

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)  
OFF-PEAK DAY 2 LANE 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	599	0.0	OFF	599	0	0.00	0	70.2	70.2	70.2	
1-2 AM	481	0.0	OFF	481	0	0.00	0	70.2	70.2	70.2	
2-3 AM	406	0.0	OFF	406	0	0.00	0	70.2	70.2	70.2	
3-4 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2	
4-5 AM	615	0.0	OFF	615	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1112	0.0	OFF	1112	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1623	0.0	OFF	1623	0	0.00	0	70.0	70.0	70.0	
7-8 AM	1872	0.0	OFF	1872	0	0.00	0	69.7	69.7	69.7	
8-9 AM	1824	0.0	OFF	1824	0	0.00	0	69.8	69.8	69.8	
9-10 AM	2067	0.0	1499	1949	118	8.82+	244	69.5	23.2	32.5	
10-11 AM	2428	0.0	1500	1500	928	16.24+	400	69.0	14.8	32.5	
11AM-NOON	2566	0.0	1500	1500	1066	16.22+	400	68.9	14.8	32.5	
NOON-1PM	2678	0.0	1500	1500	1178	16.22+	400	68.7	14.8	32.5	
1-2 PM	2924	0.0	1500	1500	1424	16.20+	400	68.4	14.8	32.5	
2-3 PM	3365	0.0	1500	1500	1865	16.16+	400	67.9	14.8	32.5	
3-4 PM	3572	0.0	1500	1500	2072	16.14+	400	67.6	14.8	32.5	
4-5 PM	3773	0.0	OFF	3773	0	0.68	45	66.4	57.9	57.9	
5-6 PM	3768	0.0	OFF	3768	0	0.00	0	66.4	66.4	66.4	
6-7 PM	3270	0.0	OFF	3270	0	0.00	0	68.0	68.0	68.0	
7-8 PM	2941	0.0	OFF	2941	0	0.00	0	68.4	68.4	68.4	
8-9 PM	2457	0.0	OFF	2457	0	0.00	0	69.0	69.0	69.0	
9-10 PM	1798	0.0	OFF	1798	0	0.00	0	69.8	69.8	69.8	
10-11 PM	1338	0.0	OFF	1338	0	0.00	0	70.2	70.2	70.2	
11PM-MID	1121	0.0	OFF	1121	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	0.0398
MAIN ROUTE WITH WORKS	0.0321
'DIVERSION'	0.0163
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,365
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

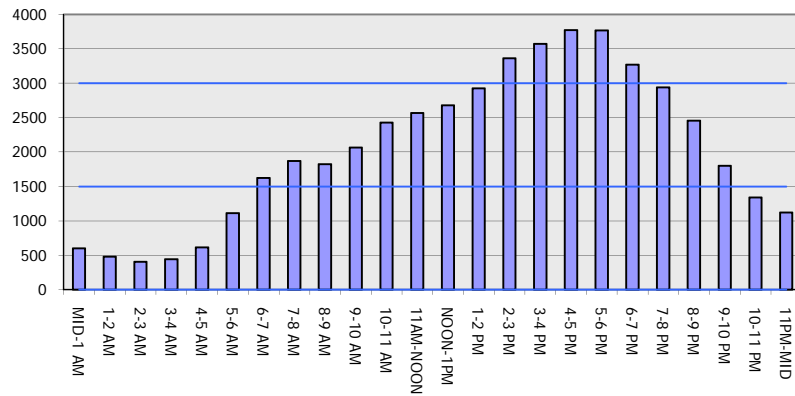
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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

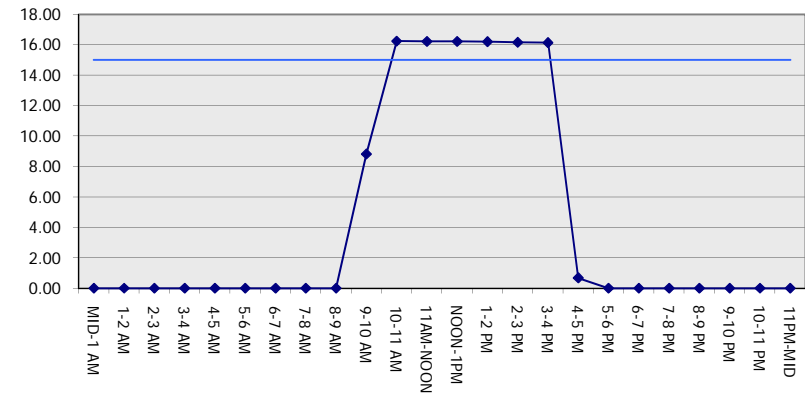
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**

