

<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	500	0.0	3000	500	0	0.36	0	70.2	64.8	49.7
1-2 AM	379	0.0	3000	379	0	0.36	0	70.2	64.8	49.7
2-3 AM	341	0.0	3000	341	0	0.36	0	70.2	64.8	49.7
3-4 AM	379	0.0	3000	379	0	0.36	0	70.2	64.8	49.7
4-5 AM	555	0.0	3000	555	0	0.36	0	70.2	64.8	49.7
5-6 AM	1079	0.0	3000	1079	0	0.36	0	70.2	64.8	49.7
6-7 AM	1705	0.0	3000	1705	0	0.36	0	69.9	64.6	49.7
7-8 AM	1927	0.0	3000	1927	0	0.35	0	69.6	64.5	49.7
8-9 AM	1794	0.0	3000	1794	0	0.35	0	69.8	64.6	49.7
9-10 AM	1917	0.0	3000	1917	0	0.35	0	69.7	64.5	49.7
10-11 AM	2058	0.0	3000	2058	0	0.35	0	69.5	64.3	49.7
11AM-NOON	2070	0.0	3000	2070	0	0.35	0	69.5	64.3	49.7
NOON-1PM	2055	0.0	3000	2055	0	0.35	0	69.5	64.3	49.7
1-2 PM	2101	0.0	3000	2101	0	0.35	0	69.4	64.3	49.7
2-3 PM	2417	0.0	2999	2417	0	0.40	0	69.1	63.3	47.8
3-4 PM	2910	0.0	2999	2910	0	0.72	1	68.4	58.9	38.4
4-5 PM	3220	0.0	3000	3220	0	2.53	105	68.1	43.5	36.9
5-6 PM	3201	0.0	3000	3201	0	6.99	347	68.1	26.6	36.9
6-7 PM	2513	0.0	2999	2513	0	4.02	232	68.9	36.1	41.4
7-8 PM	1698	0.0	3000	1698	0	0.36	0	69.9	64.6	49.7
8-9 PM	1381	0.0	3000	1381	0	0.36	0	70.2	64.8	49.7
9-10 PM	1204	0.0	3000	1204	0	0.36	0	70.2	64.8	49.7
10-11 PM	905	0.0	3000	905	0	0.36	0	70.2	64.8	49.7
11PM-MID	742	0.0	3000	742	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	0.0317
MAIN ROUTE WITH WORKS	0.0291
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$10,927
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

