

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	599	0.0	1500	599	0	0.44	0	70.2	63.7	46.5	
1-2 AM	481	0.0	1500	481	0	0.43	0	70.2	63.9	47.0	
2-3 AM	406	0.0	1500	406	0	0.42	0	70.2	64.0	47.3	
3-4 AM	444	0.0	1500	444	0	0.42	0	70.2	64.0	47.1	
4-5 AM	615	0.0	1500	615	0	0.45	0	70.2	63.7	46.4	
5-6 AM	1112	0.0	1499	1112	0	0.58	0	70.2	62.0	42.3	
6-7 AM	1623	0.0	1499	1623	0	2.25	37	70.0	46.2	32.5	
7-8 AM	1872	0.0	1500	1801	71	11.45+	292	69.7	19.3	32.5	
8-9 AM	1824	0.0	1500	1500	324	16.28+	400	69.8	14.8	32.5	
9-10 AM	2067	0.0	1500	1500	567	16.26+	400	69.5	14.8	32.5	
10-11 AM	2428	0.0	1500	1500	928	16.23+	400	69.0	14.8	32.5	
11AM-NOON	2566	0.0	1500	1500	1066	16.22+	400	68.9	14.8	32.5	
NOON-1PM	2678	0.0	1500	1500	1178	16.21+	400	68.7	14.8	32.5	
1-2 PM	2924	0.0	1500	1500	1424	16.19+	400	68.4	14.8	32.5	
2-3 PM	3365	0.0	1500	1500	1865	16.16+	400	67.9	14.8	32.5	
3-4 PM	3572	0.0	1500	1500	2072	16.14+	400	67.6	14.8	32.5	
4-5 PM	3773	0.0	1500	1500	2273	16.06+	400	66.4	14.8	32.5	
5-6 PM	3768	0.0	1500	1500	2268	16.06+	400	66.4	14.8	32.5	
6-7 PM	3270	0.0	1500	1500	1770	16.17+	400	68.0	14.8	32.5	
7-8 PM	2941	0.0	1500	1500	1441	16.19+	400	68.4	14.8	32.5	
8-9 PM	2457	0.0	1500	1500	957	16.23+	400	69.0	14.8	32.5	
9-10 PM	1798	0.0	1500	1485	313	16.22+	398	69.8	14.8	32.5	
10-11 PM	1338	0.0	1499	1338	0	14.21+	349	70.2	16.5	32.5	
11PM-MID	1121	0.0	1499	1121	0	3.20	99	70.2	40.4	39.3	

+ 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	0.0398
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0348
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$155,101
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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

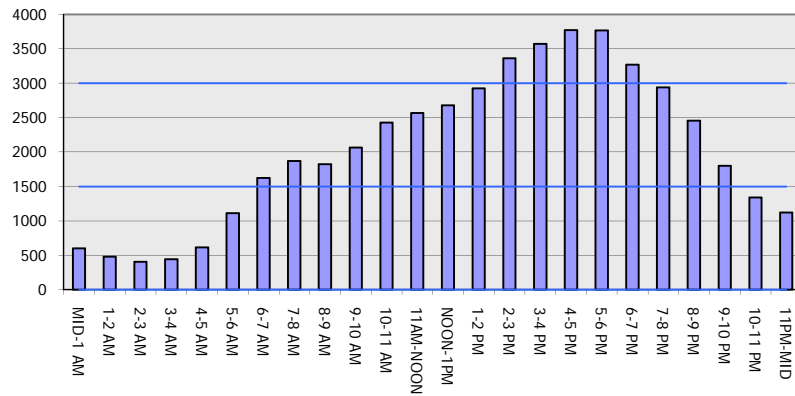
OCTOBER

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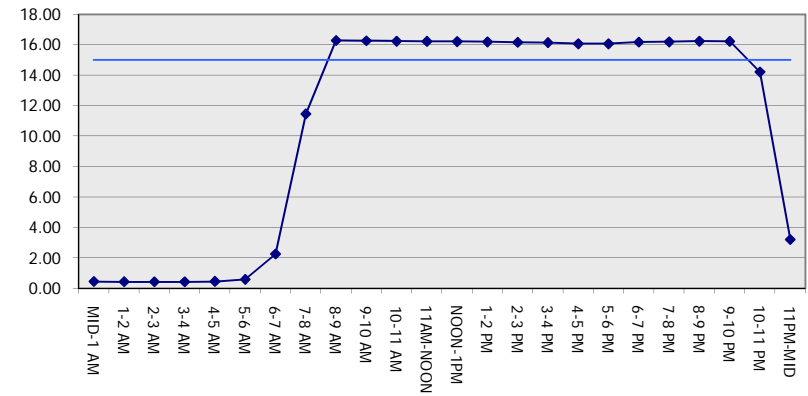
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