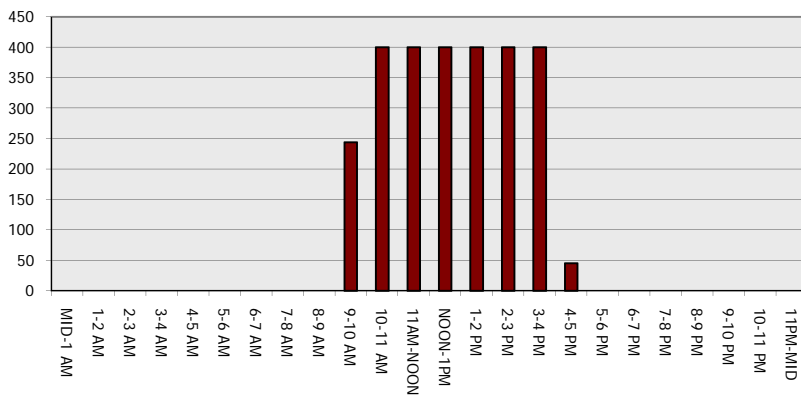
**Main Route - Traffic Demand (Vehicles Per Hour)**



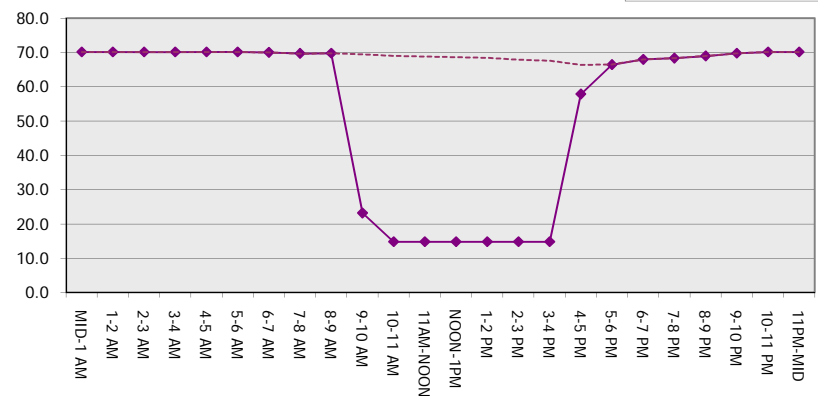
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE 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	479	0.0	OFF	479	0	0.00	0	70.2	70.2	70.2
1-2 AM	381	0.0	OFF	381	0	0.00	0	70.2	70.2	70.2
2-3 AM	398	0.0	OFF	398	0	0.00	0	70.2	70.2	70.2
3-4 AM	489	0.0	OFF	489	0	0.00	0	70.2	70.2	70.2
4-5 AM	973	0.0	OFF	973	0	0.00	0	70.2	70.2	70.2
5-6 AM	2088	0.0	OFF	2088	0	0.00	0	69.4	69.4	69.4
6-7 AM	2565	0.0	OFF	2565	0	0.00	0	68.9	68.9	68.9
7-8 AM	2536	0.0	OFF	2536	0	0.00	0	68.9	68.9	68.9
8-9 AM	2252	0.0	OFF	2252	0	0.00	0	69.2	69.2	69.2
9-10 AM	2270	0.0	1499	1878	392	11.24+	294	69.2	19.6	32.5
10-11 AM	2368	0.0	1500	1500	868	16.24+	400	69.1	14.8	32.5
11AM-NOON	2333	0.0	1500	1500	833	16.24+	400	69.1	14.8	32.5
NOON-1PM	2526	0.0	1500	1500	1026	16.23+	400	68.9	14.8	32.5
1-2 PM	2641	0.0	1500	1500	1141	16.22+	400	68.7	14.8	32.5
2-3 PM	2741	0.0	1500	1500	1241	16.21+	400	68.6	14.8	32.5
3-4 PM	2637	0.0	1500	1500	1137	16.22+	400	68.7	14.8	32.5
4-5 PM	2703	0.0	OFF	2703	0	0.25	21	68.7	65.1	65.1
5-6 PM	2706	0.0	OFF	2706	0	0.00	0	68.7	68.7	68.7
6-7 PM	2360	0.0	OFF	2360	0	0.00	0	69.1	69.1	69.1
7-8 PM	1873	0.0	OFF	1873	0	0.00	0	69.7	69.7	69.7
8-9 PM	1419	0.0	OFF	1419	0	0.00	0	70.2	70.2	70.2
9-10 PM	1211	0.0	OFF	1211	0	0.00	0	70.2	70.2	70.2
10-11 PM	1042	0.0	OFF	1042	0	0.00	0	70.2	70.2	70.2
11PM-MID	712	0.0	OFF	712	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	0.0355
MAIN ROUTE WITH WORKS	0.0294
'DIVERSION'	0.0125