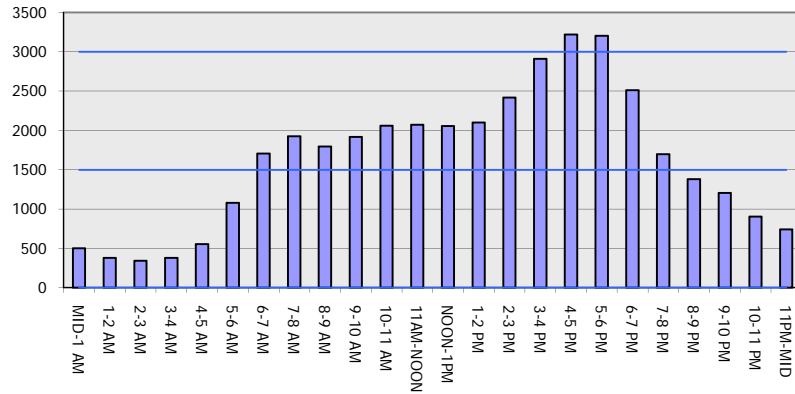
Analyzed for 2009  
Construction Season

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

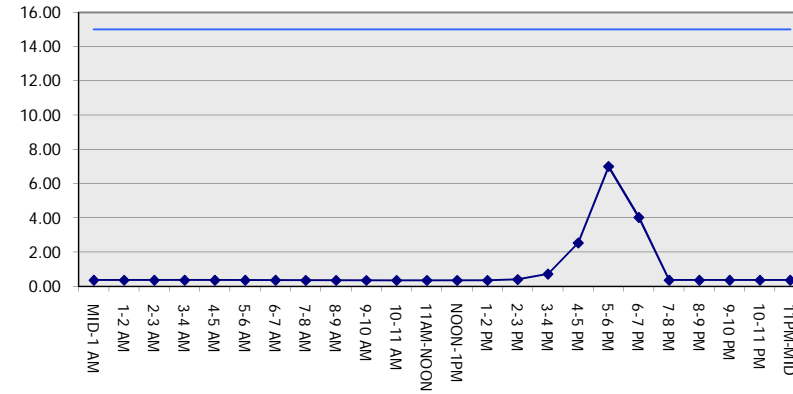
**MON-THUR**

**WESTBOUND DIRECTION**

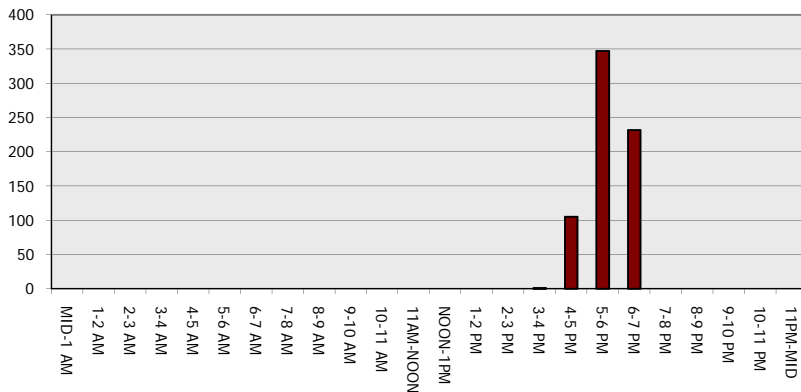
**Main Route - Traffic Demand (Vehicles Per Hour)**



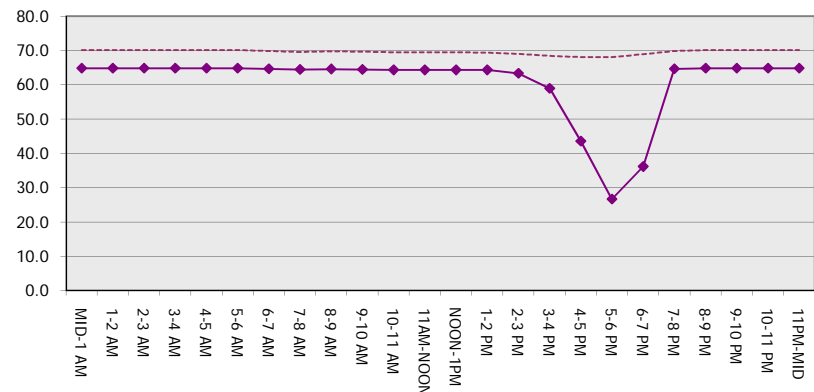
**Main Route Average Delay Per Vehicle (Minutes)**



**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**

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	424	0.0	3000	424	0	0.36	0	70.2	64.8	49.7
1-2 AM	362	0.0	3000	362	0	0.36	0	70.2	64.8	49.7
2-3 AM	356	0.0	3000	356	0	0.36	0	70.2	64.8	49.7
3-4 AM	457	0.0	3000	457	0	0.36	0	70.2	64.8	49.7
4-5 AM	952	0.0	3000	952	0	0.36	0	70.2	64.8	49.7
5-6 AM	2235	0.0	3000	2235	0	0.35	0	69.2	64.2	49.7
6-7 AM	2772	0.0	3000	2772	0	0.61	0	68.6	60.3	40.6
7-8 AM	2675	0.0	3000	2675	0	0.55	0	68.7	61.2	42.4
8-9 AM	2298	0.0	3000	2298	0	0.35	0	69.2	64.1	49.7
9-10 AM	2166	0.0	3000	2166	0	0.35	0	69.4	64.3	49.7
10-11 AM	2041	0.0	3000	2041	0	0.35	0	69.5	64.4	49.7
11AM-NOON	2039	0.0	3000	2039	0	0.35	0	69.5	64.4	49.7
NOON-1PM	2158	0.0	3000	2158	0	0.35	0	69.4	64.3	49.7
1-2 PM	2231	0.0	3000	2231	0	0.35	0	69.2	64.2	49.7
2-3 PM	2303	0.0	3000	2303	0	0.35	0	69.2	64.1	49.7
3-4 PM	2283	0.0	3000	2283	0	0.35	0	69.2	64.1	49.7
4-5 PM	2148	0.0	3000	2148	0	0.35	0	69.4	64.3	49.7
5-6 PM	2167	0.0	3000	2167	0	0.35	0	69.4	64.3	49.7
6-7 PM	1897	0.0	3000	1897	0	0.35	0	69.7	64.5	49.7
7-8 PM	1518	0.0	3000	1518	0	0.36	0	70.2	64.8	49.7
8-9 PM	1226	0.0	3000	1226	0	0.36	0	70.2	64.8	49.7
9-10 PM	1089	0.0	3000	1089	0	0.36	0	70.2	64.8	49.7
10-11 PM	793	0.0	3000	793	0	0.36	0	70.2	64.8	49.7
11PM-MID	581	0.0	3000	581	0	0.36	0	70.2	64.8	49.7

