

<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	636	0.0	1500	636	0	0.45	0	70.2	63.7	46.3	
1-2 AM	485	0.0	1500	485	0	0.43	0	70.2	63.9	47.0	
2-3 AM	358	0.0	1500	358	0	0.41	0	70.2	64.1	47.6	
3-4 AM	397	0.0	1500	397	0	0.42	0	70.2	64.0	47.4	
4-5 AM	587	0.0	1500	587	0	0.44	0	70.2	63.7	46.5	
5-6 AM	1025	0.0	1499	1025	0	0.52	0	70.2	62.7	43.8	
6-7 AM	1709	0.0	1499	1709	0	3.40	75	69.9	39.4	32.5	
7-8 AM	1943	0.0	1500	1711	232	14.37+	357	69.6	16.3	32.5	
8-9 AM	1878	0.0	1500	1500	378	16.28+	400	69.7	14.8	32.5	
9-10 AM	2111	0.0	1500	1500	611	16.26+	400	69.4	14.8	32.5	
10-11 AM	2360	0.0	1500	1500	860	16.24+	400	69.1	14.8	32.5	
11AM-NOON	2459	0.0	1500	1500	959	16.23+	400	69.0	14.8	32.5	
NOON-1PM	2472	0.0	1500	1500	972	16.23+	400	69.0	14.8	32.5	
1-2 PM	2506	0.0	1500	1500	1006	16.23+	400	68.9	14.8	32.5	
2-3 PM	2810	0.0	1500	1500	1310	16.20+	400	68.6	14.8	32.5	
3-4 PM	3208	0.0	1500	1500	1708	16.17+	400	68.1	14.8	32.5	
4-5 PM	3484	0.0	1500	1500	1984	16.15+	400	67.7	14.8	32.5	
5-6 PM	3502	0.0	1500	1500	2002	16.15+	400	67.7	14.8	32.5	
6-7 PM	2899	0.0	1500	1500	1399	16.20+	400	68.4	14.8	32.5	
7-8 PM	2086	0.0	1500	1500	586	16.26+	400	69.4	14.8	32.5	
8-9 PM	1657	0.0	1500	1478	179	16.20+	397	70.0	14.8	32.5	
9-10 PM	1469	0.0	1499	1459	10	15.86+	388	70.2	15.2	32.5	
10-11 PM	1252	0.0	1499	1252	0	9.96	249	70.2	21.4	33.5	
11PM-MID	955	0.0	1500	955	0	0.84	12	70.2	58.9	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