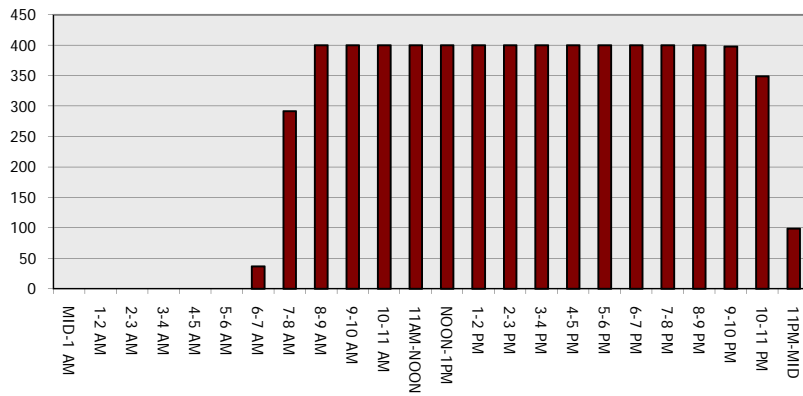
Main Route - Traffic Demand (Vehicles Per Hour)



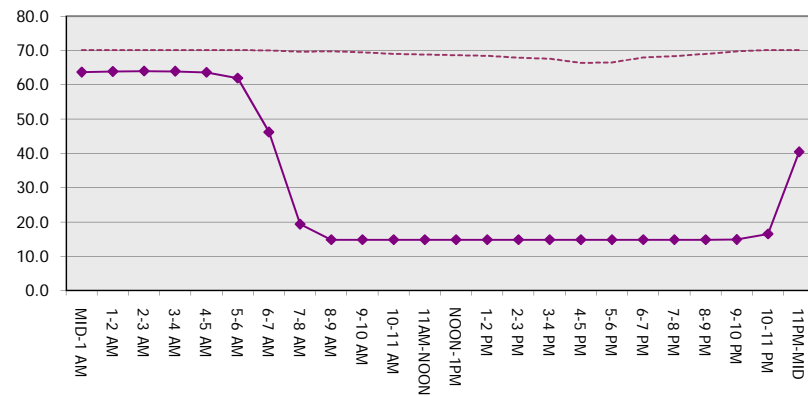
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	479	0.0	1500	479	0	0.43	0	70.2	63.9	47.0
1-2 AM	381	0.0	1500	381	0	0.42	0	70.2	64.0	47.4
2-3 AM	398	0.0	1500	398	0	0.42	0	70.2	64.0	47.4
3-4 AM	489	0.0	1500	489	0	0.43	0	70.2	63.8	46.9
4-5 AM	973	0.0	1499	973	0	0.52	0	70.2	62.7	43.9
5-6 AM	2088	0.0	1499	2003	85	7.85+	228	69.4	25.0	32.5
6-7 AM	2565	0.0	1500	1459	1106	16.04+	396	68.9	14.9	33.4
7-8 AM	2536	0.0	1500	1500	1036	16.23+	400	68.9	14.8	32.5
8-9 AM	2252	0.0	1500	1500	752	16.25+	400	69.2	14.8	32.5
9-10 AM	2270	0.0	1500	1500	770	16.25+	400	69.2	14.8	32.5
10-11 AM	2368	0.0	1500	1500	868	16.24+	400	69.1	14.8	32.5
11AM-NOON	2333	0.0	1500	1500	833	16.24+	400	69.1	14.8	32.5
NOON-1PM	2526	0.0	1500	1500	1026	16.23+	400	68.9	14.8	32.5
1-2 PM	2641	0.0	1500	1500	1141	16.22+	400	68.7	14.8	32.5
2-3 PM	2741	0.0	1500	1500	1241	16.21+	400	68.6	14.8	32.5
3-4 PM	2637	0.0	1500	1500	1137	16.22+	400	68.7	14.8	32.5
4-5 PM	2703	0.0	1500	1500	1203	16.21+	400	68.7	14.8	32.5
5-6 PM	2706	0.0	1500	1500	1206	16.21+	400	68.7	14.8	32.5
6-7 PM	2360	0.0	1500	1500	860	16.24+	400	69.1	14.8	32.5
7-8 PM	1873	0.0	1499	1460	413	16.13+	396	69.7	14.9	32.5
8-9 PM	1419	0.0	1499	1373	46	14.83+	363	70.2	16.0	32.5
9-10 PM	1211	0.0	1499	1211	0	6.25	163	70.2	28.8	35.0
10-11 PM	1042	0.0	1500	1042	0	0.50	0	70.2	63.0	44.6
11PM-MID	712	0.0	1500	712	0	0.46	0	70.2	63.5	46.0

