

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)  
CONTINUOUS (24 HOUR) 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	607	0.0	3000	607	0	0.36	0	70.2	64.8	49.7
1-2 AM	488	0.0	3000	488	0	0.36	0	70.2	64.8	49.7
2-3 AM	412	0.0	3000	412	0	0.36	0	70.2	64.8	49.7
3-4 AM	451	0.0	3000	451	0	0.36	0	70.2	64.8	49.7
4-5 AM	624	0.0	3000	624	0	0.36	0	70.2	64.8	49.7
5-6 AM	1128	0.0	3000	1128	0	0.36	0	70.2	64.8	49.7
6-7 AM	1647	0.0	3000	1647	0	0.36	0	70.0	64.7	49.7
7-8 AM	1899	0.0	3000	1899	0	0.35	0	69.7	64.5	49.7
8-9 AM	1851	0.0	3000	1851	0	0.35	0	69.7	64.5	49.7
9-10 AM	2097	0.0	3000	2097	0	0.35	0	69.4	64.3	49.7
10-11 AM	2463	0.0	3000	2463	0	0.41	0	69.0	63.1	47.1
11AM-NOON	2603	0.0	3000	2603	0	0.50	0	68.8	61.8	43.9
NOON-1PM	2718	0.0	2999	2718	0	0.58	0	68.7	60.8	41.7
1-2 PM	2967	0.0	2999	2967	0	0.84	6	68.4	57.6	37.8
2-3 PM	3414	0.0	3000	3414	0	4.21	213	67.8	35.1	36.9
3-4 PM	3624	0.0	3000	3286	338	13.02+	692	67.4	17.5	36.9
4-5 PM	3828	0.0	3000	3000	828	15.15+	800	66.0	15.5	36.9
5-6 PM	3823	0.0	3000	3000	823	15.15+	800	66.0	15.5	36.9
6-7 PM	3318	0.0	3000	3048	270	15.18+	794	67.9	15.5	36.9
7-8 PM	2984	0.0	3000	2968	17	14.99+	782	68.3	15.7	36.9
8-9 PM	2493	0.0	2999	2493	0	9.79	525	68.9	21.5	38.2
9-10 PM	1824	0.0	3000	1824	0	0.70	26	69.8	60.2	49.7
10-11 PM	1358	0.0	3000	1358	0	0.36	0	70.2	64.8	49.7
11PM-MID	1137	0.0	3000	1137	0	0.36	0	70.2	64.8	49.7

+ 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	0.0404
MAIN ROUTE WITH WORKS	0.0354
'DIVERSION'	0.0043
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,258
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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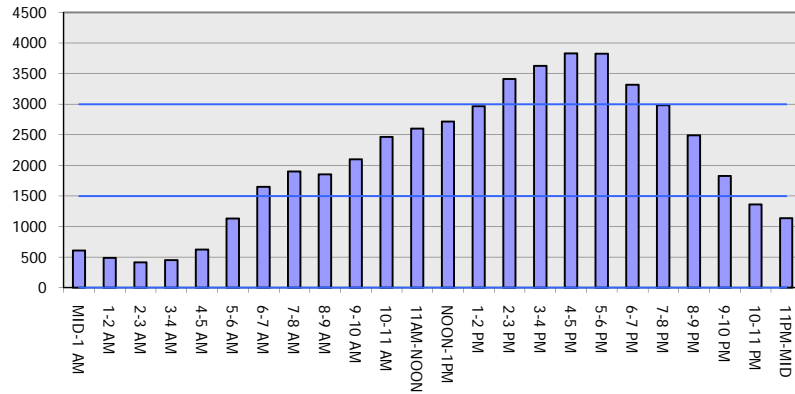
**OCTOBER**

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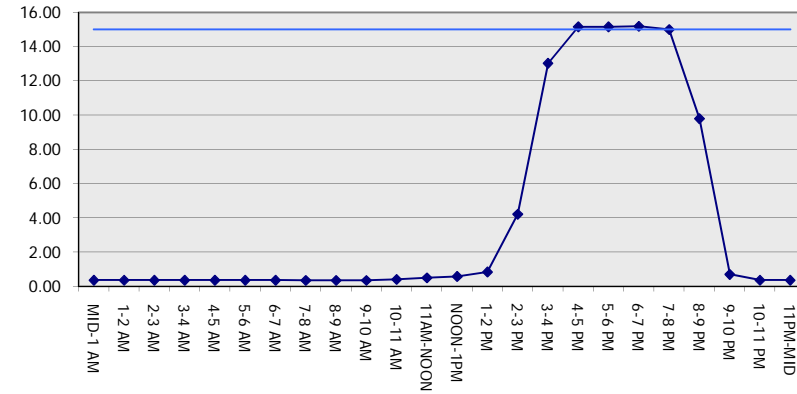
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

