

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

**MAY**  
Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	679	0.0	OFF	679	0	0.00	0	70.2	70.2	70.2	
1-2 AM	418	0.0	OFF	418	0	0.00	0	70.2	70.2	70.2	
2-3 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2	
3-4 AM	220	0.0	OFF	220	0	0.00	0	70.2	70.2	70.2	
4-5 AM	212	0.0	OFF	212	0	0.00	0	70.2	70.2	70.2	
5-6 AM	310	0.0	OFF	310	0	0.00	0	70.2	70.2	70.2	
6-7 AM	554	0.0	OFF	554	0	0.00	0	70.2	70.2	70.2	
7-8 AM	911	0.0	OFF	911	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1399	0.0	OFF	1399	0	0.00	0	70.2	70.2	70.2	
9-10 AM	1967	0.0	1499	1967	0	6.87	196	69.6	27.1	32.5	
10-11 AM	2582	0.0	1500	1500	1082	16.22+	400	68.8	14.8	32.5	
11AM-NOON	3006	0.0	1500	1500	1506	16.19+	400	68.3	14.8	32.5	
NOON-1PM	3062	0.0	1500	1500	1562	16.19+	400	68.2	14.8	32.5	
1-2 PM	2961	0.0	1500	1500	1461	16.19+	400	68.4	14.8	32.5	
2-3 PM	2822	0.0	1500	1500	1322	16.21+	400	68.6	14.8	32.5	
3-4 PM	2876	0.0	1500	1500	1376	16.20+	400	68.4	14.8	32.5	
4-5 PM	2827	0.0	1500	1500	1327	16.20+	400	68.5	14.8	32.5	
5-6 PM	2813	0.0	1500	1500	1313	16.21+	400	68.6	14.8	32.5	
6-7 PM	2669	0.0	1500	1500	1169	16.22+	399	68.7	14.8	32.5	
7-8 PM	2521	0.0	OFF	2521	0	0.35	31	68.9	63.8	63.8	
8-9 PM	1955	0.0	OFF	1955	0	0.00	0	69.6	69.6	69.6	
9-10 PM	1638	0.0	OFF	1638	0	0.00	0	70.0	70.0	70.0	
10-11 PM	1135	0.0	OFF	1135	0	0.00	0	70.2	70.2	70.2	
11PM-MID	847	0.0	OFF	847	0	0.00	0	70.2	70.2	70.2	

"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	0.0221
'DIVERSION'	0.0228
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,657
CONGESTED HOURS PER DAY*	9

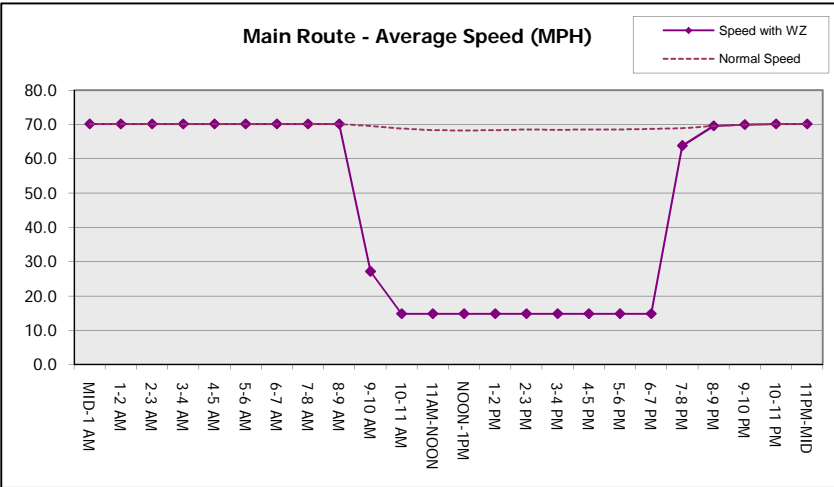
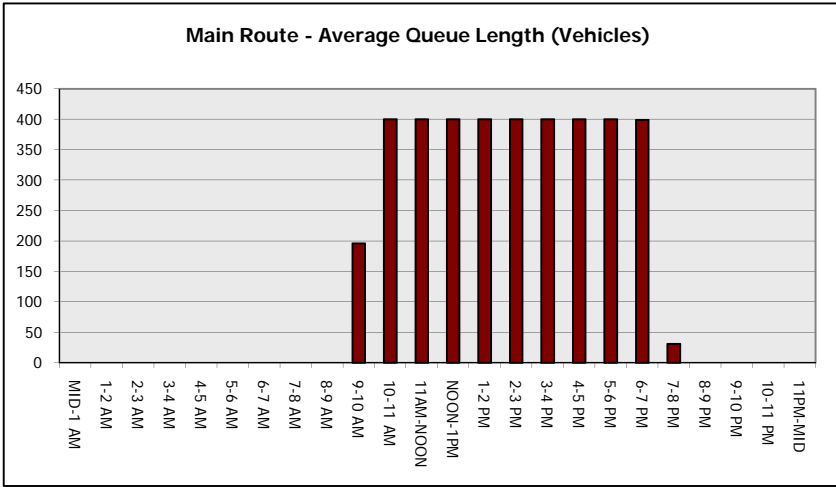
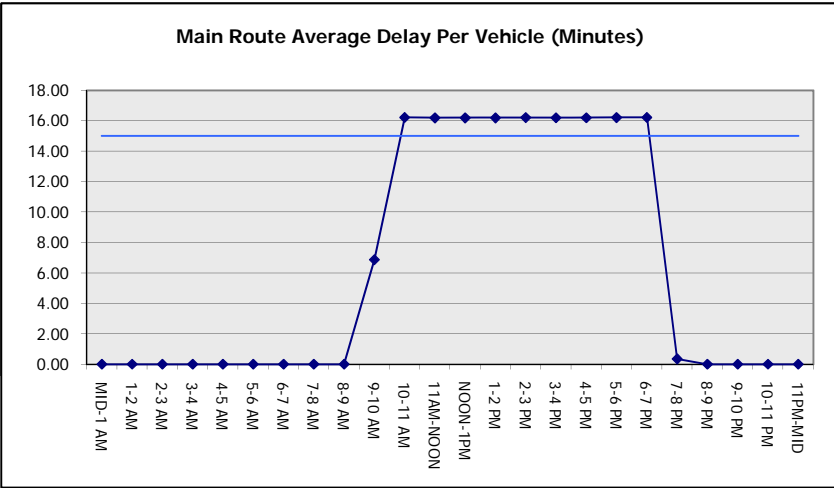
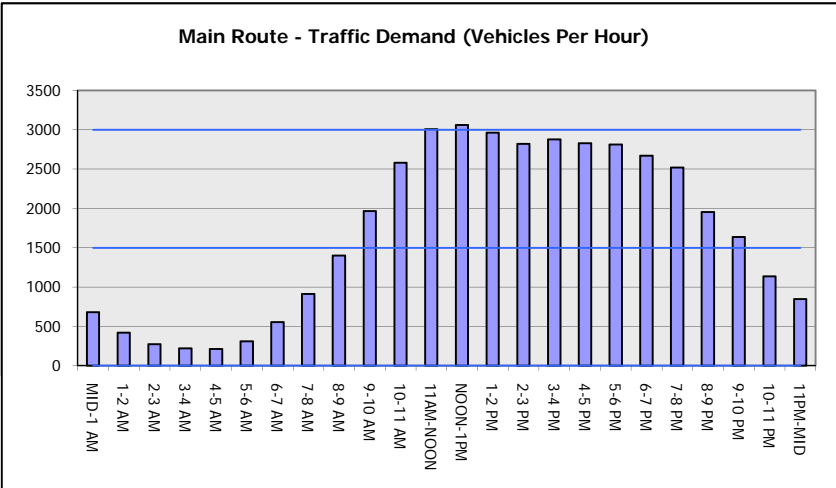
\*Delays Exceeding User-Specified Maximum

