

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

**MAY**  
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	703	0.0	1500	703	0	0.46	0	70.2	63.5	46.0	
1-2 AM	481	0.0	1500	481	0	0.43	0	70.2	63.9	47.0	
2-3 AM	353	0.0	1500	353	0	0.41	0	70.2	64.1	47.6	
3-4 AM	317	0.0	1500	317	0	0.41	0	70.2	64.1	47.8	
4-5 AM	419	0.0	1500	419	0	0.42	0	70.2	64.0	47.3	
5-6 AM	650	0.0	1500	650	0	0.45	0	70.2	63.6	46.3	
6-7 AM	1035	0.0	1499	1035	0	0.51	0	70.2	62.8	44.2	
7-8 AM	1517	0.0	1499	1517	0	1.54	18	70.2	51.9	33.8	
8-9 AM	2077	0.0	OFF	2077	0	0.01	0	69.4	69.2	69.2	
9-10 AM	2483	0.0	OFF	2483	0	0.00	0	68.9	68.9	68.9	
10-11 AM	2810	0.0	OFF	2810	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	3084	0.0	OFF	3084	0	0.00	0	68.2	68.2	68.2	
NOON-1PM	3045	0.0	OFF	3045	0	0.00	0	68.2	68.2	68.2	
1-2 PM	2908	0.0	OFF	2908	0	0.00	0	68.4	68.4	68.4	
2-3 PM	2998	0.0	OFF	2998	0	0.00	0	68.3	68.3	68.3	
3-4 PM	3052	0.0	OFF	3052	0	0.00	0	68.2	68.2	68.2	
4-5 PM	2967	0.0	OFF	2967	0	0.00	0	68.4	68.4	68.4	
5-6 PM	2865	0.0	OFF	2865	0	0.00	0	68.5	68.5	68.5	
6-7 PM	2453	0.0	1499	1905	548	12.89+	322	69.0	17.6	34.2	
7-8 PM	2106	0.0	1499	1500	606	16.26+	399	69.4	14.8	32.5	
8-9 PM	1830	0.0	1500	1500	330	16.28+	400	69.7	14.8	32.5	
9-10 PM	1585	0.0	1500	1492	94	16.26+	399	70.0	14.8	32.5	
10-11 PM	1230	0.0	1499	1230	0	11.17	282	70.2	19.7	33.6	
11PM-MID	926	0.0	1500	926	0	0.90	15	70.2	58.1	45.0	

"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	0.0356
MAIN ROUTE WITH WORKS	0.0334
'DIVERSION'	0.0030

