

IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	695	0.0	1500	695	0	0.56	0	69.9	58.9	42.8	
1-2 AM	425	0.0	1500	425	0	0.52	0	70.2	59.7	43.8	
2-3 AM	394	0.0	1500	394	0	0.52	0	70.2	59.7	43.9	
3-4 AM	505	0.0	1500	505	0	0.53	0	70.1	59.5	43.5	
4-5 AM	1070	0.0	1499	1070	0	0.77	0	69.4	55.3	37.3	
5-6 AM	3530	0.0	1499	1602	1928	14.98+	378	66.3	11.6	36.3	
6-7 AM	5612	0.0	1499	1831	3782	14.84+	388	52.5	11.1	30.8	
7-8 AM	5119	0.0	1500	1500	3619	15.67+	400	55.9	10.8	30.8	
8-9 AM	4881	0.0	1500	1500	3381	15.77+	400	57.5	10.8	30.8	
9-10 AM	4493	0.0	1500	1500	2993	15.94+	400	60.2	10.8	30.8	
10-11 AM	4370	0.0	1500	1500	2870	15.98+	400	61.0	10.8	30.8	
11AM-NOON	4345	0.0	1500	1500	2845	15.99+	400	61.2	10.8	30.8	
NOON-1PM	4447	0.0	1500	1500	2947	15.95+	400	60.5	10.8	30.8	
1-2 PM	4648	0.0	1500	1500	3148	15.87+	400	59.1	10.8	30.8	
2-3 PM	5162	0.0	1500	1500	3662	15.65+	400	55.6	10.8	30.8	
3-4 PM	5241	0.0	1500	1500	3741	15.61+	400	55.1	10.8	30.8	
4-5 PM	5102	0.0	1500	1500	3602	15.68+	400	56.0	10.8	30.8	
5-6 PM	5099	0.0	1500	1500	3599	15.68+	400	56.0	10.8	30.8	
6-7 PM	4268	0.0	1500	1500	2768	16.02+	400	61.7	10.8	30.8	
7-8 PM	3272	0.0	1500	1500	1772	16.28+	400	66.7	10.8	30.8	
8-9 PM	2807	0.0	1500	1500	1307	16.30+	400	67.3	10.8	30.8	
9-10 PM	2597	0.0	1500	1500	1097	16.32+	400	67.5	10.8	30.8	
10-11 PM	1905	0.0	1500	1481	424	16.28+	398	68.4	10.9	30.8	
11PM-MID	1100	0.0	1499	1100	0	8.73	251	69.4	17.8	35.1	

