

<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>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	1500	732	0	0.46	0	70.2	63.5	45.9	
1-2 AM	461	0.0	1500	461	0	0.43	0	70.2	63.9	47.1	
2-3 AM	306	0.0	1500	306	0	0.41	0	70.2	64.1	47.8	
3-4 AM	239	0.0	1500	239	0	0.40	0	70.2	64.3	48.1	
4-5 AM	270	0.0	1500	270	0	0.40	0	70.2	64.2	47.9	
5-6 AM	349	0.0	1500	349	0	0.41	0	70.2	64.1	47.6	
6-7 AM	529	0.0	1500	529	0	0.44	0	70.2	63.8	46.8	
7-8 AM	894	0.0	1500	894	0	0.48	0	70.2	63.2	45.2	
8-9 AM	1438	0.0	1499	1438	0	1.27	12	70.2	54.3	35.5	
9-10 AM	2189	0.0	OFF	2189	0	0.01	0	69.3	69.2	69.2	
10-11 AM	2826	0.0	OFF	2826	0	0.00	0	68.5	68.5	68.5	
11AM-NOON	3391	0.0	OFF	3391	0	0.00	0	67.8	67.8	67.8	
NOON-1PM	3337	0.0	OFF	3337	0	0.00	0	67.9	67.9	67.9	
1-2 PM	3224	0.0	OFF	3224	0	0.00	0	68.1	68.1	68.1	
2-3 PM	3116	0.0	OFF	3116	0	0.00	0	68.2	68.2	68.2	
3-4 PM	3080	0.0	OFF	3080	0	0.00	0	68.2	68.2	68.2	
4-5 PM	3302	0.0	OFF	3302	0	0.00	0	67.9	67.9	67.9	
5-6 PM	2983	0.0	OFF	2983	0	0.00	0	68.3	68.3	68.3	
6-7 PM	3031	0.0	OFF	3031	0	0.00	0	68.2	68.2	68.2	
7-8 PM	2772	0.0	1499	1660	1112	14.19+	361	68.6	16.4	38.3	
8-9 PM	2199	0.0	1499	1664	535	14.35+	364	69.3	16.3	35.2	
9-10 PM	1660	0.0	1499	1569	91	15.79+	387	70.0	15.2	32.5	
10-11 PM	1269	0.0	1499	1269	0	12.08	300	70.2	18.6	32.9	
11PM-MID	923	0.0	1500	923	0	1.14	25	70.2	55.6	44.8	

