

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	853	0.0	3000	853	0	0.35	0	69.7	62.3	49.7
1-2 AM	535	0.0	3000	535	0	0.36	0	70.0	62.6	49.7
2-3 AM	520	0.0	3000	520	0	0.36	0	70.1	62.6	49.7
3-4 AM	626	0.0	3000	626	0	0.36	0	69.9	62.5	49.7
4-5 AM	1271	0.0	3000	1271	0	0.35	0	69.2	62.0	49.7
5-6 AM	3662	0.0	2999	3662	0	3.20	206	65.8	32.9	37.3
6-7 AM	5253	0.0	2999	3076	2177	15.33+	848	55.0	12.2	37.5
7-8 AM	5024	0.0	3000	3054	1971	15.50+	850	56.5	12.2	37.3
8-9 AM	4982	0.0	3000	3015	1967	15.61+	855	56.8	12.2	37.3
9-10 AM	4700	0.0	3000	3030	1670	15.71+	853	58.7	12.2	37.3
10-11 AM	4837	0.0	3000	3000	1837	15.72+	857	57.8	12.2	37.3
11AM-NOON	4995	0.0	3000	3000	1995	15.64+	857	56.8	12.2	37.3
NOON-1PM	5232	0.0	3000	3000	2232	15.51+	857	55.1	12.2	37.3
1-2 PM	5416	0.0	3000	3000	2416	15.41+	857	53.8	12.2	37.3
2-3 PM	5454	0.0	3000	3000	2454	15.39+	857	53.6	12.2	37.3
3-4 PM	5269	0.0	3000	3000	2269	15.49+	857	54.8	12.2	37.3
4-5 PM	5161	0.0	3000	3000	2161	15.55+	857	55.6	12.2	37.3
5-6 PM	5211	0.0	3000	3000	2211	15.52+	857	55.3	12.2	37.3
6-7 PM	5286	0.0	3000	3000	2286	15.48+	857	54.8	12.2	37.3
7-8 PM	3933	0.0	3000	3001	933	15.75+	836	64.0	12.3	37.3
8-9 PM	3131	0.0	3000	2995	137	15.82+	831	66.8	12.3	37.3
9-10 PM	3145	0.0	2999	3000	145	15.82+	832	66.8	12.3	37.3
10-11 PM	2321	0.0	2999	2321	0	9.50+	543	67.9	17.1	40.8
11PM-MID	1556	0.0	3000	1556	0	0.46	9	68.8	59.7	49.7

+ 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	0.0492
MAIN ROUTE WITH WORKS	0.0292
'DIVERSION'	0.0372
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$280,446
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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

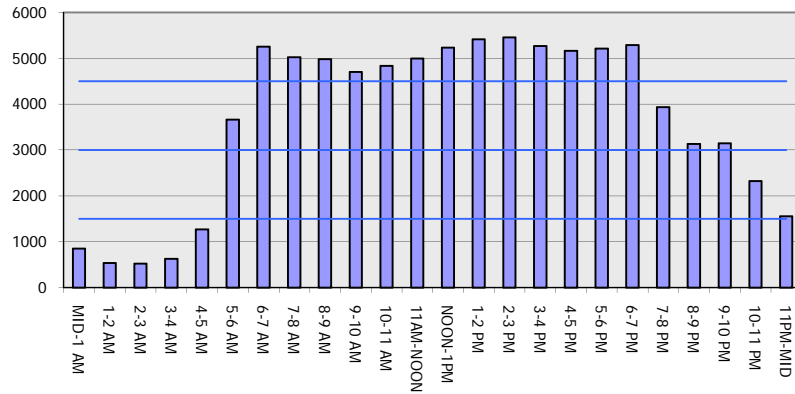
OCTOBER

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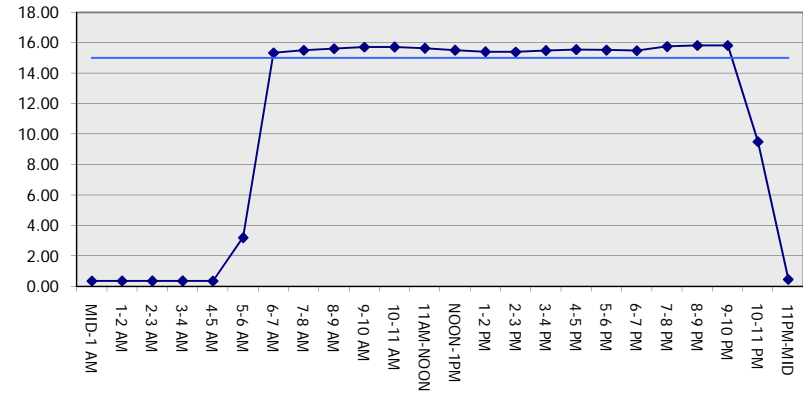
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

