

<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1338	0.0	1499	1338	0	13.88+	339	69.1	12.4	30.8	
1-2 AM	781	0.0	1500	781	0	1.42	43	69.7	47.4	42.2	
2-3 AM	644	0.0	1500	644	0	0.55	0	69.9	59.1	43.0	
3-4 AM	505	0.0	1500	505	0	0.53	0	70.1	59.5	43.5	
4-5 AM	663	0.0	1500	663	0	0.55	0	69.9	59.1	42.9	
5-6 AM	1349	0.0	1499	1349	0	1.06	6	69.1	51.2	35.5	
6-7 AM	2289	0.0	1500	1787	503	10.47+	284	67.9	15.5	31.5	
7-8 AM	3075	0.0	1500	1500	1575	16.20+	400	66.9	10.9	32.2	
8-9 AM	4056	0.0	1500	1500	2556	16.01+	400	63.2	10.9	32.2	
9-10 AM	4737	0.0	1500	1500	3237	15.75+	400	58.5	10.9	32.2	
10-11 AM	5256	0.0	1500	1500	3756	15.52+	400	55.0	10.9	32.2	
11AM-NOON	5427	0.0	1500	1500	3927	15.43+	400	53.8	10.9	32.2	
NOON-1PM	5506	0.0	1500	1500	4006	15.39+	400	53.2	10.9	32.2	
1-2 PM	5315	0.0	1499	1500	3815	15.49+	400	54.5	10.9	32.2	
2-3 PM	5302	0.0	1500	1500	3802	15.50+	400	54.6	10.9	32.2	
3-4 PM	5123	0.0	1500	1500	3623	15.58+	400	55.8	10.9	32.2	
4-5 PM	4977	0.0	1500	1500	3477	15.65+	399	56.9	10.9	32.2	
5-6 PM	4408	0.0	1500	1500	2908	15.88+	400	60.7	10.9	32.2	
6-7 PM	3744	0.0	1500	1500	2244	16.12+	400	65.3	10.9	32.2	
7-8 PM	3172	0.0	1500	1500	1672	16.19+	400	66.8	10.9	32.2	
8-9 PM	2769	0.0	1500	1500	1269	16.22+	400	67.3	10.9	32.2	
9-10 PM	2546	0.0	1500	1500	1046	16.23+	400	67.6	10.9	32.2	
10-11 PM	2114	0.0	1500	1543	572	16.17+	395	68.1	10.9	30.8	
11PM-MID	1585	0.0	1500	1540	45	16.13+	393	68.7	10.9	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

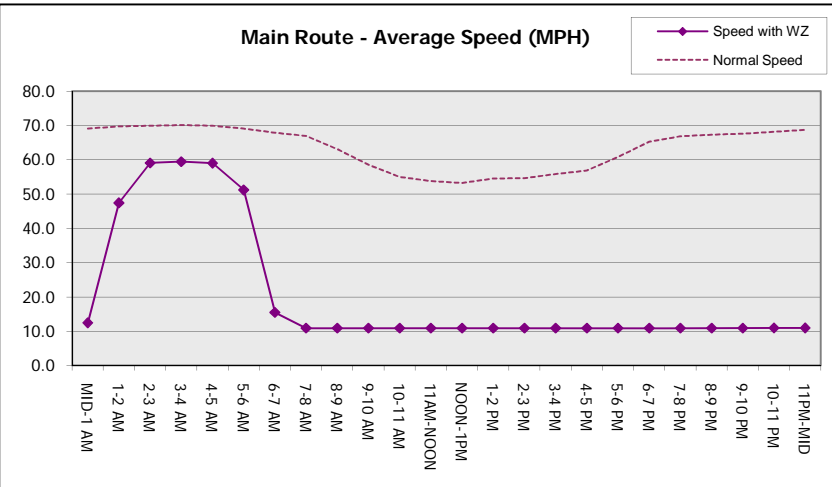
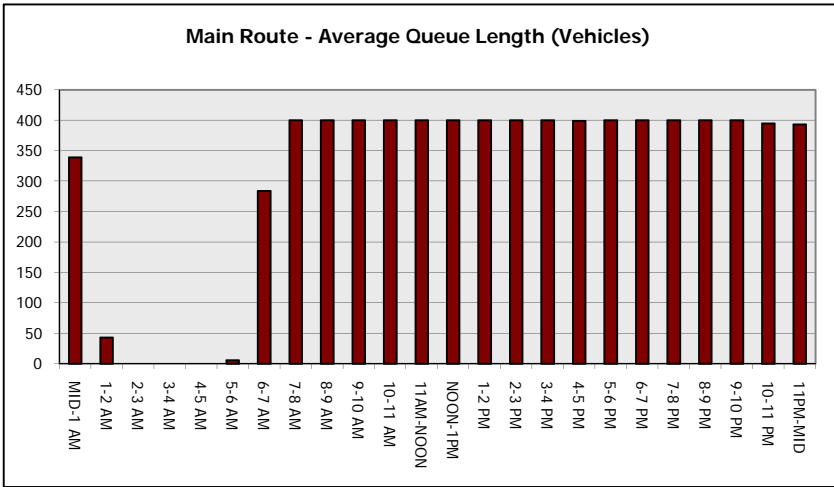
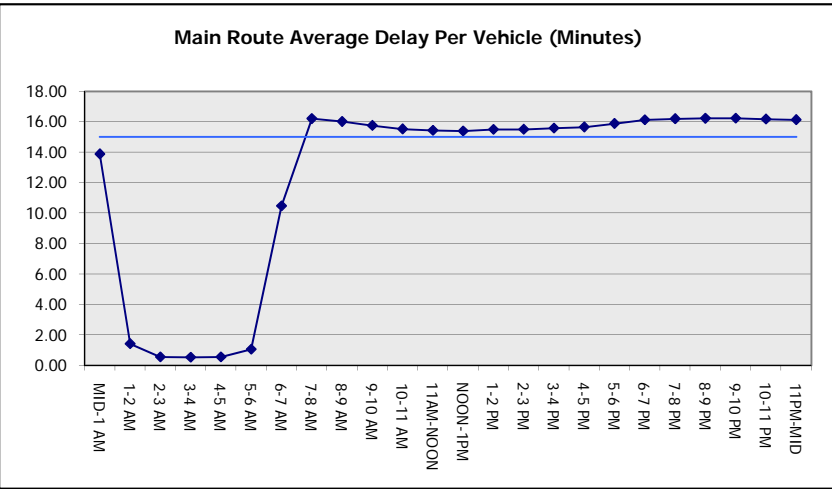
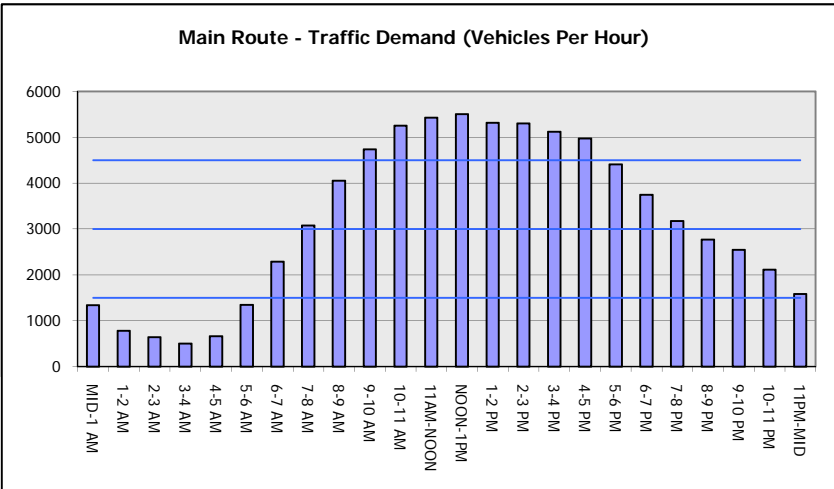
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0427
MAIN ROUTE WITH WORKS	0.0160
'DIVERSION'	0.0568
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$307,534
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