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0318
MAIN ROUTE WITH WORKS	0.0292
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,133
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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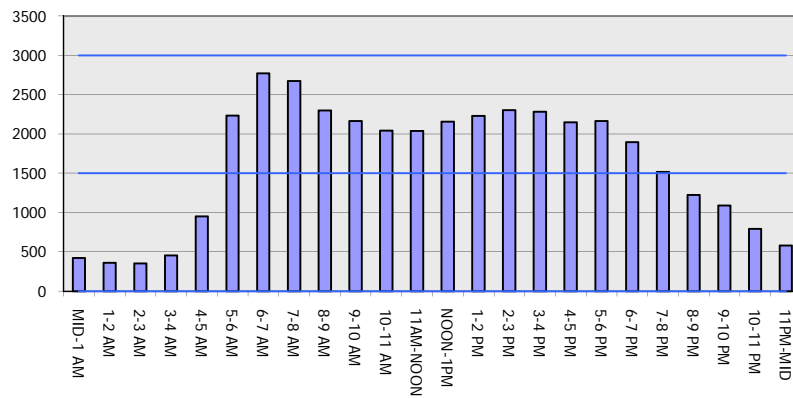
**OCTOBER**

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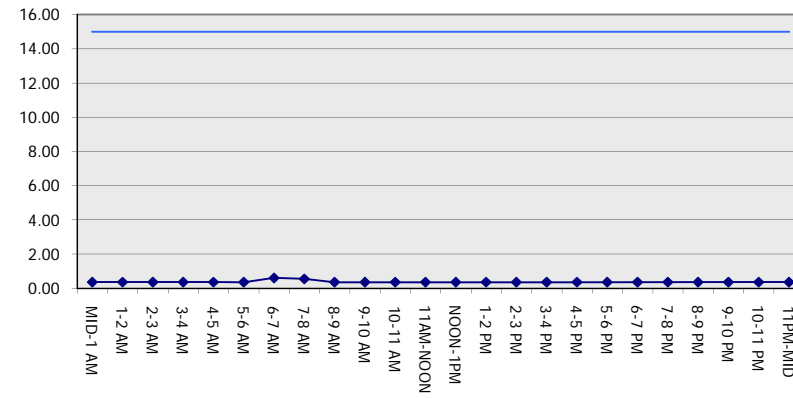
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR EASTBOUND DIRECTION**

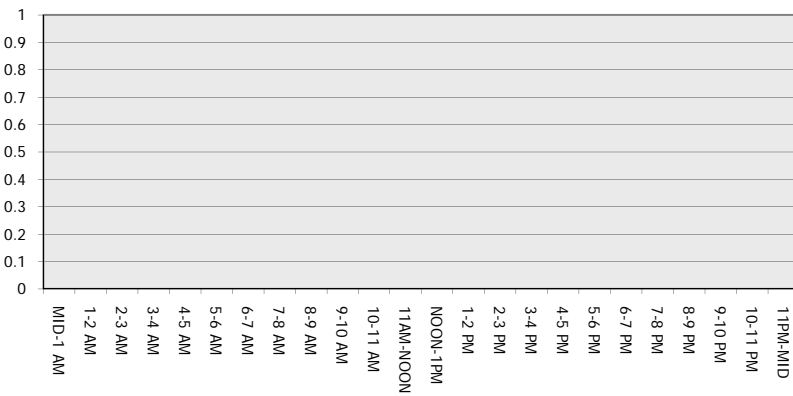
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

