

<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>
	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	1143	0.0	1500	1143	0	0.80	4	69.3	54.8	39.6	
1-2 AM	700	0.0	1500	700	0	0.55	0	69.9	59.0	42.8	
2-3 AM	498	0.0	1500	498	0	0.53	0	70.1	59.5	43.5	
3-4 AM	323	0.0	1500	323	0	0.51	0	70.2	59.9	44.2	
4-5 AM	345	0.0	1500	345	0	0.51	0	70.2	59.9	44.1	
5-6 AM	651	0.0	1500	651	0	0.55	0	69.9	59.1	42.9	
6-7 AM	1164	0.0	1499	1164	0	0.69	0	69.3	56.4	38.9	
7-8 AM	1480	0.0	1499	1480	0	1.44	13	68.9	46.8	32.5	
8-9 AM	2209	0.0	1500	1760	449	10.67+	287	68.0	15.2	31.3	
9-10 AM	3251	0.0	1499	1500	1751	16.20+	399	66.7	10.9	32.0	
10-11 AM	4306	0.0	1500	1500	2806	15.93+	400	61.4	10.9	32.0	
11AM-NOON	4572	0.0	1500	1500	3072	15.83+	400	59.6	10.9	32.0	
NOON-1PM	4774	0.0	1500	1500	3274	15.74+	400	58.2	10.9	32.0	
1-2 PM	4794	0.0	1500	1500	3294	15.73+	400	58.1	10.9	32.0	
2-3 PM	4689	0.0	1500	1500	3189	15.78+	400	58.8	10.9	32.0	
3-4 PM	4541	0.0	1500	1500	3041	15.84+	400	59.9	10.9	32.0	
4-5 PM	4487	0.0	1500	1500	2987	15.86+	400	60.2	10.9	32.0	
5-6 PM	4097	0.0	1499	1500	2597	16.01+	400	62.8	10.9	32.0	
6-7 PM	3848	0.0	1500	1500	2348	16.10+	400	64.6	10.9	32.0	
7-8 PM	3327	0.0	1500	1500	1827	16.19+	400	66.6	10.9	32.0	
8-9 PM	2911	0.0	1500	1500	1411	16.22+	400	67.1	10.9	32.0	
9-10 PM	2404	0.0	1499	1507	896	16.23+	399	67.8	10.9	31.8	
10-11 PM	1860	0.0	1500	1560	300	16.10+	393	68.4	10.9	30.8	
11PM-MID	1171	0.0	1499	1171	0	9.06	240	69.3	17.3	33.2	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

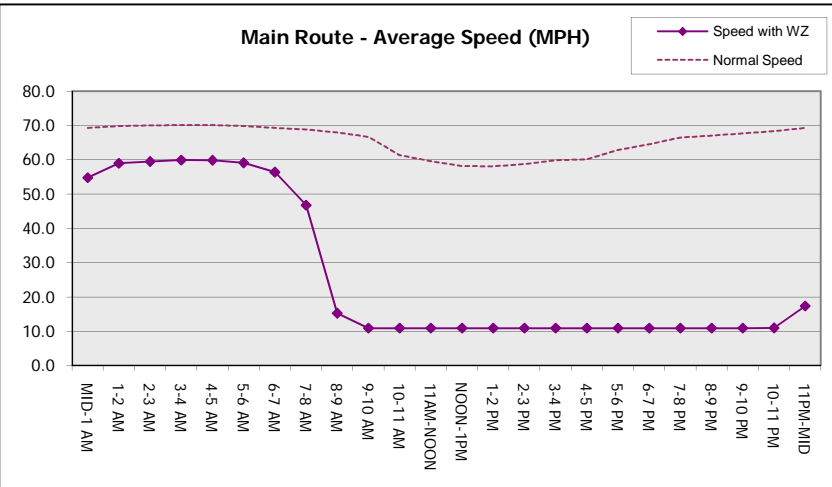
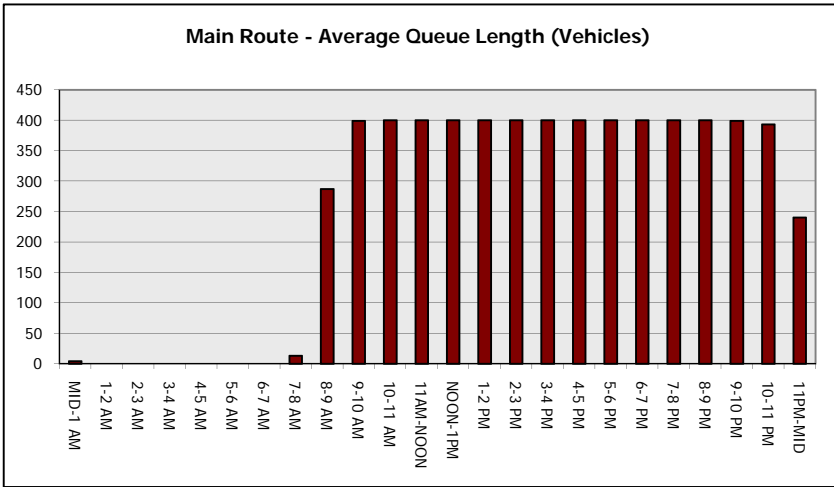
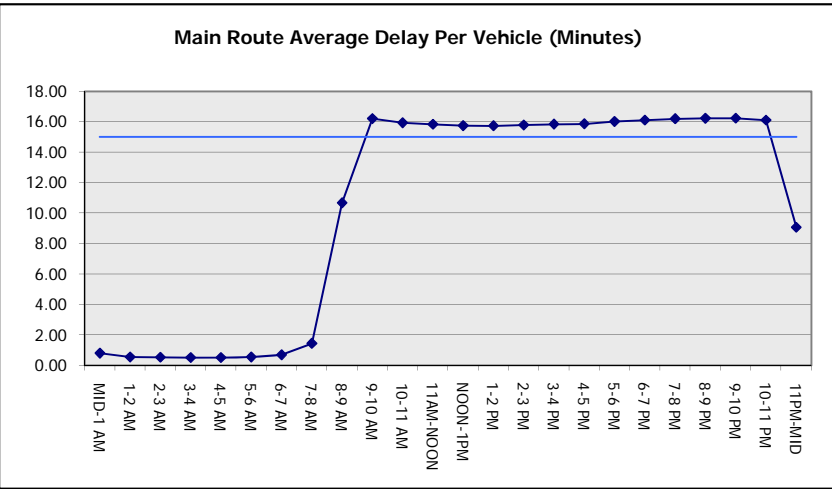
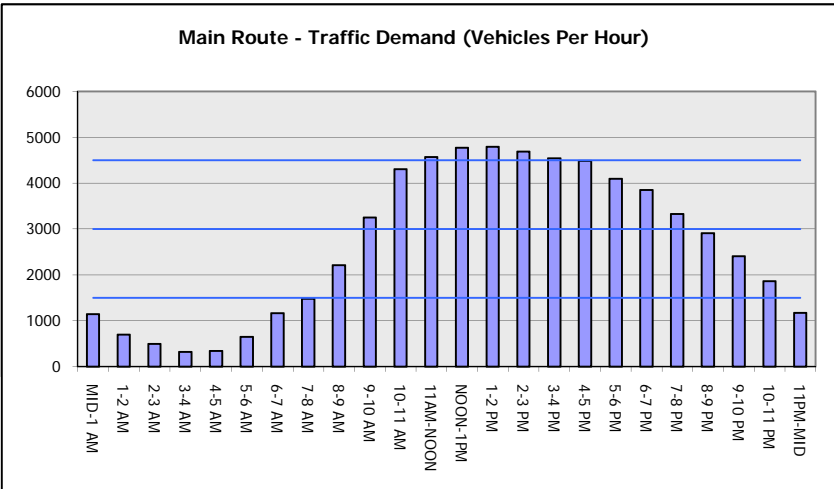
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0354
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0429
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$248,901
CONGESTED HOURS PER DAY*	15