+ 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

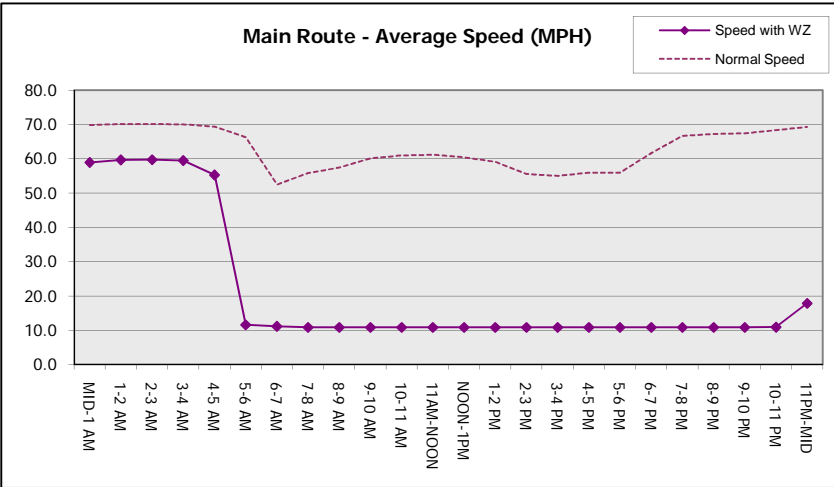
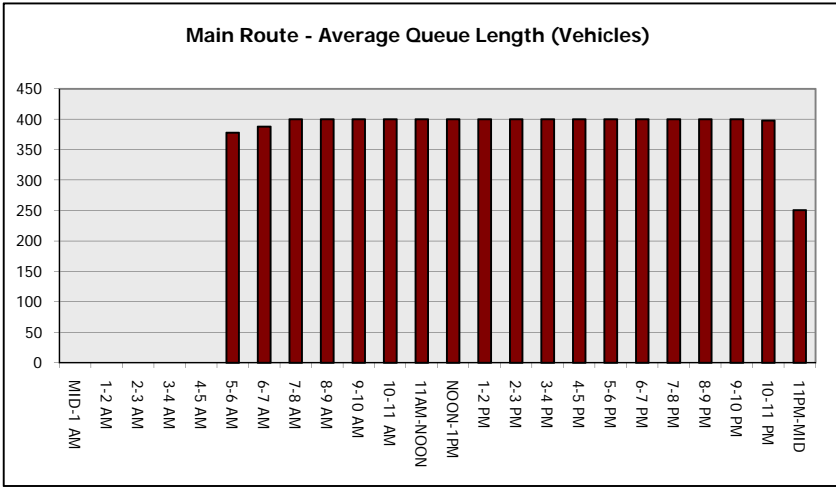
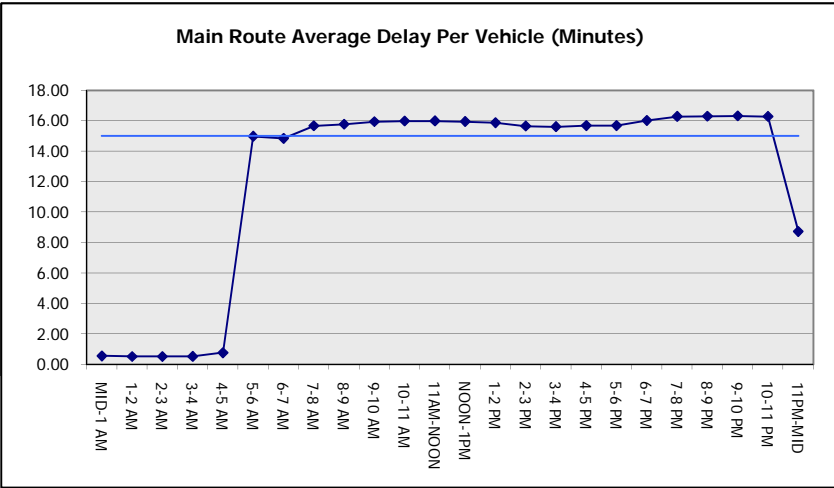
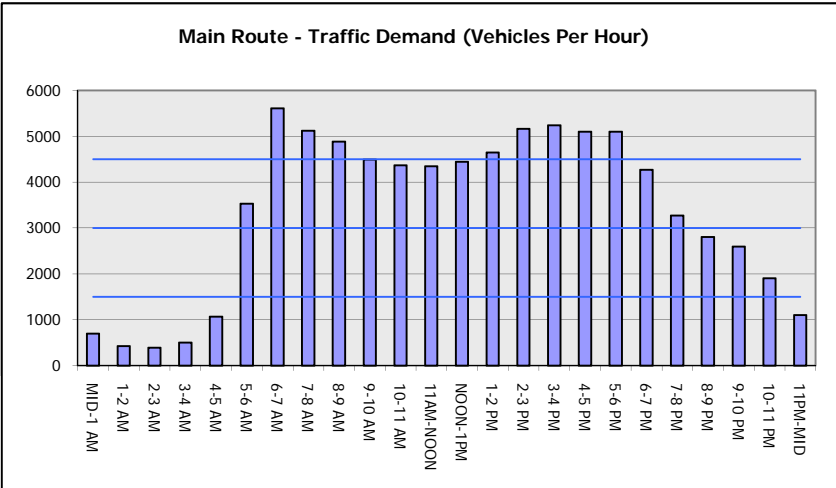
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0451
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0638
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$267,721
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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MAY
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	675	0.0	1500	675	0	1.47	49	69.9	46.9	42.6	
1-2 AM	444	0.0	1500	444	0	0.53	0	70.2	59.7	43.7	
2-3 AM	376	0.0	1500	376	0	0.52	0	70.2	59.8	44.0	
3-4 AM	489	0.0	1500	489	0	0.53	0	70.1	59.6	43.5	
4-5 AM	922	0.0	1499	922	0	0.58	0	69.6	58.4	41.9	
5-6 AM	2078	0.0	1499	2078	0	5.83	196	68.1	23.5	30.8	
6-7 AM	3883	0.0	1500	1380	2503	15.69+	393	64.3	11.1	34.3	
7-8 AM	4579	0.0	1500	1500	3079	15.90+	400	59.6	10.8	30.8	
8-9 AM	4222	0.0	1500	1500	2722	16.04+	400	62.0	10.8	30.8	
9-10 AM	3743	0.0	1500	1500	2243	16.21+	400	65.3	10.8	30.8	
10-11 AM	3816	0.0	1500	1500	2316	16.18+	400	64.8	10.8	30.8	
11AM-NOON	4206	0.0	1500	1500	2706	16.05+	400	62.1	10.8	30.8	
NOON-1PM	4447	0.0	1500	1500	2947	15.95+	400	60.5	10.8	30.8	
1-2 PM	4647	0.0	1500	1500	3147	15.87+	400	59.1	10.8	30.8	
2-3 PM	5678	0.0	1500	1500	4178	15.39+	400	52.0	10.8	30.8	
3-4 PM	6349	0.0	1500	1500	4849	15.00+	400	47.5	10.8	30.8	
4-5 PM	6402	0.0	1500	1500	4902	14.97+	400	47.1	10.8	30.8	
5-6 PM	6277	0.0	1500	1500	4777	15.05+	400	48.0	10.8	30.8	
6-7 PM	4985	0.0	1500	1500	3485	15.73+	400	56.8	10.8	30.8	
7-8 PM	3710	0.0	1500	1500	2210	16.22+	400	65.5	10.8	30.8	
8-9 PM	3239	0.0	1500	1500	1739	16.28+	400	66.7	10.8	30.8	
9-10 PM	2770	0.0	1500	1500	1270	16.31+	400	67.3	10.8	30.8	
10-11 PM	1949	0.0	1500	1437	512	16.11+	393	68.3	10.9	30.8	
11PM-MID	1397	0.0	1499	1369	28	14.89+	364	69.0	11.7	30.8	

+ 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	0.0453
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0640

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$265,137
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

