

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

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	726	0.0	1500	726	0	0.71	9	70.2	60.4	45.9
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	63.9	47.1
2-3 AM	361	0.0	1500	361	0	0.41	0	70.2	64.1	47.6
3-4 AM	326	0.0	1500	326	0	0.41	0	70.2	64.1	47.7
4-5 AM	407	0.0	1500	407	0	0.42	0	70.2	64.0	47.3
5-6 AM	665	0.0	1500	665	0	0.45	0	70.2	63.6	46.2
6-7 AM	994	0.0	1500	994	0	0.49	0	70.2	63.0	44.8
7-8 AM	1378	0.0	1499	1378	0	0.85	0	70.2	58.7	35.8
8-9 AM	1909	0.0	1499	1909	0	6.20	171	69.7	28.9	32.5
9-10 AM	2435	0.0	1499	1500	935	16.23+	399	69.0	14.8	32.5
10-11 AM	2812	0.0	1500	1500	1312	16.20+	400	68.6	14.8	32.5
11AM-NOON	3049	0.0	1500	1500	1549	16.18+	400	68.2	14.8	32.5
NOON-1PM	3042	0.0	1500	1500	1542	16.18+	400	68.2	14.8	32.5
1-2 PM	2954	0.0	1500	1500	1454	16.19+	400	68.4	14.8	32.5
2-3 PM	3078	0.0	1500	1500	1578	16.18+	400	68.2	14.8	32.5
3-4 PM	2948	0.0	1500	1500	1448	16.19+	400	68.4	14.8	32.5
4-5 PM	2963	0.0	1500	1500	1463	16.19+	400	68.4	14.8	32.5
5-6 PM	2848	0.0	1500	1500	1348	16.20+	400	68.5	14.8	32.5
6-7 PM	2464	0.0	1500	1500	964	16.23+	400	69.0	14.8	32.5
7-8 PM	2059	0.0	1500	1500	559	16.26+	400	69.5	14.8	32.5
8-9 PM	1838	0.0	1500	1500	338	16.28+	400	69.7	14.8	32.5
9-10 PM	1630	0.0	1500	1500	130	16.30+	400	70.0	14.8	32.5
10-11 PM	1562	0.0	1500	1484	79	16.23+	398	70.1	14.8	32.5
11PM-MID	1221	0.0	1499	1221	0	10.95	279	70.2	20.0	34.0

+ 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	0.0358
MAIN ROUTE WITH WORKS	0.0220
'DIVERSION'	0.0276
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,384
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

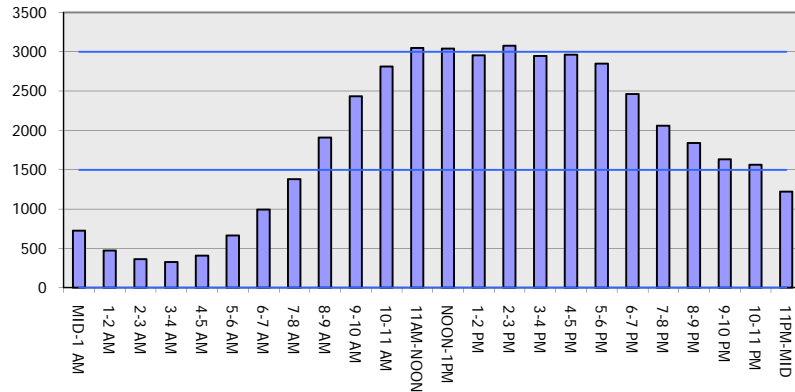
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OCTOBER

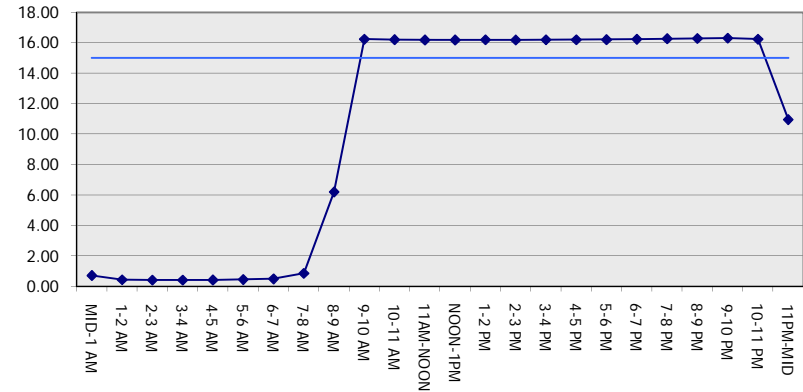
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

