

**IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)  
CONTINUOUS (24 HOUR) 2 LANE 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	1499	853	0	2.54	102	69.7	37.8	39.9	
1-2 AM	535	0.0	1500	535	0	0.54	0	70.0	59.4	43.3	
2-3 AM	520	0.0	1500	520	0	0.54	0	70.1	59.4	43.4	
3-4 AM	626	0.0	1500	626	0	0.55	0	69.9	59.2	43.0	
4-5 AM	1271	0.0	1499	1271	0	1.34	18	69.2	48.0	36.4	
5-6 AM	3662	0.0	1500	1776	1885	14.42+	375	65.8	11.9	35.4	
6-7 AM	5253	0.0	1499	1500	3753	15.61+	399	55.0	10.8	30.8	
7-8 AM	5024	0.0	1500	1500	3524	15.71+	400	56.5	10.8	30.8	
8-9 AM	4982	0.0	1500	1500	3482	15.73+	400	56.8	10.8	30.8	
9-10 AM	4700	0.0	1500	1500	3200	15.85+	400	58.7	10.8	30.8	
10-11 AM	4837	0.0	1500	1500	3337	15.79+	400	57.8	10.8	30.8	
11AM-NOON	4995	0.0	1500	1500	3495	15.73+	400	56.8	10.8	30.8	
NOON-1PM	5232	0.0	1500	1500	3732	15.62+	400	55.1	10.8	30.8	
1-2 PM	5416	0.0	1500	1500	3916	15.53+	400	53.8	10.8	30.8	
2-3 PM	5454	0.0	1499	1500	3954	15.51+	400	53.6	10.8	30.8	
3-4 PM	5269	0.0	1499	1500	3769	15.60+	400	54.8	10.8	30.8	
4-5 PM	5161	0.0	1499	1500	3661	15.65+	400	55.6	10.8	30.8	
5-6 PM	5211	0.0	1500	1500	3711	15.63+	400	55.3	10.8	30.8	
6-7 PM	5286	0.0	1500	1500	3786	15.59+	400	54.8	10.8	30.8	
7-8 PM	3933	0.0	1500	1500	2433	16.14+	400	64.0	10.8	30.8	
8-9 PM	3131	0.0	1500	1500	1631	16.28+	400	66.8	10.8	30.8	
9-10 PM	3145	0.0	1500	1500	1645	16.28+	400	66.8	10.8	30.8	
10-11 PM	2321	0.0	1500	1500	821	16.33+	400	67.9	10.8	30.8	
11PM-MID	1556	0.0	1500	1477	80	15.40+	375	68.8	11.4	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	0.0492
MAIN ROUTE WITH WORKS	0.0160
'DIVERSION'	0.0720
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$298,259
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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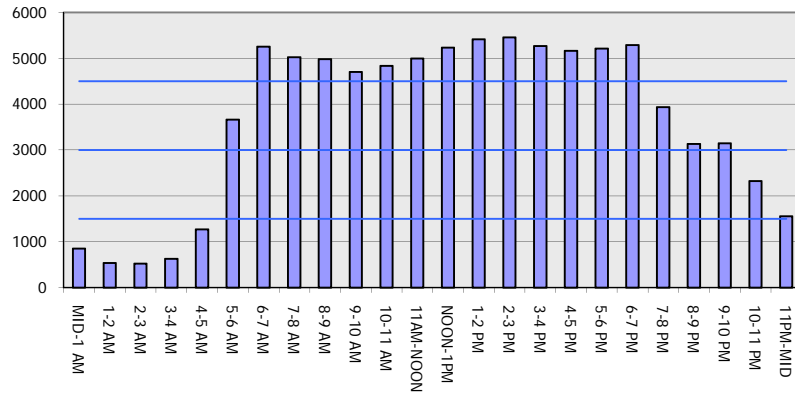
**OCTOBER**

