

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY SOUTHBOUND 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	957	0.0	1500	957	0	0.85	9	69.6	56.6	41.8	
1-2 AM	632	0.0	1500	632	0	0.55	0	69.9	60.9	43.0	
2-3 AM	515	0.0	1500	515	0	0.53	0	70.1	61.2	43.5	
3-4 AM	440	0.0	1500	440	0	0.53	0	70.2	61.4	43.7	
4-5 AM	549	0.0	1500	549	0	0.54	0	70.0	61.1	43.3	
5-6 AM	969	0.0	1499	969	0	0.58	0	69.6	60.1	41.8	
6-7 AM	1616	0.0	1499	1616	0	2.11	36	68.7	44.0	31.4	
7-8 AM	2373	0.0	1500	1835	538	14.30+	359	67.8	14.2	31.4	
8-9 AM	2992	0.0	1499	1500	1492	16.25+	399	67.0	12.9	31.1	
9-10 AM	3334	0.0	1500	1500	1834	16.23+	399	66.6	12.9	31.1	
10-11 AM	3679	0.0	1500	1500	2179	16.18+	399	65.7	12.9	31.1	
11AM-NOON	3890	0.0	1500	1500	2390	16.09+	400	64.3	12.9	31.1	
NOON-1PM	3892	0.0	1500	1500	2392	16.09+	400	64.3	12.9	31.1	
1-2 PM	3722	0.0	1500	1500	2222	16.16+	400	65.5	12.9	31.1	
2-3 PM	3906	0.0	1500	1500	2406	16.08+	400	64.1	12.9	31.1	
3-4 PM	3826	0.0	1500	1500	2326	16.12+	400	64.7	12.9	31.1	
4-5 PM	3690	0.0	1500	1500	2190	16.17+	400	65.6	12.9	31.1	
5-6 PM	3268	0.0	1500	1500	1768	16.23+	400	66.7	12.9	31.1	
6-7 PM	2879	0.0	1500	1500	1379	16.26+	400	67.1	12.9	31.1	
7-8 PM	2300	0.0	1500	1463	836	16.17+	396	67.9	12.9	31.1	
8-9 PM	2046	0.0	1499	1500	546	16.34+	399	68.2	12.8	30.8	
9-10 PM	1997	0.0	1500	1500	497	16.34+	400	68.2	12.8	30.8	
10-11 PM	1619	0.0	1499	1457	163	16.19+	395	68.7	12.9	30.8	
11PM-MID	1195	0.0	1499	1195	0	10.47	268	69.2	18.2	32.4	