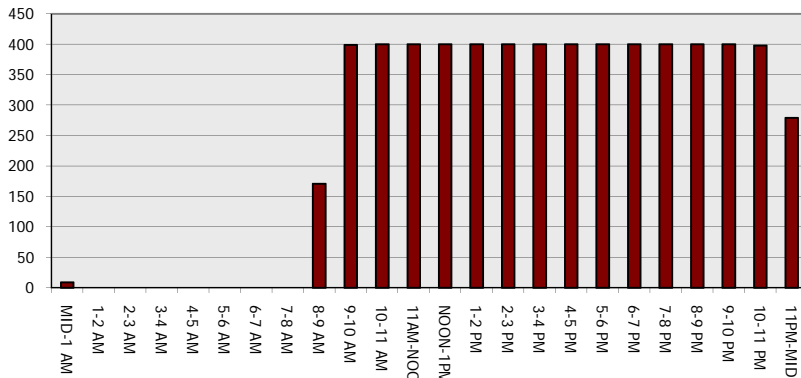
Main Route - Traffic Demand (Vehicles Per Hour)



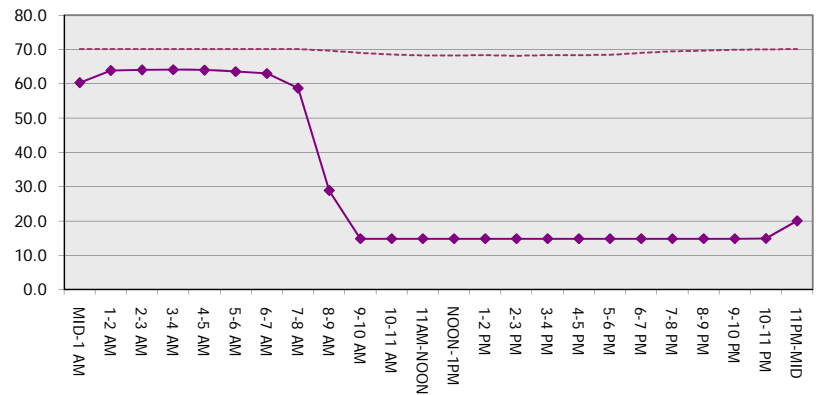
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	525	0.0	1500	525	0	0.43	0	70.2	63.8	46.8
1-2 AM	407	0.0	1500	407	0	0.42	0	70.2	64.0	47.3
2-3 AM	361	0.0	1500	361	0	0.41	0	70.2	64.1	47.6
3-4 AM	380	0.0	1500	380	0	0.42	0	70.2	64.0	47.4
4-5 AM	468	0.0	1500	468	0	0.43	0	70.2	63.9	47.1
5-6 AM	743	0.0	1500	743	0	0.46	0	70.2	63.5	45.9
6-7 AM	1023	0.0	1500	1023	0	0.50	0	70.2	63.0	44.7
7-8 AM	1371	0.0	1499	1371	0	0.84	0	70.2	58.9	35.9
8-9 AM	1822	0.0	1499	1822	0	4.79	125	69.8	33.3	32.5
9-10 AM	2525	0.0	1499	1500	1025	16.18+	399	68.9	14.8	33.3
10-11 AM	2787	0.0	1500	1500	1287	16.16+	400	68.6	14.8	33.3
11AM-NOON	2860	0.0	1500	1500	1360	16.15+	400	68.5	14.8	33.3
NOON-1PM	2841	0.0	1500	1500	1341	16.15+	400	68.5	14.8	33.3
1-2 PM	2764	0.0	1500	1500	1264	16.16+	400	68.6	14.8	33.3
2-3 PM	2855	0.0	1500	1500	1355	16.15+	400	68.5	14.8	33.3
3-4 PM	2865	0.0	1500	1500	1365	16.15+	400	68.5	14.8	33.3
4-5 PM	2795	0.0	1500	1500	1295	16.16+	400	68.6	14.8	33.3
5-6 PM	2617	0.0	1500	1500	1117	16.17+	400	68.8	14.8	33.3
6-7 PM	2142	0.0	1500	1541	601	16.06+	395	69.4	15.0	32.9
7-8 PM	1756	0.0	1499	1533	223	16.13+	396	69.9	14.9	32.5
8-9 PM	1460	0.0	1500	1457	3	15.82+	387	70.2	15.2	32.5
9-10 PM	1313	0.0	1499	1313	0	11.09	270	70.2	19.8	32.5
10-11 PM	1093	0.0	1500	1093	0	1.62	39	70.2	51.2	41.5
11PM-MID	861	0.0	1500	861	0	0.48	0	70.2	63.3	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	0.0212
'DIVERSION'	0.0230