Analyzed for 2009  
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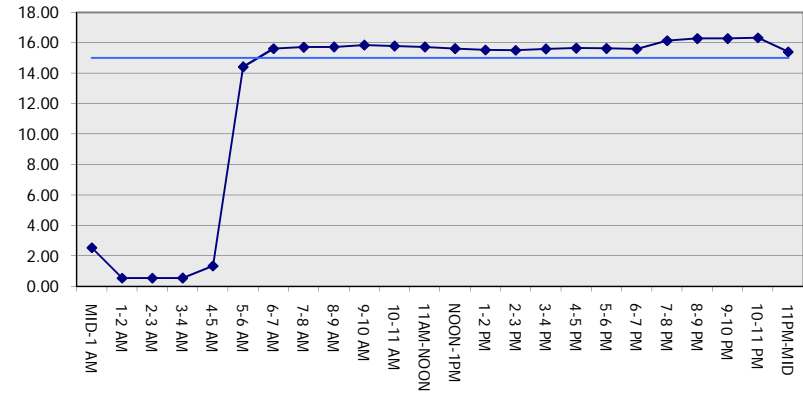
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

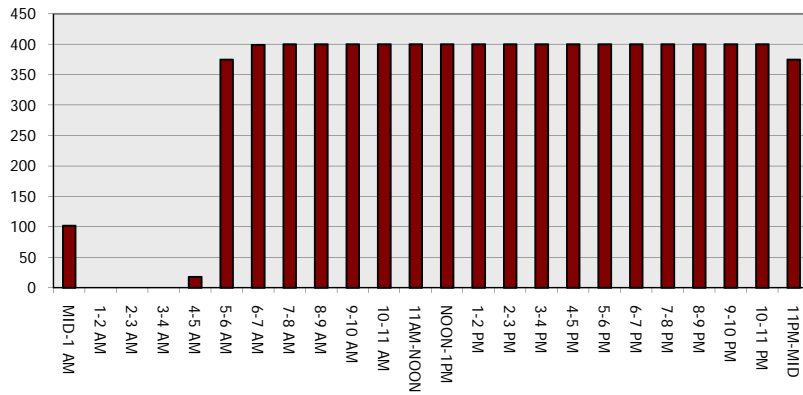
**Main Route - Traffic Demand (Vehicles Per Hour)**



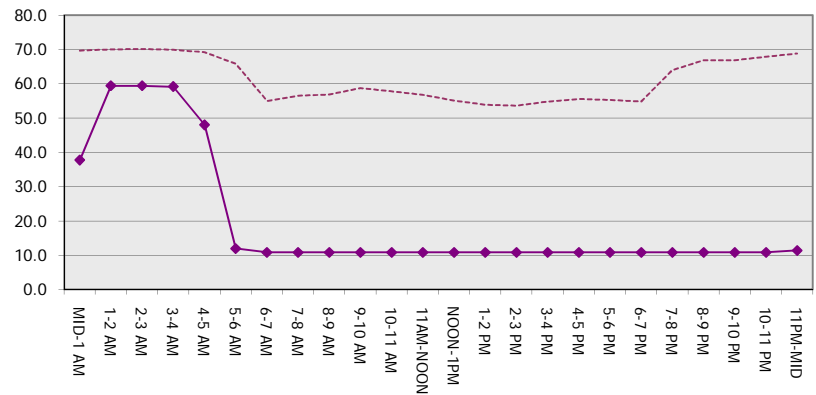
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<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>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	1499	838	0	3.30	143	69.7	33.2	38.8
1-2 AM	563	0.0	1500	563	0	0.54	0	70.0	59.4	43.3
2-3 AM	534	0.0	1500	534	0	0.54	0	70.0	59.4	43.3
3-4 AM	588	0.0	1500	588	0	0.54	0	70.0	59.2	43.2
4-5 AM	966	0.0	1499	966	0	0.60	0	69.6	58.0	41.3
5-6 AM	2060	0.0	1499	2060	0	5.72	190	68.2	23.8	30.8
6-7 AM	3826	0.0	1500	1435	2391	15.83+	395	64.7	11.0	34.2
7-8 AM	4596	0.0	1500	1500	3096	15.82+	400	59.4	10.9	31.9
8-9 AM	4088	0.0	1500	1500	2588	16.02+	400	62.9	10.9	31.9
9-10 AM	3950	0.0	1500	1500	2450	16.07+	400	63.9	10.9	31.9
10-11 AM	4251	0.0	1500	1500	2751	15.96+	400	61.8	10.9	31.9
11AM-NOON	4723	0.0	1500	1500	3223	15.77+	400	58.6	10.9	31.9
NOON-1PM	5120	0.0	1500	1500	3620	15.60+	400	55.9	10.9	31.9
1-2 PM	5379	0.0	1500	1500	3879	15.48+	400	54.1	10.9	31.9
2-3 PM	6034	0.0	1500	1500	4534	15.13+	400	49.6	10.9	31.9
3-4 PM	6540	0.0	1500	1500	5040	14.81+	400	46.2	10.9	31.9
4-5 PM	6570	0.0	1500	1500	5070	14.79+	400	46.0	10.9	31.9
5-6 PM	6001	0.0	1500	1500	4501	15.14+	400	49.9	10.9	31.9
6-7 PM	5103	0.0	1500	1500	3603	15.61+	400	56.0	10.9	31.9
7-8 PM	3947	0.0	1500	1500	2447	16.07+	400	63.9	10.9	31.9
8-9 PM	3184	0.0	1500	1500	1684	16.21+	400	66.8	10.9	31.9
9-10 PM	3094	0.0	1500	1500	1594	16.22+	400	66.9	10.9	31.9
10-11 PM	2368	0.0	1499	1456	911	16.14+	396	67.8	10.9	31.4
11PM-MID	1888	0.0	1499	1437	451	16.10+	393	68.4	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	0.0480
MAIN ROUTE WITH WORKS	0.0159
'DIVERSION'	0.0694