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0355
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0258

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$136,886
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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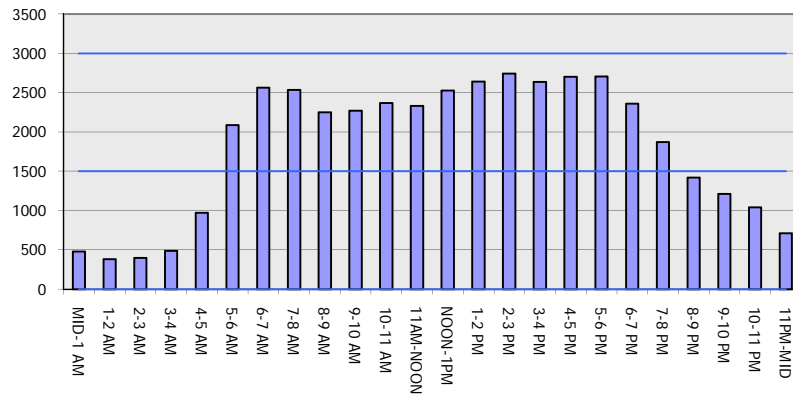
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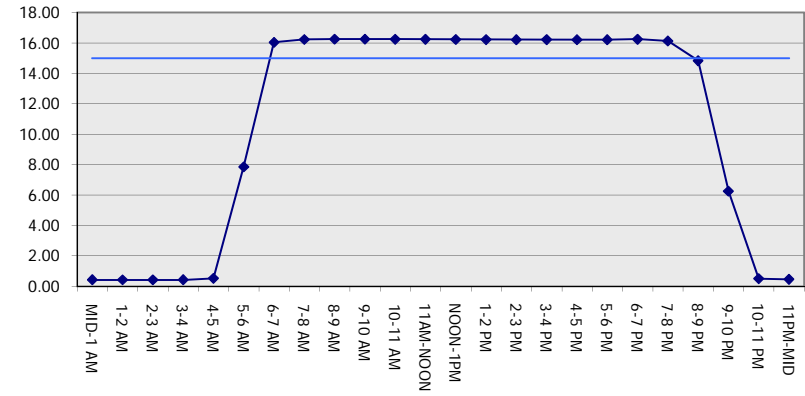
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

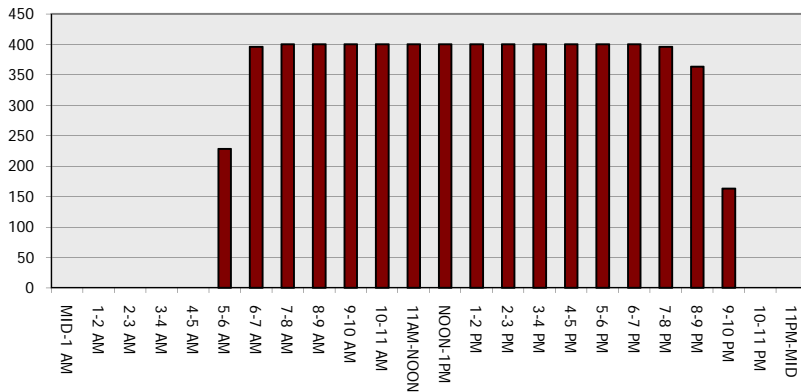
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