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$142,544
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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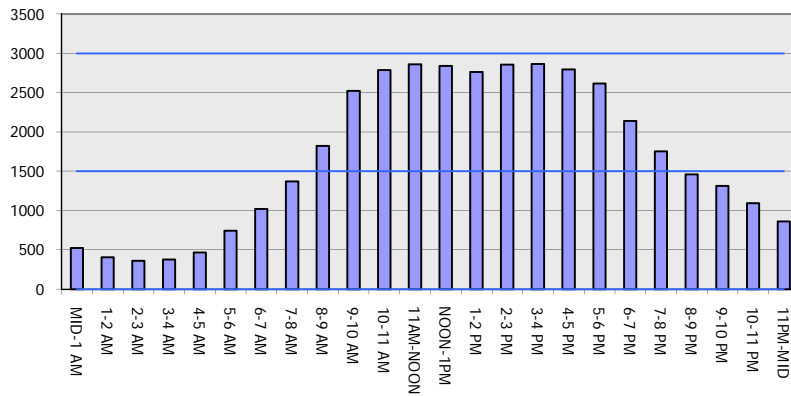
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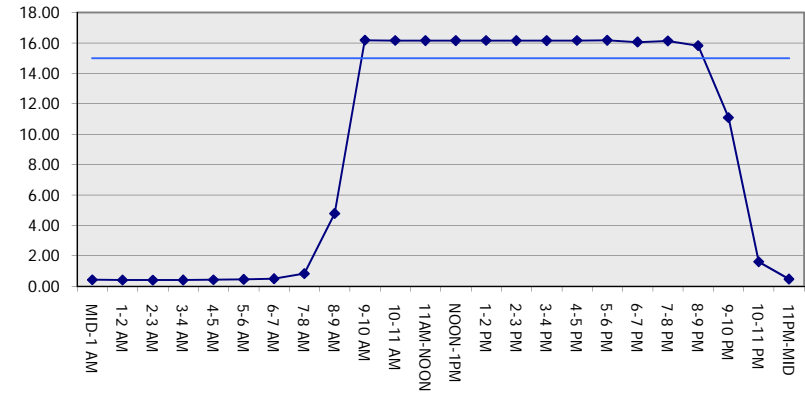
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

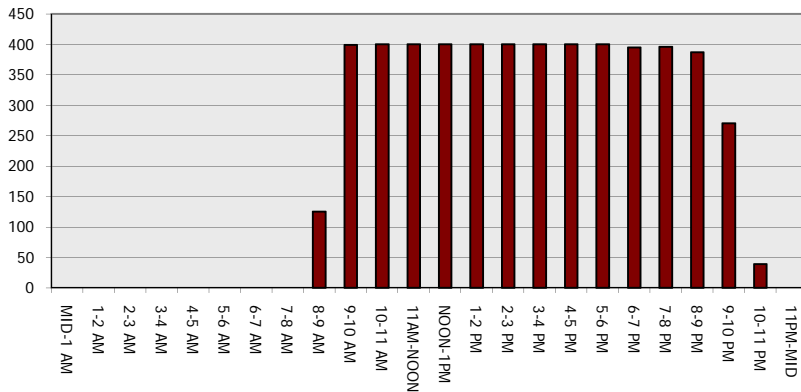
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

