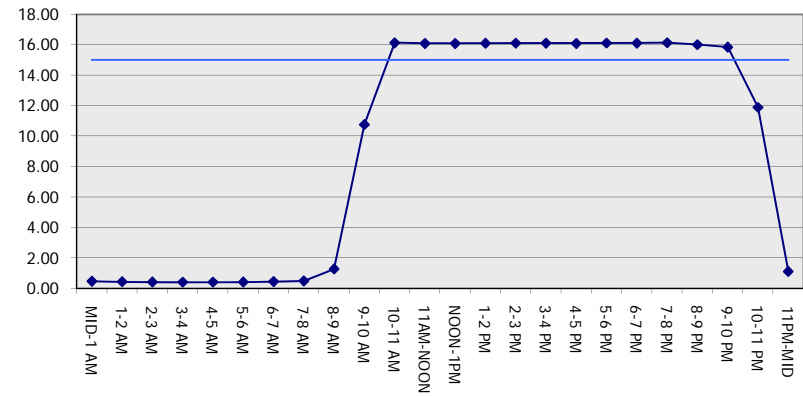
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

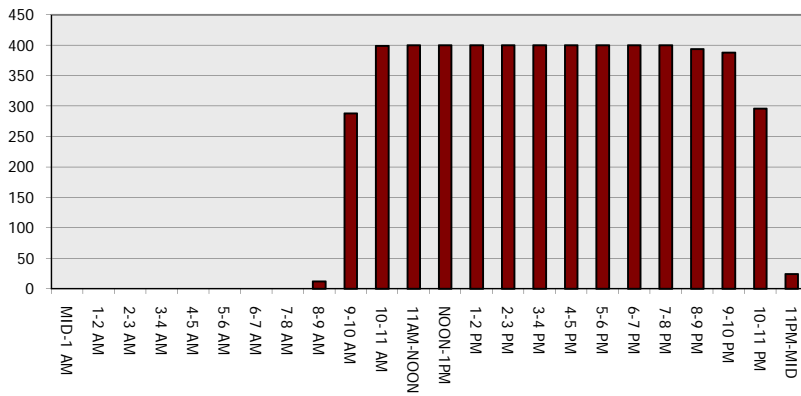
Main Route - Traffic Demand (Vehicles Per Hour)



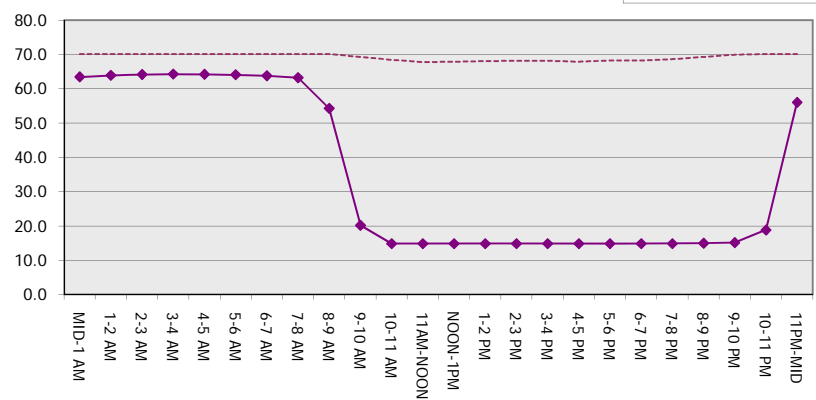
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	810	0.0	1500	810	0	0.47	0	70.2	63.3	45.6
1-2 AM	566	0.0	1500	566	0	0.44	0	70.2	63.7	46.6
2-3 AM	384	0.0	1500	384	0	0.42	0	70.2	64.0	47.4
3-4 AM	303	0.0	1500	303	0	0.41	0	70.2	64.1	47.8
4-5 AM	318	0.0	1500	318	0	0.41	0	70.2	64.1	47.8
5-6 AM	436	0.0	1500	436	0	0.42	0	70.2	64.0	47.2
6-7 AM	663	0.0	1500	663	0	0.45	0	70.2	63.6	46.2
7-8 AM	969	0.0	1499	969	0	0.49	0	70.2	63.1	44.9
8-9 AM	1469	0.0	1499	1469	0	1.48	19	70.2	52.4	35.3
9-10 AM	2454	0.0	1500	1859	595	12.78+	328	69.0	17.8	32.4
10-11 AM	3363	0.0	1500	1500	1863	16.16+	400	67.9	14.8	32.5
11AM-NOON	4010	0.0	1500	1500	2510	15.94+	400	64.8	14.8	32.5
NOON-1PM	4268	0.0	1500	1500	2768	15.81+	400	63.0	14.8	32.5
1-2 PM	4442	0.0	1500	1500	2942	15.72+	400	61.8	14.8	32.5
2-3 PM	4409	0.0	1500	1500	2909	15.74+	400	62.0	14.8	32.5
3-4 PM	4465	0.0	1500	1500	2965	15.71+	400	61.7	14.8	32.5
4-5 PM	4240	0.0	1500	1500	2740	15.83+	400	63.2	14.8	32.5
5-6 PM	4049	0.0	1500	1500	2549	15.92+	400	64.5	14.8	32.5
6-7 PM	3548	0.0	1500	1500	2048	16.14+	400	67.6	14.8	32.5
7-8 PM	3079	0.0	1500	1500	1579	16.18+	400	68.2	14.8	32.5
8-9 PM	2608	0.0	1500	1500	1108	16.22+	400	68.8	14.8	32.5
9-10 PM	1963	0.0	1500	1490	473	16.23+	398	69.6	14.8	32.5
10-11 PM	1253	0.0	1499	1231	22	12.62+	319	70.2	18.0	33.5
11PM-MID	814	0.0	1500	814	0	0.95	19	70.2	57.6	45.5