+ 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

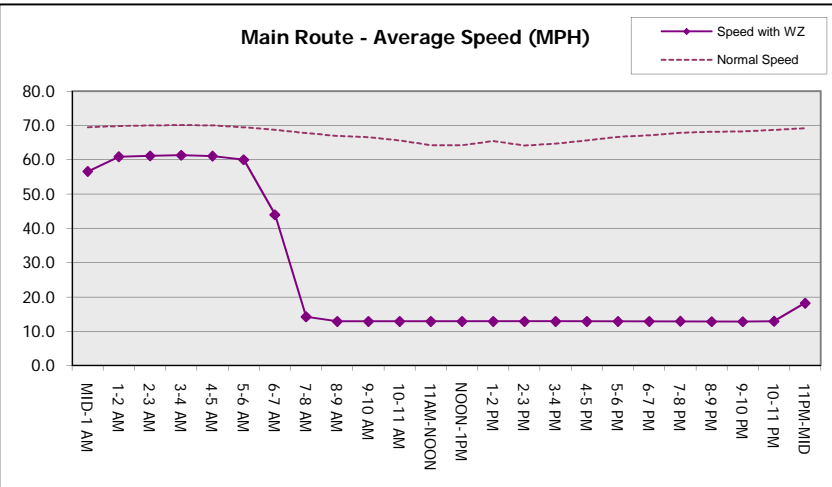
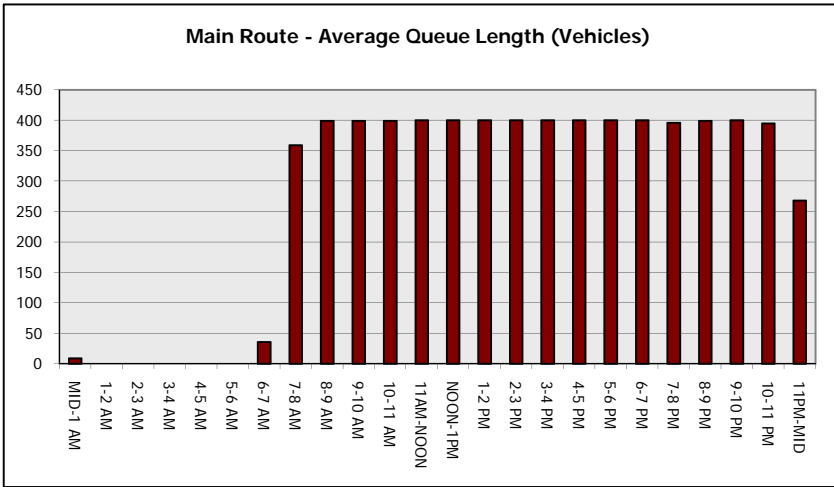
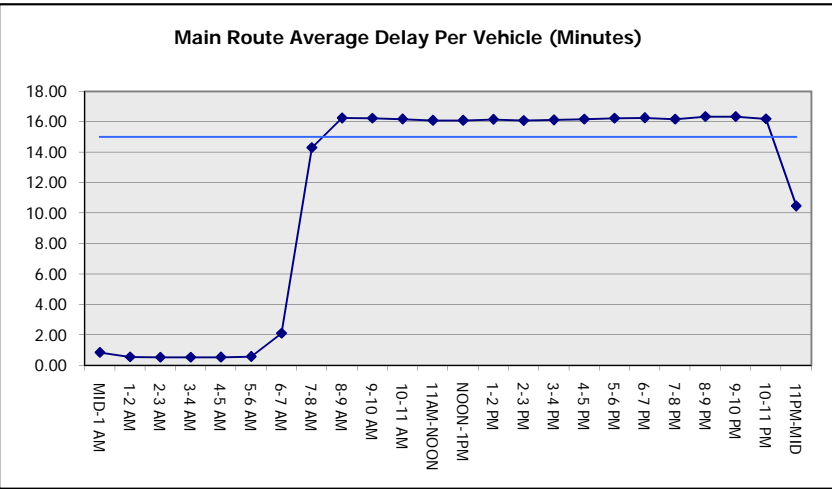
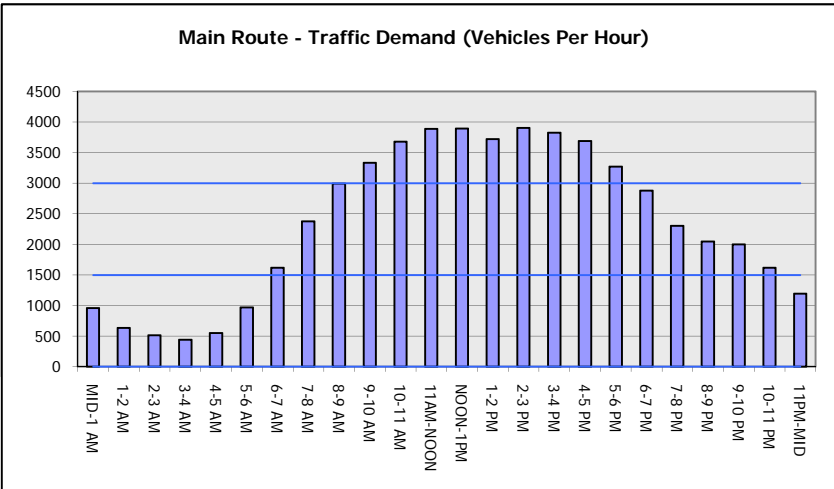
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0385
MAIN ROUTE WITH WORKS	0.0192
'DIVERSION'	0.0399
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$222,456
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY NORTHBOUND 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	787	0.0	1500	787	0	0.70	4	69.7	58.7	42.4	
1-2 AM	483	0.0	1500	483	0	0.53	0	70.1	61.3	43.6	
2-3 AM	437	0.0	1500	437	0	0.53	0	70.2	61.4	43.7	
3-4 AM	394	0.0	1500	394	0	0.52	0	70.2	61.5	43.9	
4-5 AM	591	0.0	1500	591	0	0.54	0	70.0	61.0	43.2	
5-6 AM	1166	0.0	1499	1166	0	0.69	0	69.3	58.4	38.9	
6-7 AM	1424	0.0	1499	1424	0	1.04	1	69.0	54.0	32.7	
7-8 AM	1873	0.0	1500	1873	0	5.99	160	68.4	26.5	30.8	
8-9 AM	2447	0.0	1499	1500	947	16.31+	399	67.7	12.8	30.8	
9-10 AM	2907	0.0	1500	1500	1407	16.28+	400	67.1	12.8	30.8	
10-11 AM	3318	0.0	1500	1500	1818	16.25+	400	66.6	12.8	30.8	
11AM-NOON	3593	0.0	1500	1500	2093	16.23+	400	66.3	12.8	30.8	
NOON-1PM	3856	0.0	1500	1500	2356	16.12+	400	64.5	12.8	30.8	
1-2 PM	3757	0.0	1500	1500	2257	16.17+	400	65.2	12.8	30.8	
2-3 PM	3875	0.0	1500	1500	2375	16.12+	400	64.4	12.8	30.8	
3-4 PM	3873	0.0	1500	1500	2373	16.12+	400	64.4	12.8	30.8	
4-5 PM	3854	0.0	1500	1500	2354	16.12+	400	64.5	12.8	30.8	
5-6 PM	3668	0.0	1500	1500	2168	16.20+	400	65.8	12.8	30.8	
6-7 PM	3192	0.0	1500	1500	1692	16.26+	400	66.8	12.8	30.8	
7-8 PM	2589	0.0	1500	1500	1089	16.30+	399	67.5	12.8	30.8	
8-9 PM	2356	0.0	1500	1500	856	16.32+	399	67.8	12.8	30.8	
9-10 PM	2226	0.0	1500	1500	726	16.33+	400	67.9	12.8	30.8	
10-11 PM	1642	0.0	1500	1506	136	16.03+	391	68.7	13.0	30.8	
11PM-MID	1191	0.0	1499	1191	0	9.95	257	69.2	18.9	32.9	

+ 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	0.0380
MAIN ROUTE WITH WORKS	0.0191
'DIVERSION'	0.0391

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$216,303
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