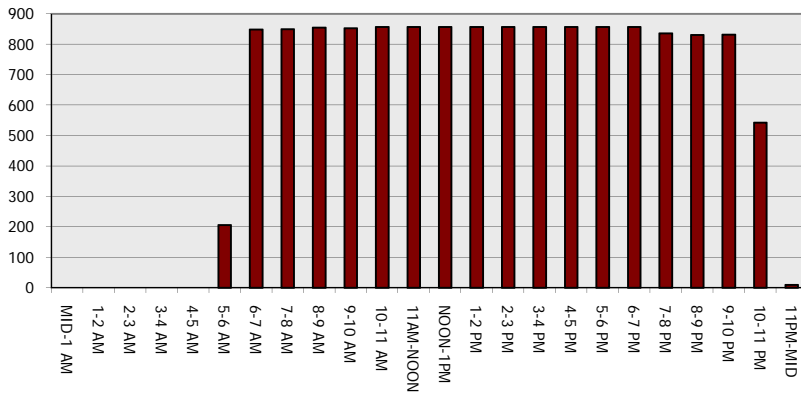
Main Route - Traffic Demand (Vehicles Per Hour)



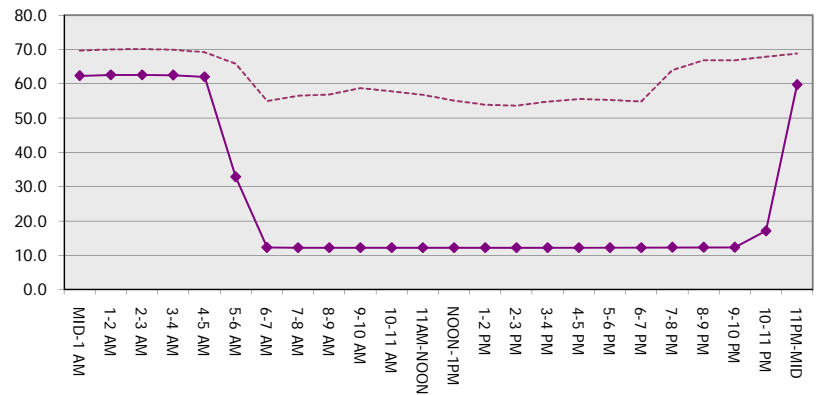
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	838	0.0	3000	838	0	0.35	0	69.7	62.3	49.7
1-2 AM	563	0.0	3000	563	0	0.36	0	70.0	62.6	49.7
2-3 AM	534	0.0	3000	534	0	0.36	0	70.0	62.6	49.7
3-4 AM	588	0.0	3000	588	0	0.36	0	70.0	62.5	49.7
4-5 AM	966	0.0	3000	966	0	0.35	0	69.6	62.3	49.7
5-6 AM	2060	0.0	2999	2060	0	0.34	0	68.2	61.4	49.3
6-7 AM	3826	0.0	2999	3826	0	5.20	333	64.7	24.8	37.3
7-8 AM	4596	0.0	2999	3025	1571	15.77+	854	59.4	12.2	37.3
8-9 AM	4088	0.0	3000	2990	1098	15.69+	837	62.9	12.3	37.3
9-10 AM	3950	0.0	2999	2999	951	15.71+	835	63.9	12.3	37.3
10-11 AM	4251	0.0	2999	3004	1248	15.70+	841	61.8	12.2	37.3
11AM-NOON	4723	0.0	2999	3008	1715	15.75+	856	58.6	12.2	37.3
NOON-1PM	5120	0.0	3000	3000	2120	15.57+	857	55.9	12.2	37.3
1-2 PM	5379	0.0	3000	3000	2379	15.43+	857	54.1	12.2	37.3
2-3 PM	6034	0.0	3000	3000	3034	15.03+	857	49.6	12.2	37.3
3-4 PM	6540	0.0	3000	3000	3540	14.66+	857	46.2	12.2	37.3
4-5 PM	6570	0.0	3000	3000	3570	14.64+	857	46.0	12.2	37.3
5-6 PM	6001	0.0	3000	3000	3001	15.05+	857	49.9	12.2	37.3
6-7 PM	5103	0.0	3000	3000	2103	15.58+	857	56.0	12.2	37.3
7-8 PM	3947	0.0	3000	2990	957	15.74+	836	63.9	12.3	37.3
8-9 PM	3184	0.0	3000	2998	186	15.82+	832	66.8	12.3	37.3
9-10 PM	3094	0.0	2999	2984	111	15.79+	830	66.9	12.3	37.3
10-11 PM	2368	0.0	2999	2368	0	9.73+	544	67.8	16.8	39.8
11PM-MID	1888	0.0	3000	1888	0	0.58	19	68.4	57.5	49.7