+ 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	0.0446
MAIN ROUTE WITH WORKS	0.0207
'DIVERSION'	0.0509

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$210,466
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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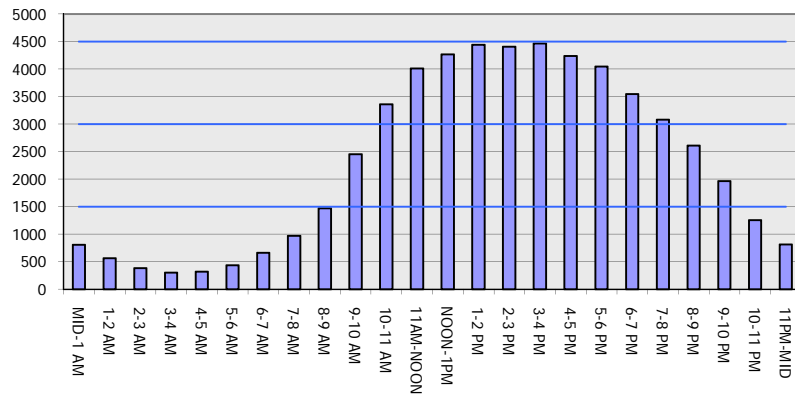
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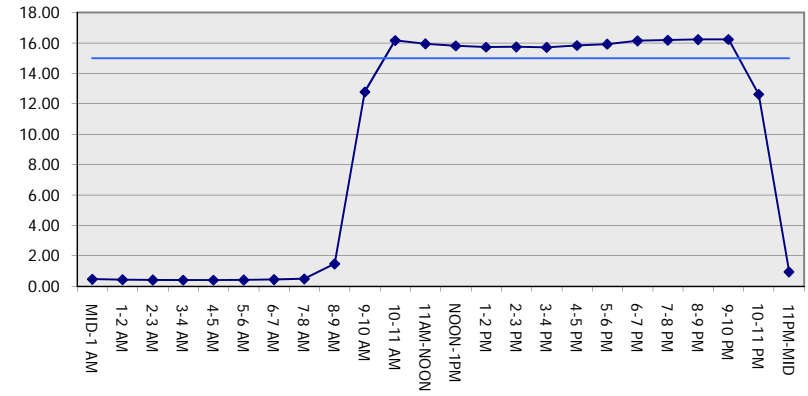
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

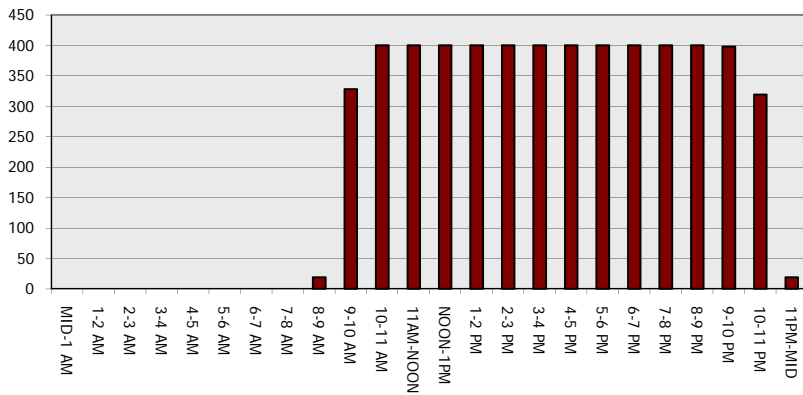
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