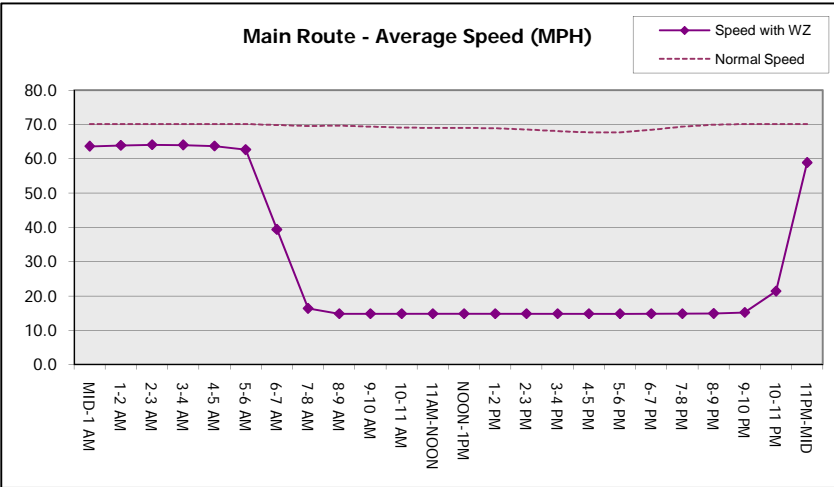
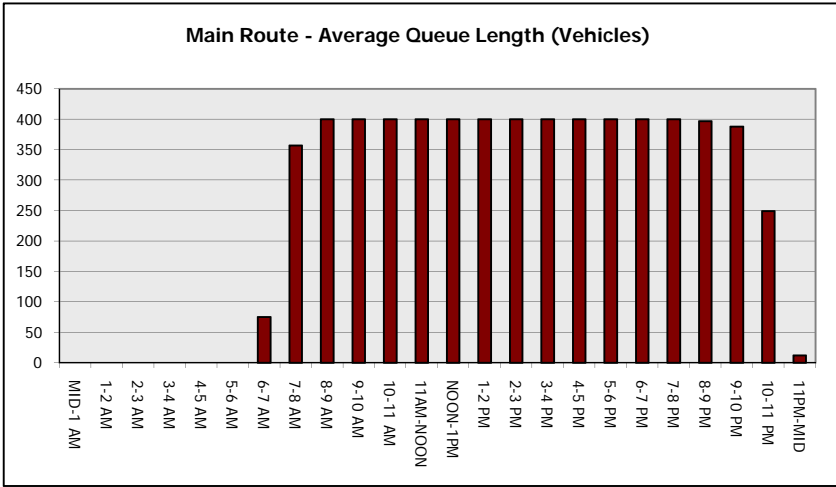
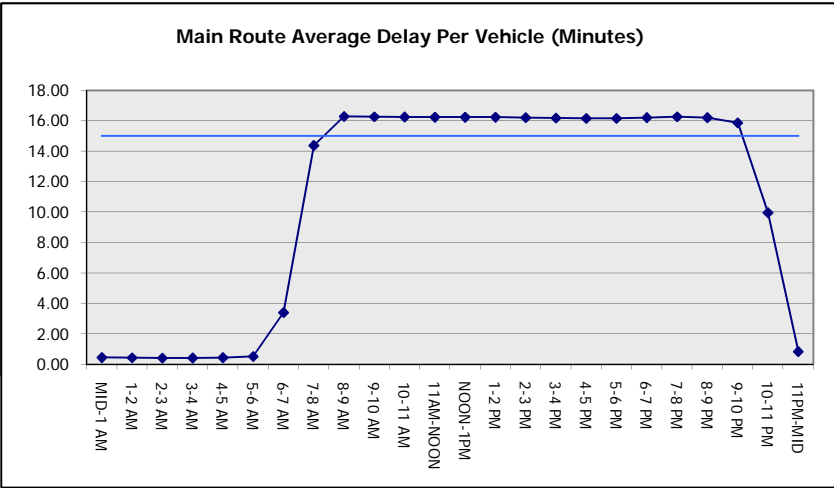
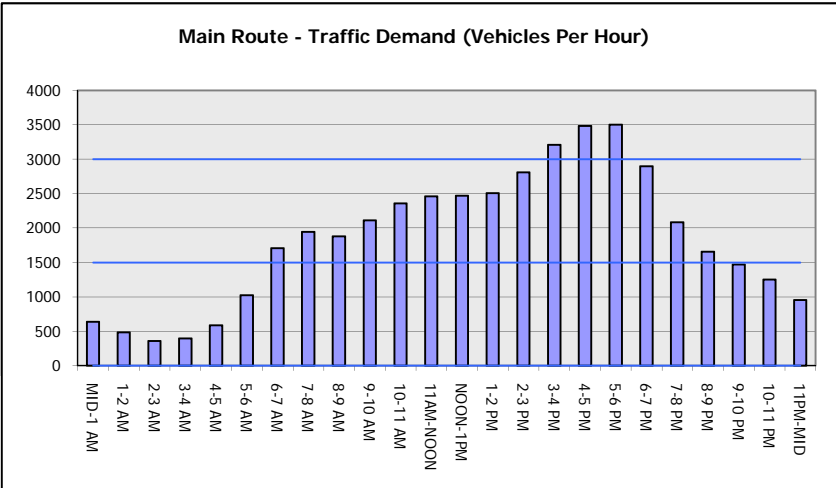
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0359
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0267
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,556
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	526	0.0	1500	526	0	0.43	0	70.2	63.8	46.8
1-2 AM	398	0.0	1500	398	0	0.42	0	70.2	64.0	47.4
2-3 AM	364	0.0	1500	364	0	0.41	0	70.2	64.1	47.5
3-4 AM	458	0.0	1500	458	0	0.43	0	70.2	63.9	47.1
4-5 AM	940	0.0	1499	940	0	0.51	0	70.2	62.8	44.2
5-6 AM	2248	0.0	1499	1888	360	8.94+	250	69.2	22.9	32.5
6-7 AM	2976	0.0	1499	1500	1476	16.19+	399	68.3	14.8	32.5
7-8 AM	2746	0.0	1499	1500	1246	16.21+	400	68.6	14.8	32.5
8-9 AM	2441	0.0	1499	1500	941	16.23+	400	69.0	14.8	32.5
9-10 AM	2593	0.0	1500	1500	1093	16.22+	400	68.8	14.8	32.5
10-11 AM	2586	0.0	1500	1500	1086	16.22+	400	68.8	14.8	32.5
11AM-NOON	2516	0.0	1500	1500	1016	16.23+	400	68.9	14.8	32.5
NOON-1PM	2486	0.0	1500	1500	986	16.23+	400	68.9	14.8	32.5
1-2 PM	2566	0.0	1500	1500	1066	16.22+	400	68.9	14.8	32.5
2-3 PM	2598	0.0	1500	1500	1098	16.22+	400	68.8	14.8	32.5
3-4 PM	2483	0.0	1499	1500	983	16.23+	400	68.9	14.8	32.5
4-5 PM	2357	0.0	1499	1500	857	16.24+	400	69.1	14.8	32.5
5-6 PM	2358	0.0	1499	1500	858	16.24+	400	69.1	14.8	32.5
6-7 PM	2223	0.0	1500	1500	723	16.25+	400	69.3	14.8	32.5
7-8 PM	1770	0.0	1500	1500	270	16.28+	400	69.9	14.8	32.5
8-9 PM	1489	0.0	1500	1478	11	15.91+	389	70.2	15.1	32.5
9-10 PM	1308	0.0	1499	1308	0	11.64	285	70.2	19.1	32.5
10-11 PM	1002	0.0	1500	1002	0	1.44	35	70.2	52.7	43.2
11PM-MID	705	0.0	1500	705	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	0.0358
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0265