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



<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**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	1355	0.0	1500	1355	0	14.14	346	69.1	12.2	30.8
1-2 AM	720	0.0	1500	720	0	1.34	41	69.9	48.3	42.5
2-3 AM	617	0.0	1500	617	0	0.55	0	70.0	59.2	43.0
3-4 AM	485	0.0	1500	485	0	0.53	0	70.1	59.6	43.6
4-5 AM	655	0.0	1500	655	0	0.55	0	69.9	59.1	42.9
5-6 AM	1071	0.0	1499	1071	0	0.63	0	69.4	57.5	40.6
6-7 AM	1470	0.0	1499	1470	0	1.43	14	68.9	46.9	32.8
7-8 AM	2215	0.0	1500	1768	447	11.08+	295	68.0	14.8	31.1
8-9 AM	2906	0.0	1500	1500	1406	16.25+	400	67.1	10.8	31.5
9-10 AM	3684	0.0	1500	1500	2184	16.19+	400	65.7	10.8	31.5
10-11 AM	4261	0.0	1500	1500	2761	15.98+	400	61.7	10.8	31.5
11AM-NOON	4739	0.0	1500	1500	3239	15.79+	400	58.5	10.8	31.5
NOON-1PM	5090	0.0	1500	1500	3590	15.64+	400	56.1	10.8	31.5
1-2 PM	5110	0.0	1500	1500	3610	15.63+	400	56.0	10.8	31.5
2-3 PM	5238	0.0	1499	1500	3738	15.57+	400	55.1	10.8	31.5
3-4 PM	5167	0.0	1500	1500	3667	15.60+	400	55.6	10.8	31.5
4-5 PM	4905	0.0	1500	1500	3405	15.72+	400	57.3	10.8	31.5
5-6 PM	4542	0.0	1500	1500	3042	15.87+	400	59.8	10.8	31.5
6-7 PM	3956	0.0	1499	1500	2456	16.09+	400	63.8	10.8	31.5
7-8 PM	3388	0.0	1500	1500	1888	16.23+	400	66.5	10.8	31.5
8-9 PM	3166	0.0	1500	1500	1666	16.24+	400	66.8	10.8	31.5
9-10 PM	3100	0.0	1500	1500	1600	16.24+	400	66.9	10.8	31.5
10-11 PM	2552	0.0	1500	1500	1052	16.27+	400	67.6	10.8	31.5
11PM-MID	1862	0.0	1500	1559	303	16.10+	393	68.4	10.9	30.8

+ 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	0.0402
MAIN ROUTE WITH WORKS	0.0158
'DIVERSION'	0.0516

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$287,363
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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

**SATURDAY EASTBOUND DIRECTION**