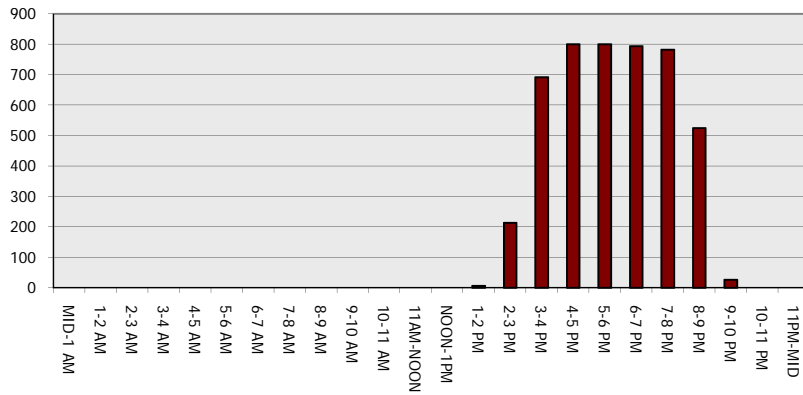
**Main Route - Traffic Demand (Vehicles Per Hour)**



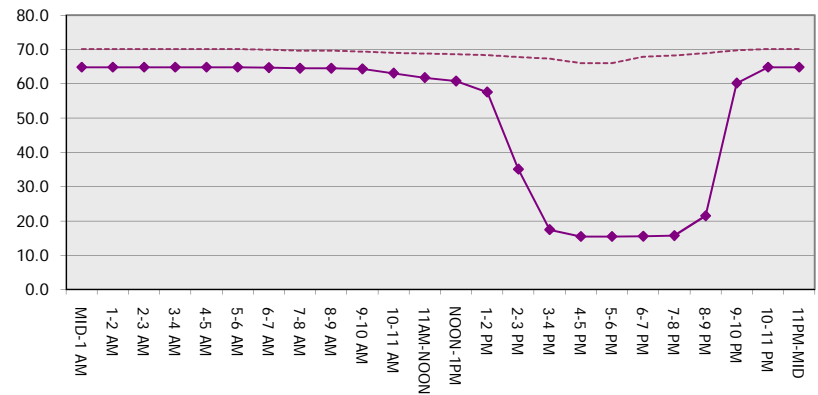
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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

**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	486	0.0	3000	486	0	0.36	0	70.2	64.8	49.7
1-2 AM	387	0.0	3000	387	0	0.36	0	70.2	64.8	49.7
2-3 AM	404	0.0	3000	404	0	0.36	0	70.2	64.8	49.7
3-4 AM	496	0.0	3000	496	0	0.36	0	70.2	64.8	49.7
4-5 AM	987	0.0	3000	987	0	0.36	0	70.2	64.8	49.7
5-6 AM	2118	0.0	3000	2118	0	0.35	0	69.4	64.3	49.7
6-7 AM	2602	0.0	3000	2602	0	0.50	0	68.8	61.8	44.0
7-8 AM	2573	0.0	3000	2573	0	0.48	0	68.9	62.1	44.5
8-9 AM	2285	0.0	3000	2285	0	0.35	0	69.2	64.1	49.7
9-10 AM	2303	0.0	3000	2303	0	0.35	0	69.2	64.1	49.7
10-11 AM	2403	0.0	3000	2403	0	0.37	0	69.1	63.7	48.6
11AM-NOON	2368	0.0	3000	2368	0	0.35	0	69.1	64.0	49.6
NOON-1PM	2563	0.0	3000	2563	0	0.48	0	68.9	62.2	44.8
1-2 PM	2679	0.0	3000	2679	0	0.55	0	68.7	61.1	42.4
2-3 PM	2781	0.0	3000	2781	0	0.62	0	68.6	60.2	40.4
3-4 PM	2675	0.0	3000	2675	0	0.55	0	68.7	61.2	42.4
4-5 PM	2742	0.0	3000	2742	0	0.59	0	68.6	60.5	41.2
5-6 PM	2745	0.0	3000	2745	0	0.60	0	68.6	60.5	41.1
6-7 PM	2394	0.0	3000	2394	0	0.37	0	69.1	63.8	48.8
7-8 PM	1900	0.0	3000	1900	0	0.35	0	69.7	64.5	49.7
8-9 PM	1440	0.0	3000	1440	0	0.36	0	70.2	64.8	49.7
9-10 PM	1229	0.0	3000	1229	0	0.36	0	70.2	64.8	49.7
10-11 PM	1057	0.0	3000	1057	0	0.36	0	70.2	64.8	49.7
11PM-MID	723	0.0	3000	723	0	0.36	0	70.2	64.8	49.7

