

<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>AUGUST</b>
	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	732	0.0	OFF	732	0	0.00	0	70.2	70.2	70.2	
1-2 AM	461	0.0	OFF	461	0	0.00	0	70.2	70.2	70.2	
2-3 AM	306	0.0	OFF	306	0	0.00	0	70.2	70.2	70.2	
3-4 AM	239	0.0	OFF	239	0	0.00	0	70.2	70.2	70.2	
4-5 AM	270	0.0	OFF	270	0	0.00	0	70.2	70.2	70.2	
5-6 AM	349	0.0	OFF	349	0	0.00	0	70.2	70.2	70.2	
6-7 AM	529	0.0	OFF	529	0	0.00	0	70.2	70.2	70.2	
7-8 AM	894	0.0	OFF	894	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1438	0.0	OFF	1438	0	0.00	0	70.2	70.2	70.2	
9-10 AM	2189	0.0	1499	1894	294	9.12+	252	69.3	22.6	32.5	
10-11 AM	2826	0.0	1499	1500	1326	16.20+	399	68.5	14.8	32.5	
11AM-NOON	3391	0.0	1500	1500	1891	16.15+	400	67.8	14.8	32.5	
NOON-1PM	3337	0.0	1500	1500	1837	16.16+	400	67.9	14.8	32.5	
1-2 PM	3224	0.0	1500	1500	1724	16.17+	400	68.1	14.8	32.5	
2-3 PM	3116	0.0	1500	1500	1616	16.18+	400	68.2	14.8	32.5	
3-4 PM	3080	0.0	1500	1500	1580	16.18+	400	68.2	14.8	32.5	
4-5 PM	3302	0.0	1500	1500	1802	16.16+	400	67.9	14.8	32.5	
5-6 PM	2983	0.0	1500	1500	1483	16.19+	400	68.3	14.8	32.5	
6-7 PM	3031	0.0	1500	1500	1531	16.18+	400	68.2	14.8	32.5	
7-8 PM	2772	0.0	OFF	2772	0	0.27	24	68.6	64.6	64.6	
8-9 PM	2199	0.0	OFF	2199	0	0.00	0	69.3	69.3	69.3	
9-10 PM	1660	0.0	OFF	1660	0	0.00	0	70.0	70.0	70.0	
10-11 PM	1269	0.0	OFF	1269	0	0.00	0	70.2	70.2	70.2	
11PM-MID	923	0.0	OFF	923	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