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

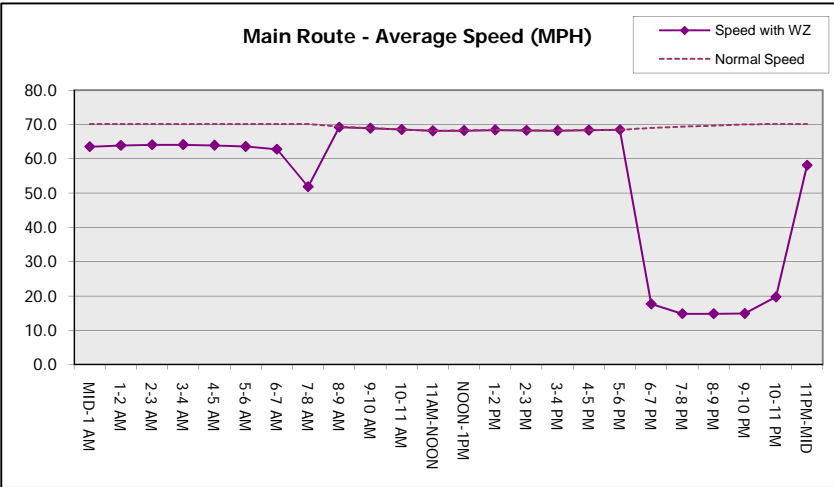
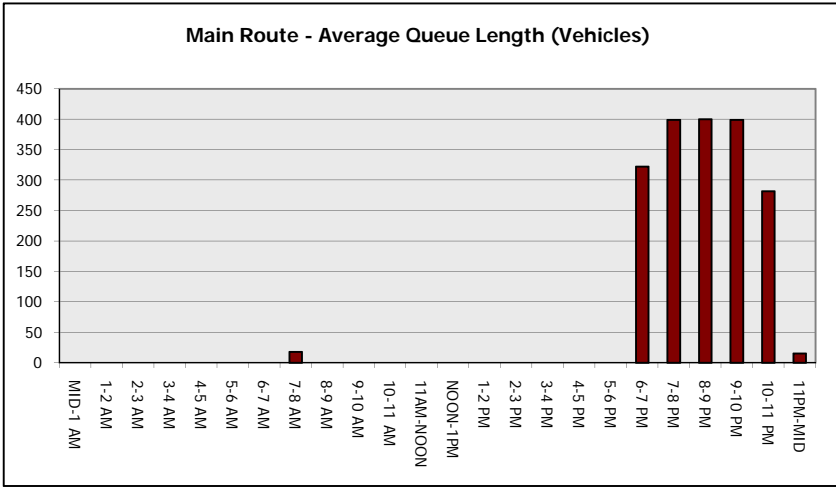
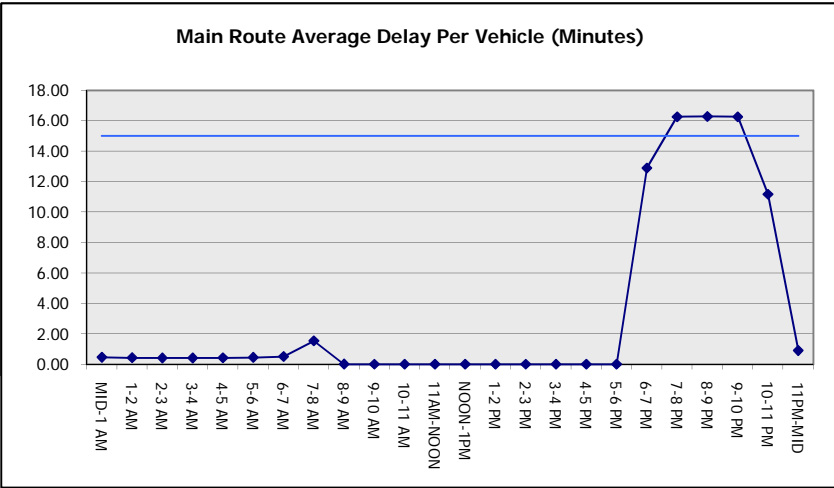
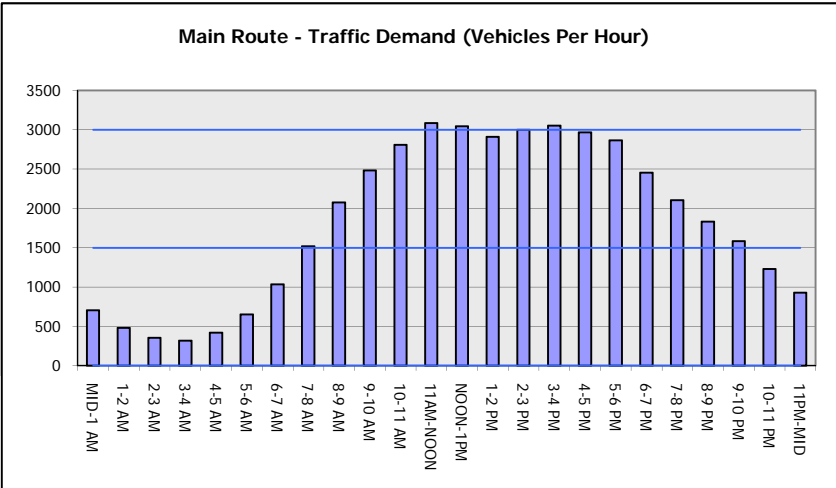
ROAD USER COSTS PER DAY	\$37,156
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME 2 LANE CLOSURE**  
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 Construction Season

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



<b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	600	0.0	1500	600	0	0.44	0	70.2	63.7	46.5
1-2 AM	417	0.0	1500	417	0	0.42	0	70.2	64.0	47.3
2-3 AM	383	0.0	1500	383	0	0.42	0	70.2	64.0	47.4
3-4 AM	370	0.0	1500	370	0	0.42	0	70.2	64.1	47.5
4-5 AM	460	0.0	1500	460	0	0.43	0	70.2	63.9	47.1
5-6 AM	818	0.0	1500	818	0	0.47	0	70.2	63.3	45.5
6-7 AM	1109	0.0	1499	1109	0	0.55	0	70.2	62.3	43.1
7-8 AM	1461	0.0	1499	1461	0	1.18	7	70.2	55.2	34.2
8-9 AM	1902	0.0	OFF	1902	0	0.00	0	69.7	69.6	69.6
9-10 AM	2401	0.0	OFF	2401	0	0.00	0	69.1	69.1	69.1
10-11 AM	2795	0.0	OFF	2795	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2898	0.0	OFF	2898	0	0.00	0	68.4	68.4	68.4
NOON-1PM	2823	0.0	OFF	2823	0	0.00	0	68.6	68.6	68.6
1-2 PM	2844	0.0	OFF	2844	0	0.00	0	68.5	68.5	68.5
2-3 PM	2659	0.0	OFF	2659	0	0.00	0	68.7	68.7	68.7
3-4 PM	2917	0.0	OFF	2917	0	0.00	0	68.4	68.4	68.4
4-5 PM	2662	0.0	OFF	2662	0	0.00	0	68.7	68.7	68.7
5-6 PM	2477	0.0	OFF	2477	0	0.00	0	68.9	68.9	68.9
6-7 PM	2027	0.0	1499	1900	127	10.03+	268	69.5	21.2	32.5
7-8 PM	1730	0.0	1500	1500	230	16.29+	400	69.9	14.8	32.5
8-9 PM	1539	0.0	1500	1500	39	16.30+	399	70.1	14.8	32.5
9-10 PM	1428	0.0	1499	1428	0	15.38+	376	70.2	15.5	32.5
10-11 PM	1130	0.0	1499	1130	0	5.41	164	70.2	31.3	37.3
11PM-MID	802	0.0	1500	802	0	0.47	0	70.2	63.3	45.6

"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	0.0318
'DIVERSION'	0.0007

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,027
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE  
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 Construction Season

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