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$285,337
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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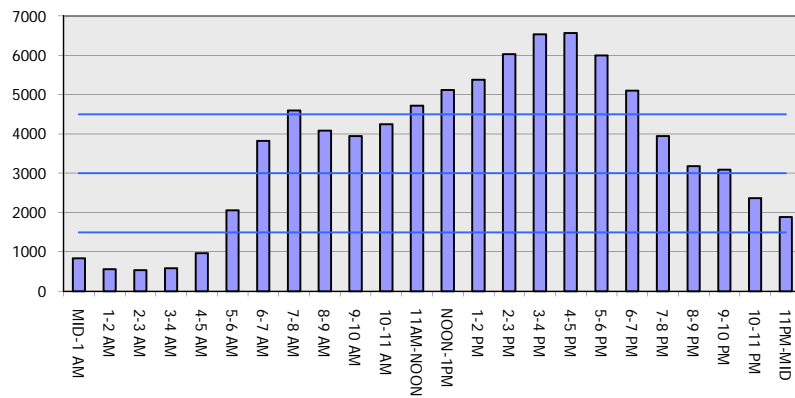
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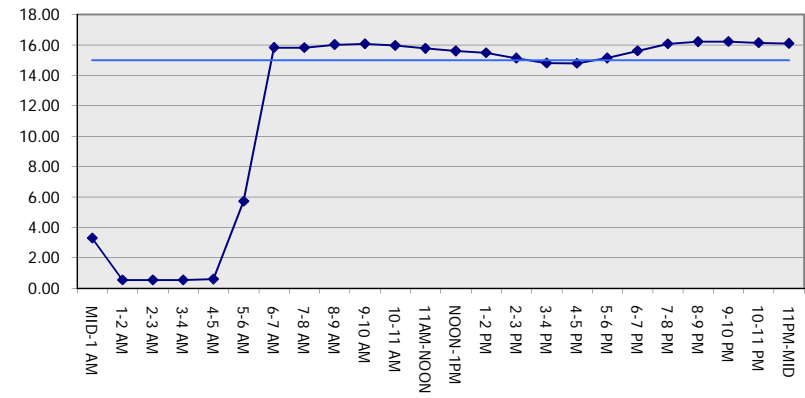
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

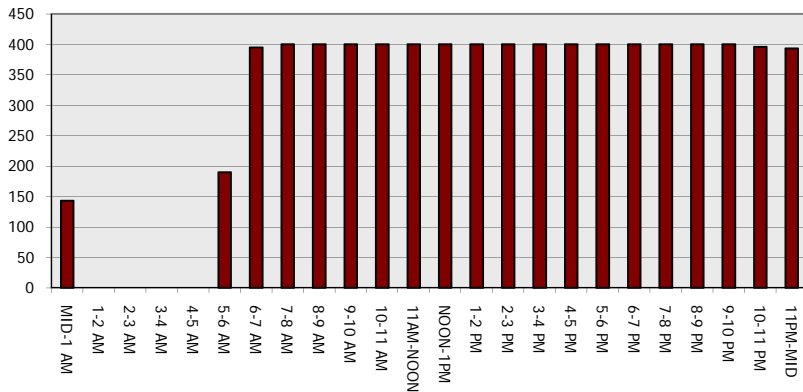
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