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$137,032
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

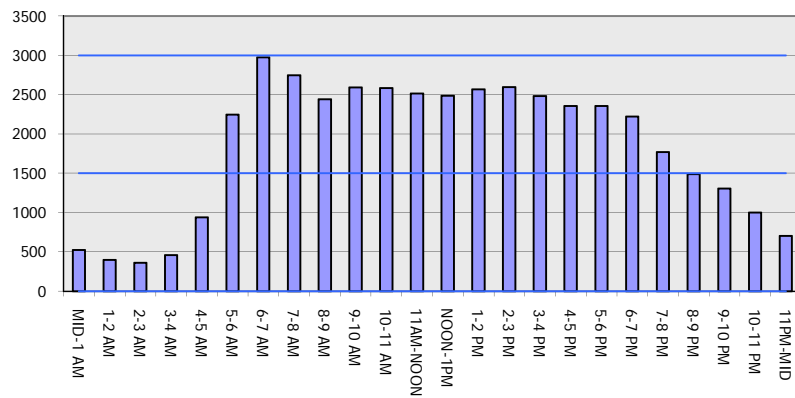
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

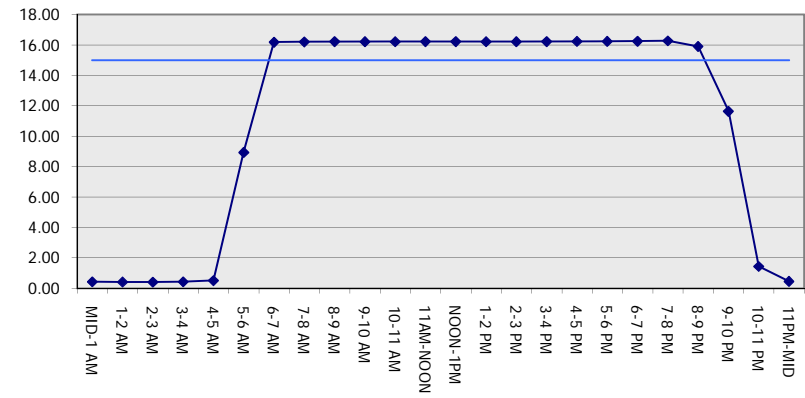
**MON-THUR**

**EASTBOUND DIRECTION**

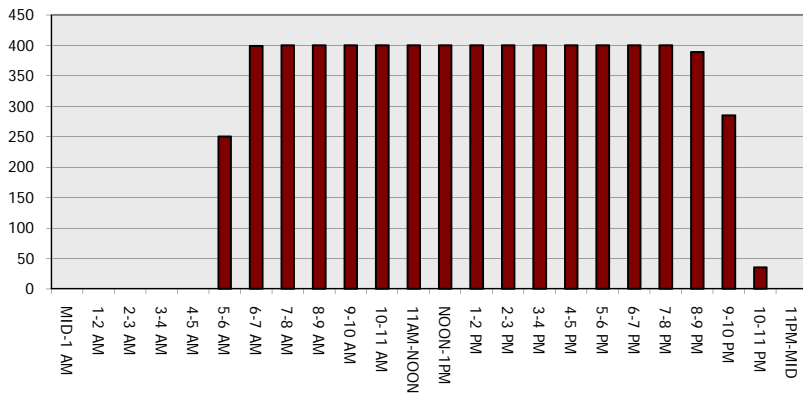
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

