

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	518	0.0	1500	518	0	0.43	0	70.2	63.8	46.8	
1-2 AM	382	0.0	1500	382	0	0.42	0	70.2	64.0	47.4	
2-3 AM	331	0.0	1500	331	0	0.41	0	70.2	64.1	47.7	
3-4 AM	360	0.0	1500	360	0	0.41	0	70.2	64.1	47.6	
4-5 AM	574	0.0	1500	574	0	0.44	0	70.2	63.7	46.6	
5-6 AM	1021	0.0	OFF	1021	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1686	0.0	OFF	1686	0	0.00	0	69.9	69.9	69.9	
7-8 AM	1947	0.0	OFF	1947	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1762	0.0	OFF	1762	0	0.00	0	69.9	69.9	69.9	
9-10 AM	2015	0.0	OFF	2015	0	0.00	0	69.6	69.6	69.6	
10-11 AM	2135	0.0	OFF	2135	0	0.00	0	69.4	69.4	69.4	
11AM-NOON	2157	0.0	OFF	2157	0	0.00	0	69.4	69.4	69.4	
NOON-1PM	2154	0.0	OFF	2154	0	0.00	0	69.4	69.4	69.4	
1-2 PM	2238	0.0	OFF	2238	0	0.00	0	69.2	69.2	69.2	
2-3 PM	2542	0.0	OFF	2542	0	0.00	0	68.9	68.9	68.9	
3-4 PM	3025	0.0	OFF	3025	0	0.00	0	68.2	68.2	68.2	
4-5 PM	3306	0.0	OFF	3306	0	0.00	0	67.9	67.9	67.9	
5-6 PM	3225	0.0	OFF	3225	0	0.00	0	68.0	68.0	68.0	
6-7 PM	2667	0.0	OFF	2667	0	0.00	0	68.7	68.7	68.7	
7-8 PM	1899	0.0	1499	1899	0	8.97	235	69.7	22.9	32.5	
8-9 PM	1513	0.0	1499	1472	42	16.01+	392	70.2	15.0	32.5	
9-10 PM	1339	0.0	1499	1339	0	12.51	305	70.2	18.1	32.5	
10-11 PM	1036	0.0	1499	1036	0	1.97	56	70.2	48.3	41.7	
11PM-MID	772	0.0	1500	772	0	0.47	0	70.2	63.4	45.8	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

