

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

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	0.63	0	69.3	57.3	40.4	
1-2 AM	594	0.0	1500	594	0	0.54	0	70.0	59.2	43.2	
2-3 AM	514	0.0	1500	514	0	0.53	0	70.1	59.5	43.5	
3-4 AM	341	0.0	1500	341	0	0.51	0	70.2	59.9	44.2	
4-5 AM	357	0.0	1500	357	0	0.52	0	70.2	59.9	44.0	
5-6 AM	658	0.0	1500	658	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	1494	0.0	1499	1494	0	1.47	14	68.9	46.5	32.2	
8-9 AM	2127	0.0	1500	1818	309	10.21+	273	68.1	15.8	30.8	
9-10 AM	3018	0.0	1499	1500	1518	16.29+	399	67.0	10.8	30.8	
10-11 AM	3836	0.0	1500	1500	2336	16.18+	400	64.6	10.8	30.8	
11AM-NOON	4246	0.0	1500	1500	2746	16.03+	400	61.9	10.8	30.8	
NOON-1PM	4645	0.0	1500	1500	3145	15.87+	400	59.1	10.8	30.8	
1-2 PM	4419	0.0	1500	1500	2919	15.96+	400	60.7	10.8	30.8	
2-3 PM	4304	0.0	1500	1500	2804	16.01+	400	61.5	10.8	30.8	
3-4 PM	4498	0.0	1500	1500	2998	15.93+	400	60.1	10.8	30.8	
4-5 PM	4447	0.0	1500	1500	2947	15.95+	400	60.5	10.8	30.8	
5-6 PM	4101	0.0	1500	1500	2601	16.08+	400	62.8	10.8	30.8	
6-7 PM	3965	0.0	1500	1500	2465	16.13+	400	63.8	10.8	30.8	
7-8 PM	3238	0.0	1500	1500	1738	16.28+	400	66.7	10.8	30.8	
8-9 PM	2382	0.0	1500	1500	882	16.33+	400	67.8	10.8	30.8	
9-10 PM	2032	0.0	1500	1500	532	16.35+	400	68.2	10.8	30.8	
10-11 PM	1598	0.0	1500	1483	115	15.71+	383	68.7	11.2	30.8	
11PM-MID	972	0.0	1499	972	0	3.35	132	69.6	32.9	38.3	

+ 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	0.0335
MAIN ROUTE WITH WORKS	0.0147
'DIVERSION'	0.0388
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$235,177
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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

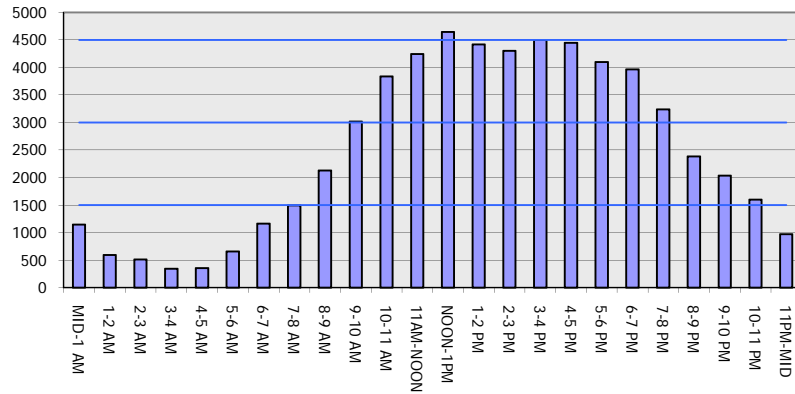
OCTOBER

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 Construction Season

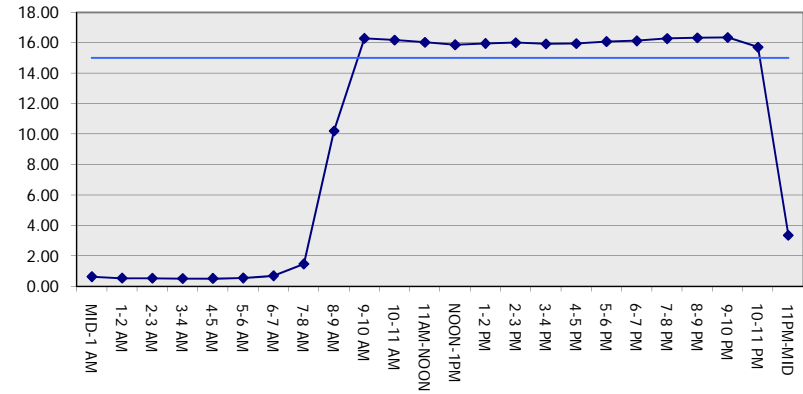
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