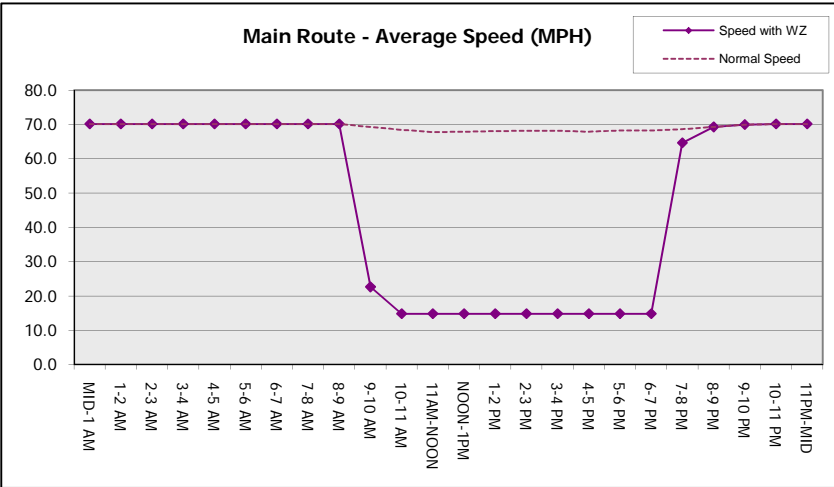
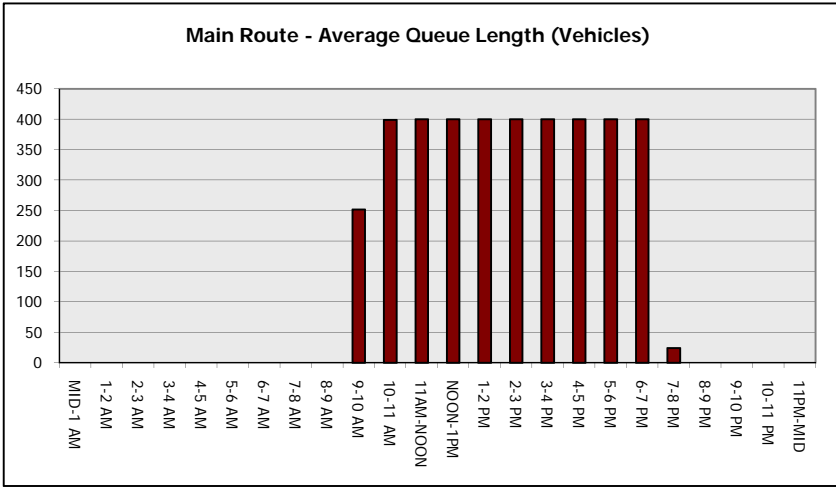
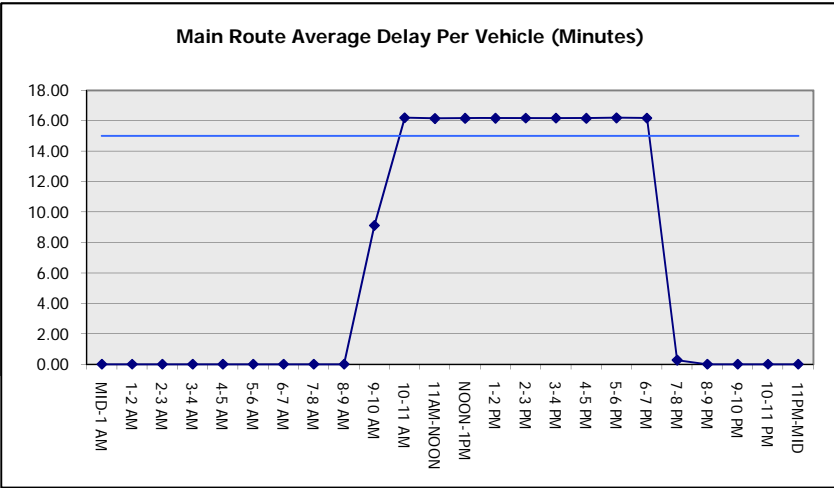
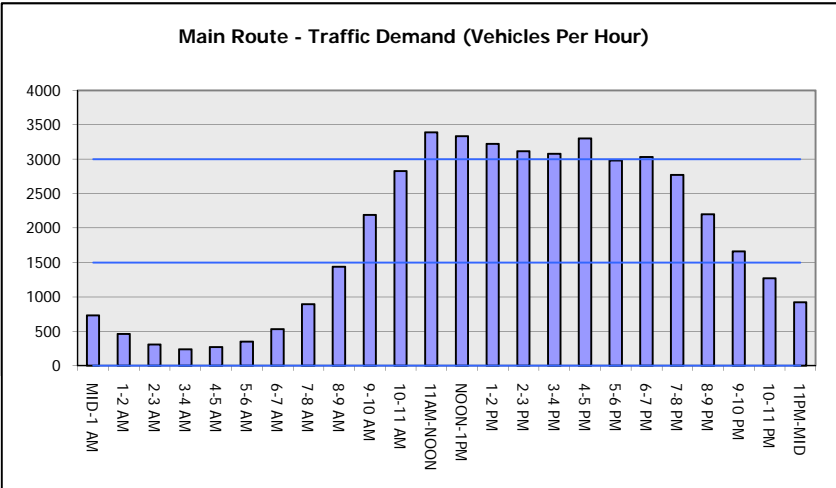
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0361
MAIN ROUTE WITH WORKS	0.0229
'DIVERSION'	0.0284
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$132,934
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	810	0.0	OFF	810	0	0.00	0	70.2	70.2	70.2
1-2 AM	566	0.0	OFF	566	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	303	0.0	OFF	303	0	0.00	0	70.2	70.2	70.2
4-5 AM	318	0.0	OFF	318	0	0.00	0	70.2	70.2	70.2
5-6 AM	436	0.0	OFF	436	0	0.00	0	70.2	70.2	70.2
6-7 AM	663	0.0	OFF	663	0	0.00	0	70.2	70.2	70.2
7-8 AM	969	0.0	OFF	969	0	0.00	0	70.2	70.2	70.2
8-9 AM	1469	0.0	OFF	1469	0	0.00	0	70.2	70.2	70.2
9-10 AM	2454	0.0	1499	1859	595	10.95+	289	69.0	19.9	32.5
10-11 AM	3363	0.0	1500	1500	1863	16.16+	400	67.9	14.8	32.5
11AM-NOON	4010	0.0	1499	1500	2510	15.94+	400	64.8	14.8	32.5
NOON-1PM	4268	0.0	1499	1500	2768	15.81+	400	63.0	14.8	32.5
1-2 PM	4442	0.0	1500	1500	2942	15.72+	400	61.8	14.8	32.5
2-3 PM	4409	0.0	1500	1500	2909	15.74+	400	62.0	14.8	32.5
3-4 PM	4465	0.0	1500	1500	2965	15.71+	400	61.7	14.8	32.5
4-5 PM	4240	0.0	1499	1500	2740	15.83+	400	63.2	14.8	32.5
5-6 PM	4049	0.0	1500	1500	2549	15.92+	400	64.5	14.8	32.5
6-7 PM	3548	0.0	1500	1500	2048	16.14+	400	67.6	14.8	32.5
7-8 PM	3079	0.0	OFF	3079	0	0.25	22	68.2	64.6	64.6
8-9 PM	2608	0.0	OFF	2608	0	0.00	0	68.8	68.8	68.8
9-10 PM	1963	0.0	OFF	1963	0	0.00	0	69.6	69.6	69.6
10-11 PM	1253	0.0	OFF	1253	0	0.00	0	70.2	70.2	70.2
11PM-MID	814	0.0	OFF	814	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	0.0446
MAIN ROUTE WITH WORKS	0.0241
'DIVERSION'	0.0449

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$169,994
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

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 Construction Season

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