+ 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	0.0480
MAIN ROUTE WITH WORKS	0.0288
'DIVERSION'	0.0356

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$264,102
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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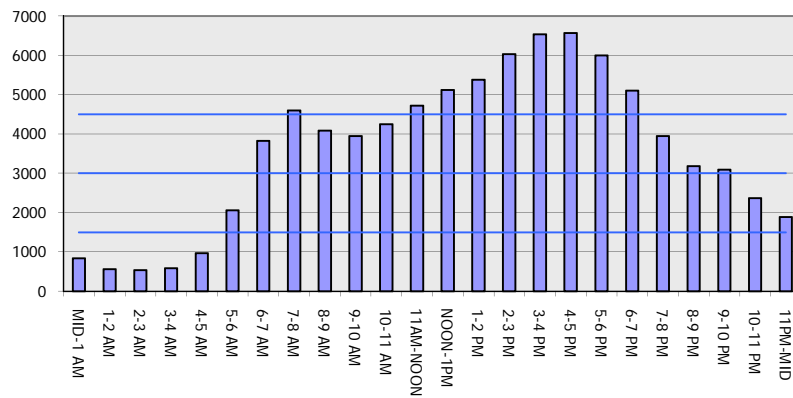
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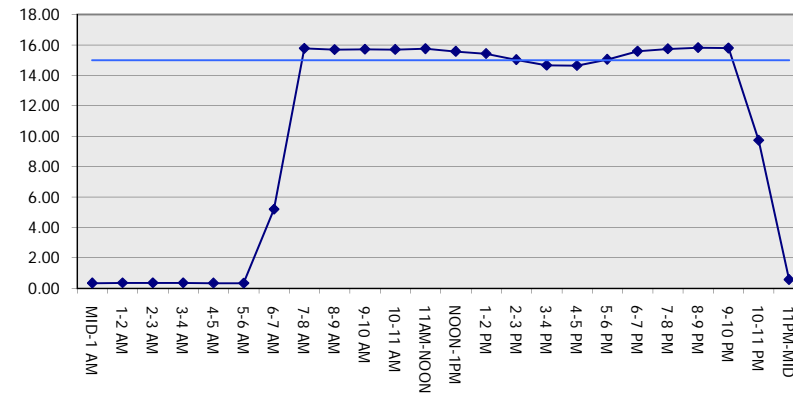
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

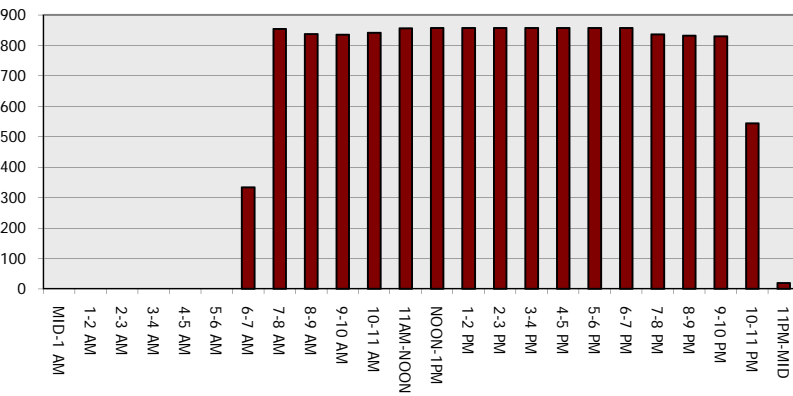
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