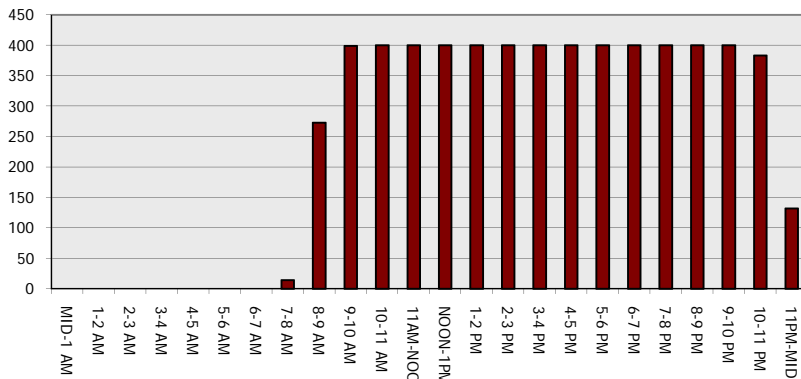
Main Route - Traffic Demand (Vehicles Per Hour)



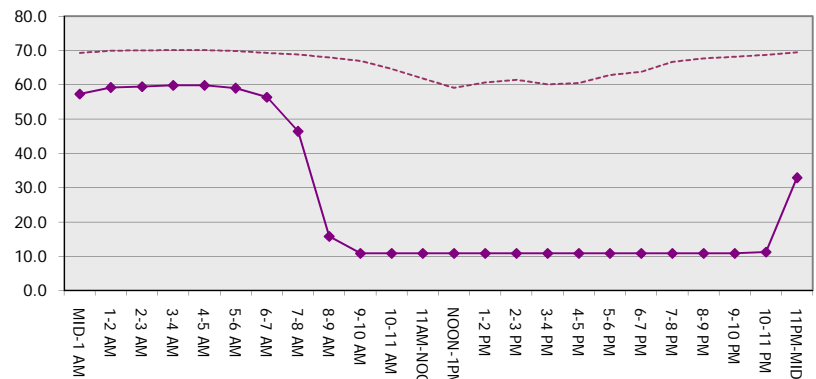
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	1127	0.0	1500	1127	0	0.61	0	69.3	57.7	40.9	
1-2 AM	723	0.0	1500	723	0	0.56	0	69.9	58.9	42.7	
2-3 AM	641	0.0	1500	641	0	0.55	0	69.9	59.1	43.0	
3-4 AM	400	0.0	1500	400	0	0.52	0	70.2	59.7	43.9	
4-5 AM	410	0.0	1500	410	0	0.52	0	70.2	59.7	43.8	
5-6 AM	647	0.0	1500	647	0	0.55	0	69.9	59.1	43.0	
6-7 AM	873	0.0	1500	873	0	0.57	0	69.7	58.5	42.1	
7-8 AM	1389	0.0	1499	1389	0	1.01	2	69.0	51.9	33.7	
8-9 AM	1895	0.0	1500	1895	0	5.84	162	68.4	23.5	30.8	
9-10 AM	2762	0.0	1499	1500	1262	16.31+	399	67.3	10.8	30.8	
10-11 AM	3613	0.0	1500	1500	2113	16.25+	400	66.2	10.8	30.8	
11AM-NOON	4421	0.0	1500	1500	2921	15.96+	400	60.7	10.8	30.8	
NOON-1PM	4959	0.0	1500	1500	3459	15.74+	400	57.0	10.8	30.8	
1-2 PM	4866	0.0	1500	1500	3366	15.78+	400	57.6	10.8	30.8	
2-3 PM	5048	0.0	1500	1500	3548	15.70+	400	56.4	10.8	30.8	
3-4 PM	5333	0.0	1500	1500	3833	15.57+	400	54.4	10.8	30.8	
4-5 PM	5019	0.0	1500	1500	3519	15.71+	400	56.6	10.8	30.8	
5-6 PM	4186	0.0	1500	1500	2686	16.05+	400	62.3	10.8	30.8	
6-7 PM	3967	0.0	1500	1500	2467	16.13+	400	63.8	10.8	30.8	
7-8 PM	3335	0.0	1500	1500	1835	16.27+	400	66.6	10.8	30.8	
8-9 PM	2430	0.0	1500	1500	930	16.32+	400	67.7	10.8	30.8	
9-10 PM	1793	0.0	1500	1500	293	16.36+	400	68.5	10.8	30.8	
10-11 PM	1238	0.0	1499	1238	0	11.86	298	69.2	14.1	31.7	
11PM-MID	953	0.0	1500	953	0	1.02	18	69.6	52.0	41.7	