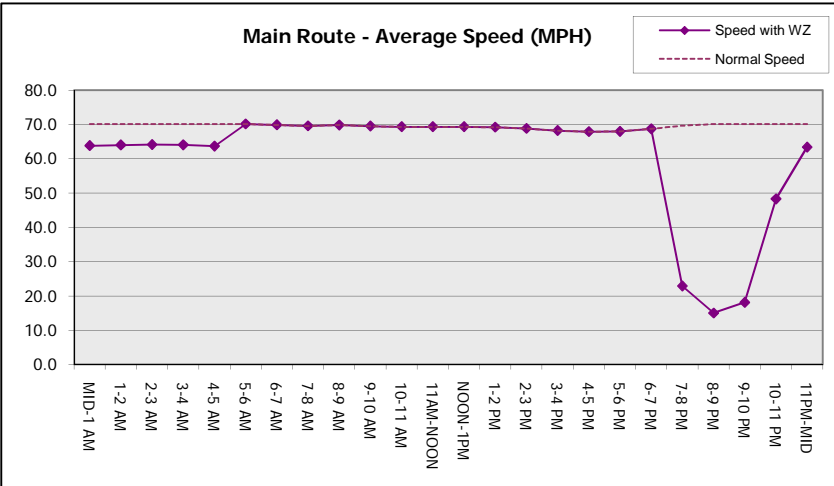
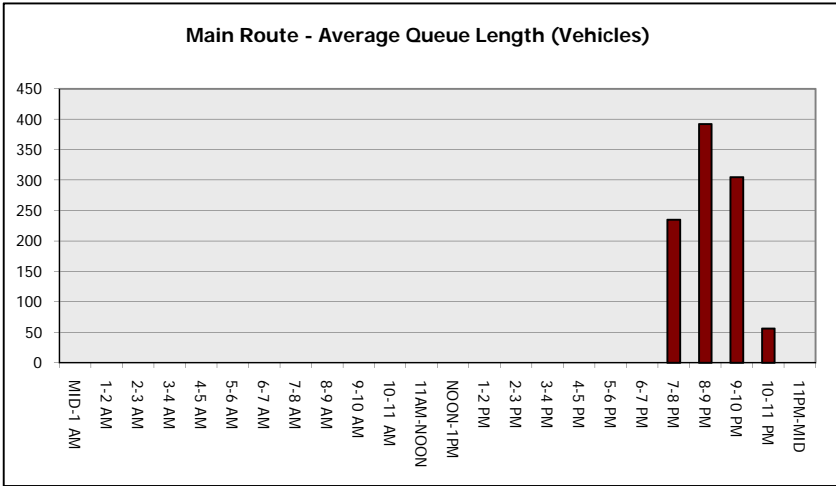
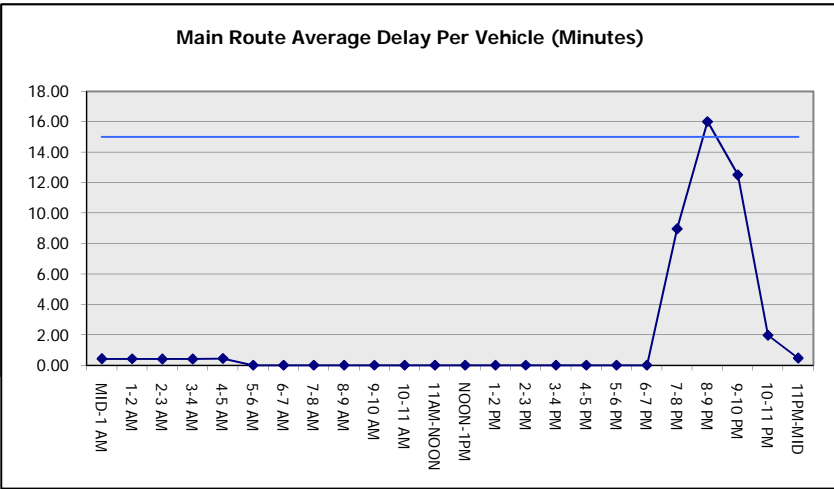
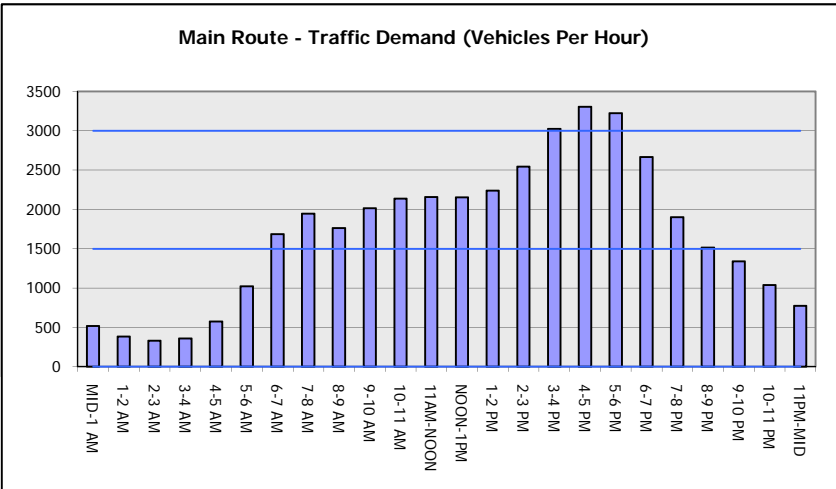
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0330
MAIN ROUTE WITH WORKS	0.0324
'DIVERSION'	0.0001
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$14,390
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	419	0.0	1500	419	0	0.42	0	70.2	64.0	47.3
1-2 AM	347	0.0	1500	347	0	0.41	0	70.2	64.1	47.6
2-3 AM	338	0.0	1500	338	0	0.41	0	70.2	64.1	47.6
3-4 AM	415	0.0	1500	415	0	0.42	0	70.2	64.0	47.3
4-5 AM	866	0.0	1500	866	0	0.48	0	70.2	63.3	45.3
5-6 AM	2230	0.0	OFF	2230	0	0.00	0	69.2	69.2	69.2
6-7 AM	3040	0.0	OFF	3040	0	0.00	0	68.2	68.2	68.2
7-8 AM	2760	0.0	OFF	2760	0	0.00	0	68.6	68.6	68.6
8-9 AM	2380	0.0	OFF	2380	0	0.00	0	69.1	69.1	69.1
9-10 AM	2254	0.0	OFF	2254	0	0.00	0	69.2	69.2	69.2
10-11 AM	2175	0.0	OFF	2175	0	0.00	0	69.3	69.3	69.3
11AM-NOON	2211	0.0	OFF	2211	0	0.00	0	69.3	69.3	69.3
NOON-1PM	2289	0.0	OFF	2289	0	0.00	0	69.2	69.2	69.2
1-2 PM	2387	0.0	OFF	2387	0	0.00	0	69.1	69.1	69.1
2-3 PM	2456	0.0	OFF	2456	0	0.00	0	69.0	69.0	69.0
3-4 PM	2480	0.0	OFF	2480	0	0.00	0	68.9	68.9	68.9
4-5 PM	2370	0.0	OFF	2370	0	0.00	0	69.1	69.1	69.1
5-6 PM	2323	0.0	OFF	2323	0	0.00	0	69.2	69.2	69.2
6-7 PM	2055	0.0	OFF	2055	0	0.00	0	69.5	69.5	69.5
7-8 PM	1613	0.0	1499	1613	0	3.84	77	70.0	37.3	32.5
8-9 PM	1379	0.0	1499	1379	0	3.21	65	70.2	40.4	33.8
9-10 PM	1218	0.0	1500	1218	0	0.64	0	70.2	61.2	40.4
10-11 PM	930	0.0	1500	930	0	0.48	0	70.2	63.2	45.1
11PM-MID	633	0.0	1500	633	0	0.45	0	70.2	63.7	46.3

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0337
MAIN ROUTE WITH WORKS	0.0332
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,092
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

