

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

**AUGUST**  
Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**  
SATURDAY 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	792	0.0	OFF	792	0	0.00	0	70.2	70.2	70.2	
1-2 AM	505	0.0	OFF	505	0	0.00	0	70.2	70.2	70.2	
2-3 AM	384	0.0	OFF	384	0	0.00	0	70.2	70.2	70.2	
3-4 AM	326	0.0	OFF	326	0	0.00	0	70.2	70.2	70.2	
4-5 AM	422	0.0	OFF	422	0	0.00	0	70.2	70.2	70.2	
5-6 AM	658	0.0	OFF	658	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1069	0.0	OFF	1069	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1632	0.0	OFF	1632	0	0.00	0	70.0	70.0	70.0	
8-9 AM	2371	0.0	2999	2371	0	0.40	0	69.1	63.3	47.5	
9-10 AM	2958	0.0	2999	2958	0	0.86	8	68.4	57.4	38.1	
10-11 AM	3251	0.0	3000	3251	0	3.05	136	68.0	40.6	36.9	
11AM-NOON	3694	0.0	3000	3570	124	10.88+	593	66.9	19.8	36.9	
NOON-1PM	3862	0.0	3000	3000	862	15.14+	800	65.8	15.5	36.9	
1-2 PM	3731	0.0	3000	3000	731	15.20+	800	66.7	15.5	36.9	
2-3 PM	3558	0.0	3000	3000	558	15.26+	800	67.6	15.5	36.9	
3-4 PM	3530	0.0	3000	3000	530	15.26+	800	67.6	15.5	36.9	
4-5 PM	3546	0.0	3000	2996	550	15.26+	799	67.6	15.5	36.9	
5-6 PM	3063	0.0	2999	2918	145	14.95+	780	68.2	15.8	36.9	
6-7 PM	2804	0.0	OFF	2804	0	0.99	92	68.6	56.1	56.1	
7-8 PM	2571	0.0	OFF	2571	0	0.00	0	68.9	68.9	68.9	
8-9 PM	2011	0.0	OFF	2011	0	0.00	0	69.6	69.6	69.6	
9-10 PM	1836	0.0	OFF	1836	0	0.00	0	69.7	69.7	69.7	
10-11 PM	1475	0.0	OFF	1475	0	0.00	0	70.2	70.2	70.2	
11PM-MID	1103	0.0	OFF	1103	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

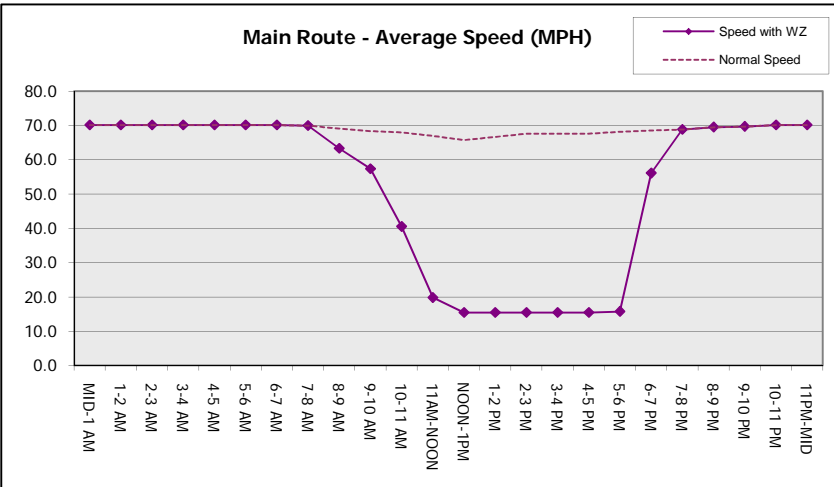
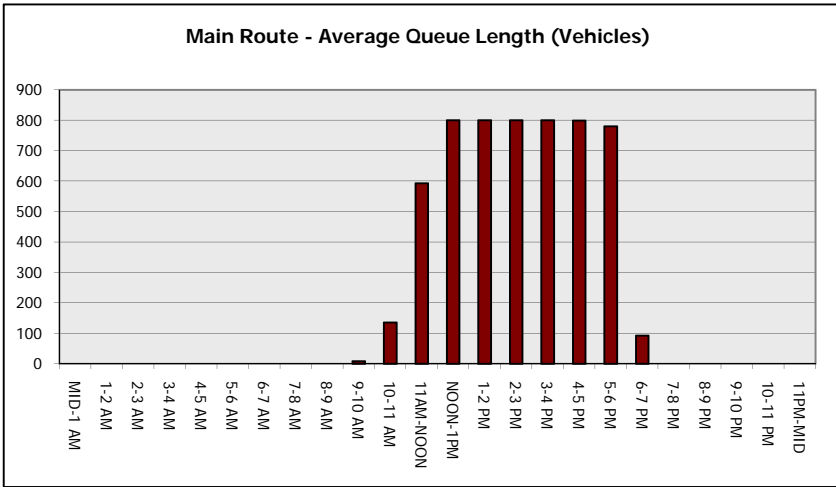
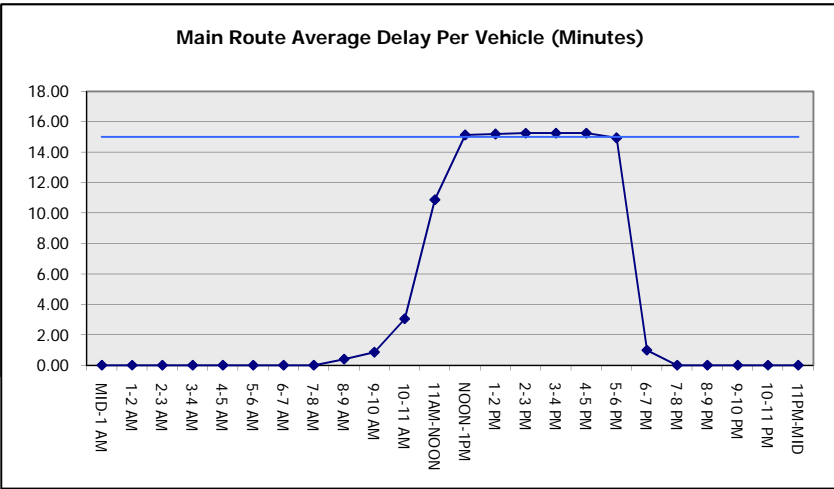
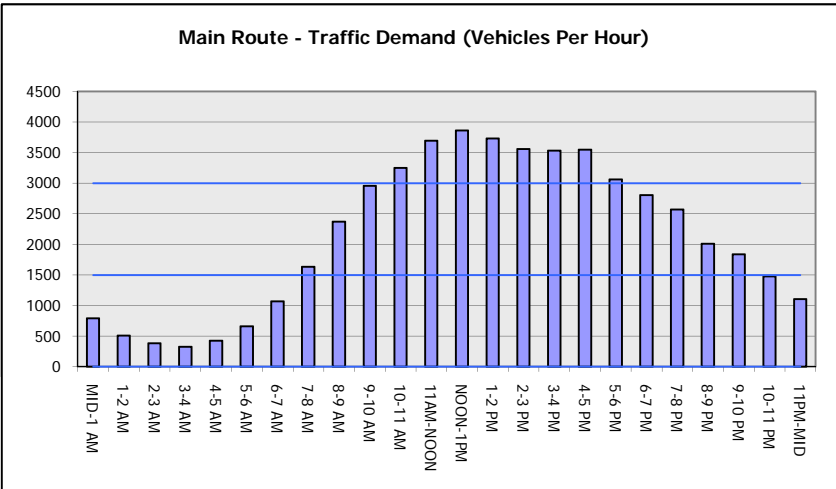
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0415
MAIN ROUTE WITH WORKS	0.0367
'DIVERSION'	0.0066
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,963
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**