+ 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	0.0345
MAIN ROUTE WITH WORKS	0.0146
'DIVERSION'	0.0416

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$238,153
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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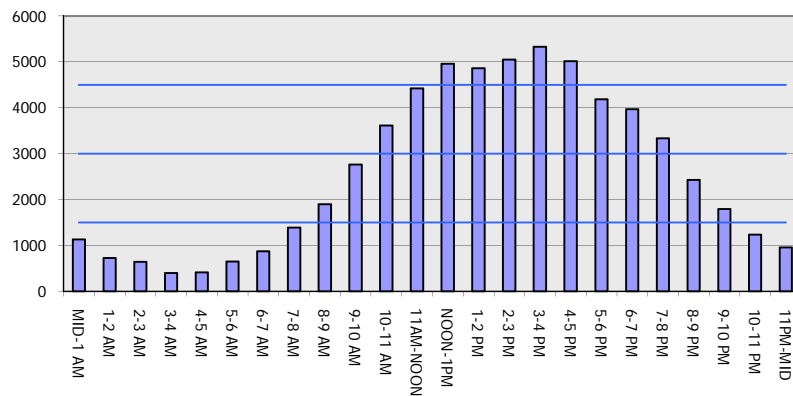
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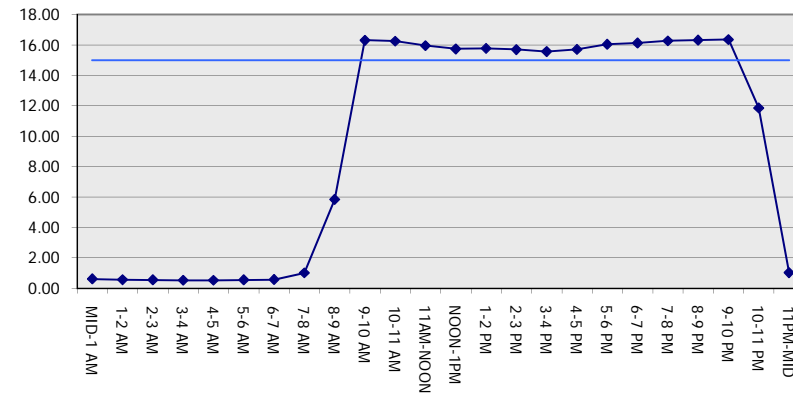
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

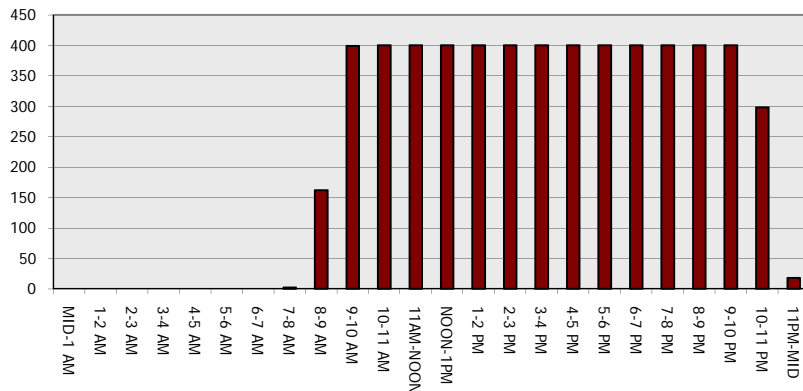
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