"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

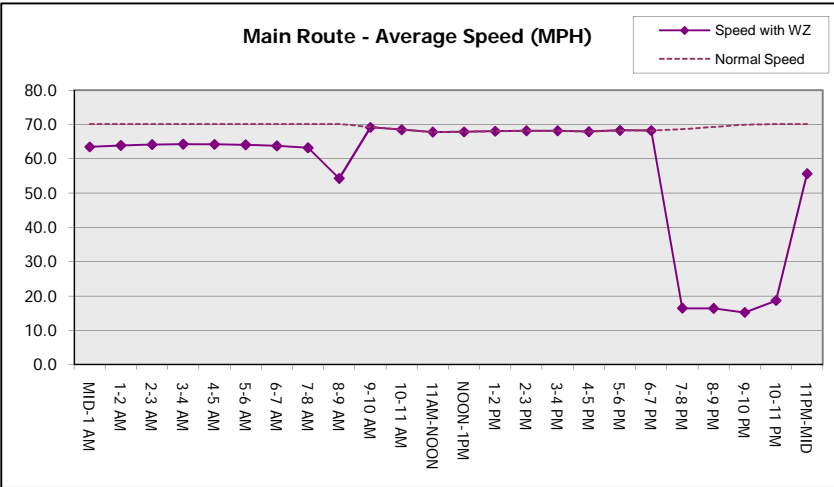
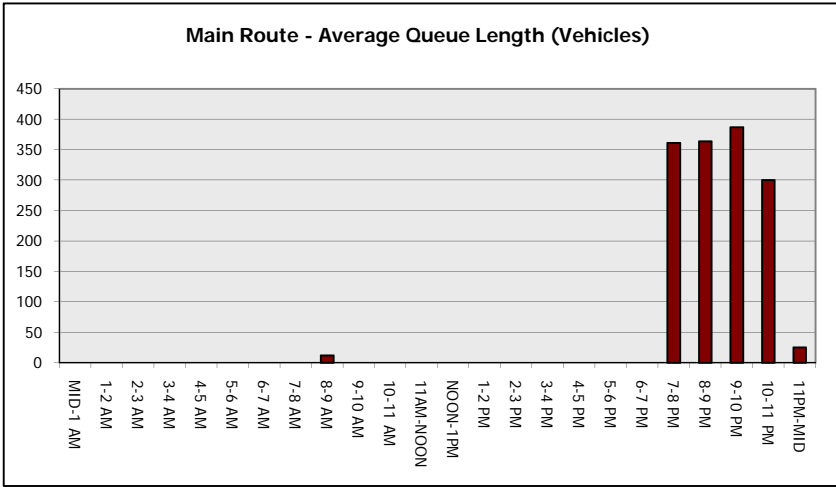
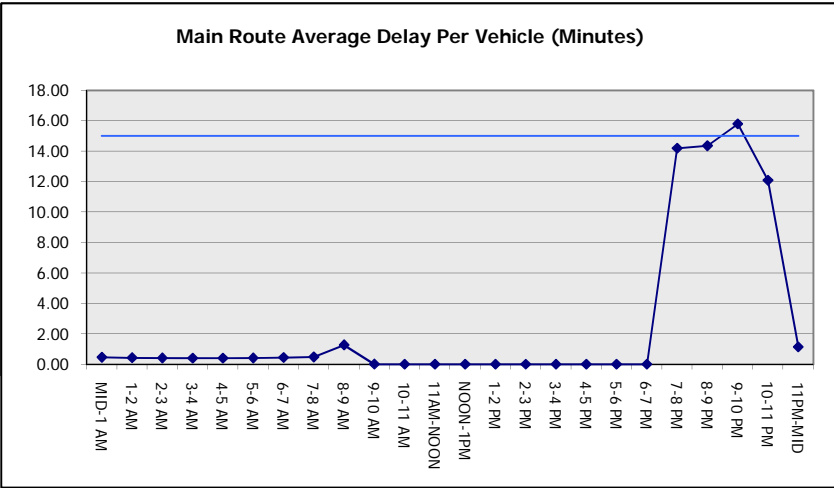
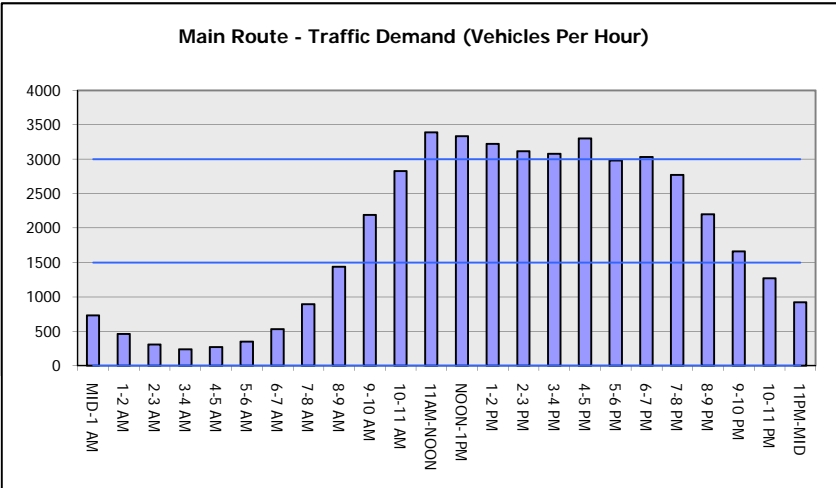
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0361
MAIN ROUTE WITH WORKS	0.0339
'DIVERSION'	0.0033
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$29,926
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)  
 NIGHTTIME 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>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	810	0.0	1500	810	0	0.47	0	70.2	63.3	45.6
1-2 AM	566	0.0	1500	566	0	0.44	0	70.2	63.7	46.6
2-3 AM	384	0.0	1500	384	0	0.42	0	70.2	64.0	47.4
3-4 AM	303	0.0	1500	303	0	0.41	0	70.2	64.1	47.8
4-5 AM	318	0.0	1500	318	0	0.41	0	70.2	64.1	47.8
5-6 AM	436	0.0	1500	436	0	0.42	0	70.2	64.0	47.2
6-7 AM	663	0.0	1500	663	0	0.45	0	70.2	63.6	46.2
7-8 AM	969	0.0	1499	969	0	0.49	0	70.2	63.1	44.9
8-9 AM	1469	0.0	1499	1469	0	1.48	19	70.2	52.4	35.3
9-10 AM	2454	0.0	OFF	2454	0	0.01	0	69.0	68.7	68.7
10-11 AM	3363	0.0	OFF	3363	0	0.00	0	67.9	67.9	67.9
11AM-NOON	4010	0.0	OFF	4010	0	0.00	0	64.8	64.8	64.8
NOON-1PM	4268	0.0	OFF	4268	0	0.00	0	63.0	63.0	63.0
1-2 PM	4442	0.0	OFF	4442	0	0.00	0	61.8	61.8	61.8
2-3 PM	4409	0.0	OFF	4409	0	0.00	0	62.0	62.0	62.0
3-4 PM	4465	0.0	OFF	4465	0	0.00	0	61.7	61.7	61.7
4-5 PM	4240	0.0	OFF	4240	0	0.00	0	63.2	63.2	63.2
5-6 PM	4049	0.0	OFF	4049	0	0.00	0	64.5	64.5	64.5
6-7 PM	3548	0.0	OFF	3548	0	0.00	0	67.6	67.6	67.6
7-8 PM	3079	0.0	1499	1550	1529	16.40+	412	68.2	14.7	39.1
8-9 PM	2608	0.0	1499	1626	982	13.98+	368	68.8	16.6	38.1
9-10 PM	1963	0.0	1499	1683	280	14.24+	355	69.6	16.4	33.0
10-11 PM	1253	0.0	1499	1253	0	10.72	270	70.2	20.3	34.1
11PM-MID	814	0.0	1500	814	0	0.73	9	70.2	60.1	45.5

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0446
MAIN ROUTE WITH WORKS	0.0414
'DIVERSION'	0.0052

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$34,053
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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