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

SATURDAY 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	782	0.0	OFF	782	0	0.00	0	70.2	70.2	70.2
1-2 AM	597	0.0	OFF	597	0	0.00	0	70.2	70.2	70.2
2-3 AM	485	0.0	OFF	485	0	0.00	0	70.2	70.2	70.2
3-4 AM	436	0.0	OFF	436	0	0.00	0	70.2	70.2	70.2
4-5 AM	504	0.0	OFF	504	0	0.00	0	70.2	70.2	70.2
5-6 AM	811	0.0	OFF	811	0	0.00	0	70.2	70.2	70.2
6-7 AM	1094	0.0	OFF	1094	0	0.00	0	70.2	70.2	70.2
7-8 AM	1500	0.0	OFF	1500	0	0.00	0	70.2	70.2	70.2
8-9 AM	2045	0.0	2999	2045	0	0.35	0	69.5	64.4	49.7
9-10 AM	2894	0.0	2999	2894	0	0.81	8	68.4	57.9	39.2
10-11 AM	3443	0.0	3000	3443	0	4.60	237	67.8	33.6	36.9
11AM-NOON	3487	0.0	2999	3283	203	13.16+	695	67.7	17.3	36.9
NOON-1PM	3418	0.0	2999	3000	418	15.27+	799	67.8	15.5	36.9
1-2 PM	3372	0.0	3000	3000	372	15.28+	800	67.9	15.5	36.9
2-3 PM	3423	0.0	3000	3000	423	15.27+	800	67.8	15.5	36.9
3-4 PM	3346	0.0	3000	3000	346	15.28+	800	67.9	15.5	36.9
4-5 PM	3152	0.0	3000	3031	122	15.22+	796	68.1	15.5	36.9
5-6 PM	2850	0.0	3000	2850	0	14.20+	740	68.5	16.4	36.9
6-7 PM	2392	0.0	OFF	2392	0	0.62	57	69.1	60.5	60.5
7-8 PM	2164	0.0	OFF	2164	0	0.00	0	69.4	69.4	69.4
8-9 PM	1940	0.0	OFF	1940	0	0.00	0	69.6	69.6	69.6
9-10 PM	1916	0.0	OFF	1916	0	0.00	0	69.7	69.7	69.7
10-11 PM	1608	0.0	OFF	1608	0	0.00	0	70.0	70.0	70.0
11PM-MID	1099	0.0	OFF	1099	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	0.0396
MAIN ROUTE WITH WORKS	0.0361
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$98,136
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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Construction Season

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