*----- 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	0.0360
MAIN ROUTE WITH WORKS	0.0331
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,520
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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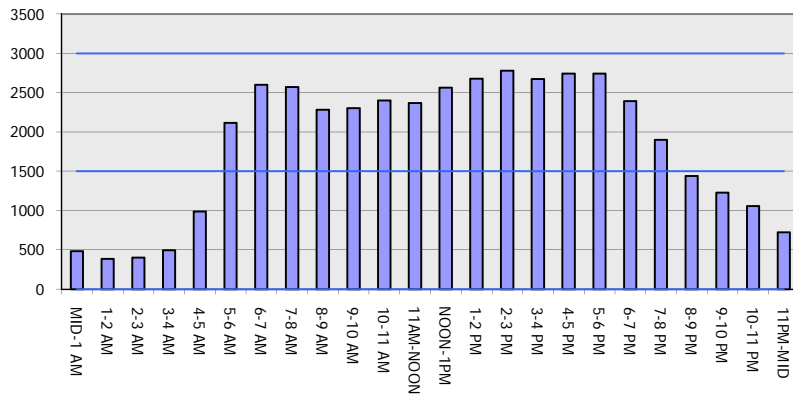
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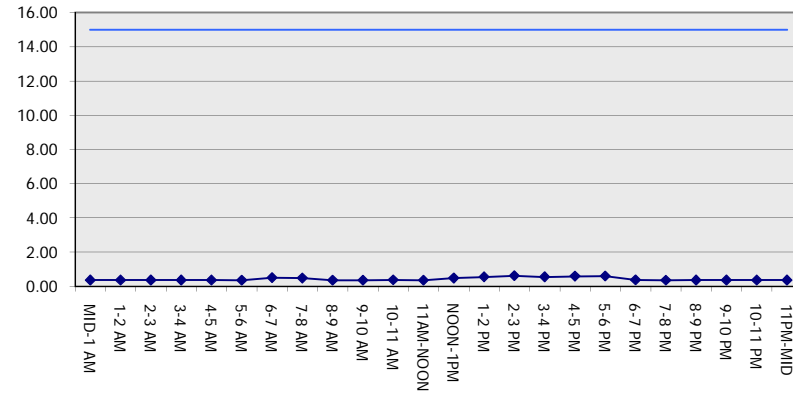
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

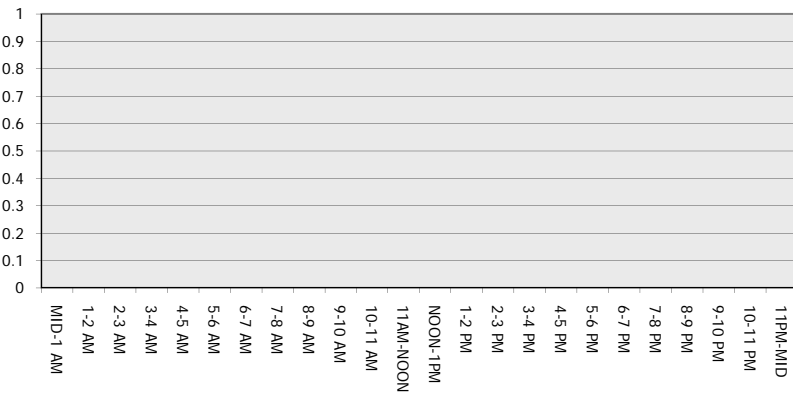
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