\*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**  
**SUNDAY 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>
	Analyzed for 2009 Construction Season

**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	1269	0.0	1500	1269	0	0.81	0	69.2	54.6	36.4	
1-2 AM	787	0.0	1500	787	0	0.56	0	69.7	58.7	42.4	
2-3 AM	624	0.0	1500	624	0	0.55	0	70.0	59.2	43.0	
3-4 AM	375	0.0	1500	375	0	0.52	0	70.2	59.8	44.0	
4-5 AM	427	0.0	1500	427	0	0.52	0	70.2	59.7	43.8	
5-6 AM	673	0.0	1500	673	0	0.55	0	69.9	59.1	42.8	
6-7 AM	931	0.0	1500	931	0	0.58	0	69.6	58.4	41.9	
7-8 AM	1342	0.0	1499	1342	0	0.89	0	69.1	53.5	34.7	
8-9 AM	1891	0.0	1499	1891	0	5.36	150	68.4	24.9	30.8	
9-10 AM	2776	0.0	1499	1500	1276	16.30+	399	67.3	10.8	30.8	
10-11 AM	3705	0.0	1500	1500	2205	16.22+	400	65.5	10.8	30.8	
11AM-NOON	4520	0.0	1500	1500	3020	15.93+	400	60.0	10.8	30.8	
NOON-1PM	5104	0.0	1500	1500	3604	15.68+	400	56.0	10.8	30.8	
1-2 PM	5212	0.0	1500	1500	3712	15.63+	400	55.3	10.8	30.8	
2-3 PM	5558	0.0	1500	1500	4058	15.46+	400	52.9	10.8	30.8	
3-4 PM	5601	0.0	1500	1500	4101	15.43+	400	52.6	10.8	30.8	
4-5 PM	5611	0.0	1500	1500	4111	15.43+	400	52.5	10.8	30.8	
5-6 PM	5321	0.0	1500	1500	3821	15.57+	400	54.5	10.8	30.8	
6-7 PM	4565	0.0	1500	1500	3065	15.91+	400	59.7	10.8	30.8	
7-8 PM	3783	0.0	1500	1500	2283	16.20+	400	65.0	10.8	30.8	
8-9 PM	3305	0.0	1500	1500	1805	16.27+	400	66.6	10.8	30.8	
9-10 PM	2545	0.0	1500	1500	1045	16.32+	400	67.6	10.8	30.8	
10-11 PM	1706	0.0	1500	1511	195	16.31+	398	68.6	10.8	30.8	
11PM-MID	1110	0.0	1499	1110	0	7.74	220	69.4	19.5	34.1	

+ 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	0.0383
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0494

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$266,216
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