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$61,384
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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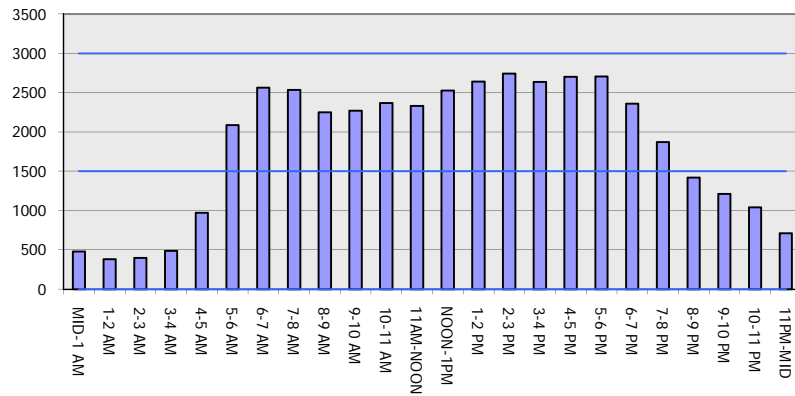
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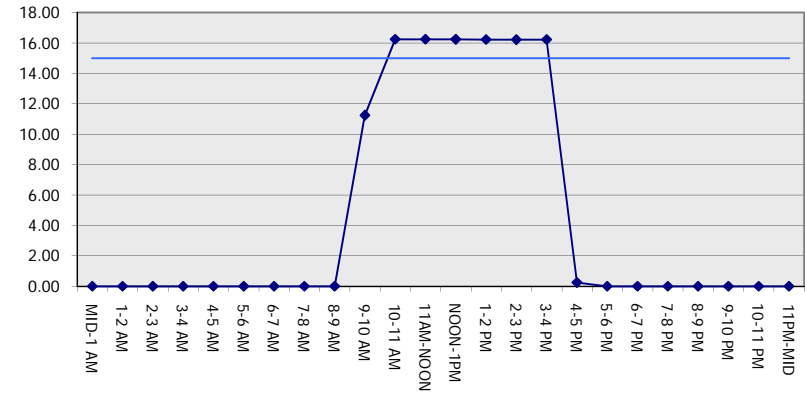
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

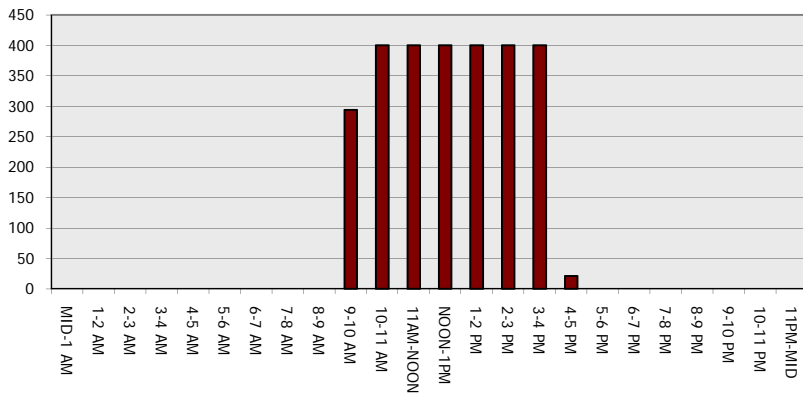
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