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

**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	549	0.0	OFF	549	0	0.00	0	70.2	70.2	70.2
1-2 AM	332	0.0	OFF	332	0	0.00	0	70.2	70.2	70.2
2-3 AM	305	0.0	OFF	305	0	0.00	0	70.2	70.2	70.2
3-4 AM	236	0.0	OFF	236	0	0.00	0	70.2	70.2	70.2
4-5 AM	249	0.0	OFF	249	0	0.00	0	70.2	70.2	70.2
5-6 AM	375	0.0	OFF	375	0	0.00	0	70.2	70.2	70.2
6-7 AM	587	0.0	OFF	587	0	0.00	0	70.2	70.2	70.2
7-8 AM	853	0.0	OFF	853	0	0.00	0	70.2	70.2	70.2
8-9 AM	1274	0.0	OFF	1274	0	0.00	0	70.2	70.2	70.2
9-10 AM	1997	0.0	1499	1997	0	6.88	202	69.6	27.1	32.5
10-11 AM	2763	0.0	1500	1494	1269	16.12+	399	68.6	14.8	33.7
11AM-NOON	3190	0.0	1500	1500	1690	16.12+	400	68.1	14.8	33.5
NOON-1PM	3329	0.0	1500	1500	1829	16.11+	400	67.9	14.8	33.5
1-2 PM	3415	0.0	1500	1500	1915	16.10+	400	67.8	14.8	33.5
2-3 PM	3482	0.0	1500	1500	1982	16.10+	400	67.7	14.8	33.5
3-4 PM	3564	0.0	1500	1500	2064	16.09+	400	67.6	14.8	33.5
4-5 PM	3530	0.0	1500	1500	2030	16.09+	400	67.6	14.8	33.5
5-6 PM	3438	0.0	1500	1500	1938	16.10+	400	67.8	14.8	33.5
6-7 PM	2883	0.0	1500	1500	1383	16.15+	400	68.4	14.8	33.5
7-8 PM	2439	0.0	OFF	2439	0	0.38	33	69.0	63.6	63.6
8-9 PM	2085	0.0	OFF	2085	0	0.00	0	69.4	69.4	69.4
9-10 PM	1611	0.0	OFF	1611	0	0.00	0	70.0	70.0	70.0
10-11 PM	1047	0.0	OFF	1047	0	0.00	0	70.2	70.2	70.2
11PM-MID	659	0.0	OFF	659	0	0.00	0	70.2	70.2	70.2

"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	0.0359
MAIN ROUTE WITH WORKS	0.0218
'DIVERSION'	0.0303

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$135,752
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

