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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 951 | 0.0 | 3000 | 951 | 0 | 0.35 | 0 | 69.6 | 63.5 | 49.7 |
| 1-2 AM | 530 | 0.0 | 3000 | 530 | 0 | 0.36 | 0 | 70.0 | 63.8 | 49.7 |
| 2-3 AM | 430 | 0.0 | 3000 | 430 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 3-4 AM | 276 | 0.0 | 3000 | 276 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 4-5 AM | 275 | 0.0 | 3000 | 275 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 5-6 AM | 485 | 0.0 | 3000 | 485 | 0 | 0.36 | 0 | 70.1 | 63.9 | 49.7 |
| 6-7 AM | 841 | 0.0 | 3000 | 841 | 0 | 0.35 | 0 | 69.7 | 63.6 | 49.7 |
| 7-8 AM | 1161 | 0.0 | 3000 | 1161 | 0 | 0.35 | 0 | 69.3 | 63.3 | 49.7 |
| 8-9 AM | 1674 | 0.0 | 3000 | 1674 | 0 | 0.34 | 0 | 68.7 | 63.0 | 49.7 |
| 9-10 AM | 2304 | 0.0 | 2999 | 2304 | 0 | 0.36 | 0 | 67.9 | 62.0 | 48.5 |
| 10-11 AM | 3085 | 0.0 | 2999 | 3085 | 0 | 1.18 | 30 | 66.9 | 51.2 | 37.8 |
| 11AM-NOON | 3571 | 0.0 | 3000 | 3571 | 0 | 6.98 | 382 | 66.3 | 23.7 | 37.3 |
| NOON-1PM | 3865 | 0.0 | 2999 | 3023 | 842 | 15.07+ | 799 | 64.5 | 13.5 | 37.3 |
| 1-2 PM | 3687 | 0.0 | 3000 | 3014 | 673 | 15.16+ | 799 | 65.6 | 13.5 | 37.3 |
| 2-3 PM | 3585 | 0.0 | 3000 | 3003 | 582 | 15.22+ | 800 | 66.3 | 13.5 | 37.3 |
| 3-4 PM | 3789 | 0.0 | 3000 | 3001 | 788 | 15.15+ | 801 | 65.0 | 13.5 | 37.3 |
| 4-5 PM | 3727 | 0.0 | 3000 | 3001 | 726 | 15.17+ | 801 | 65.4 | 13.5 | 37.3 |
| 5-6 PM | 3349 | 0.0 | 3000 | 3046 | 303 | 15.14+ | 795 | 66.6 | 13.6 | 37.3 |
| 6-7 PM | 2946 | 0.0 | 3000 | 2946 | 0 | 14.80+ | 775 | 67.1 | 13.8 | 37.3 |
| 7-8 PM | 2681 | 0.0 | 2999 | 2681 | 0 | 11.35 | 593 | 67.4 | 17.0 | 37.3 |
| 8-9 PM | 2126 | 0.0 | 2999 | 2126 | 0 | 1.63 | 107 | 68.1 | 47.6 | 47.6 |
| 9-10 PM | 1878 | 0.0 | 3000 | 1878 | 0 | 0.34 | 0 | 68.4 | 62.8 | 49.7 |
| 10-11 PM | 1364 | 0.0 | 3000 | 1364 | 0 | 0.34 | 0 | 69.1 | 63.2 | 49.7 |
| 11PM-MID | 873 | 0.0 | 3000 | 873 | 0 | 0.35 | 0 | 69.7 | 63.6 | 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 | 0.0338 |
| MAIN ROUTE WITH WORKS | 0.0282 |
| 'DIVERSION' | 0.0062 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$124,943 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding User-Specified Maximum

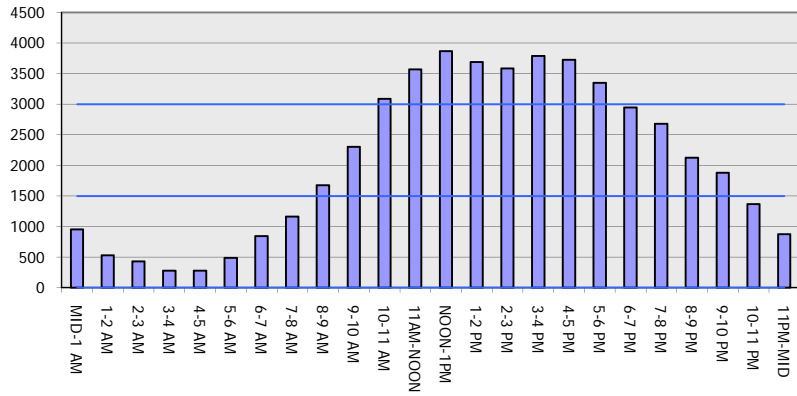
**IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

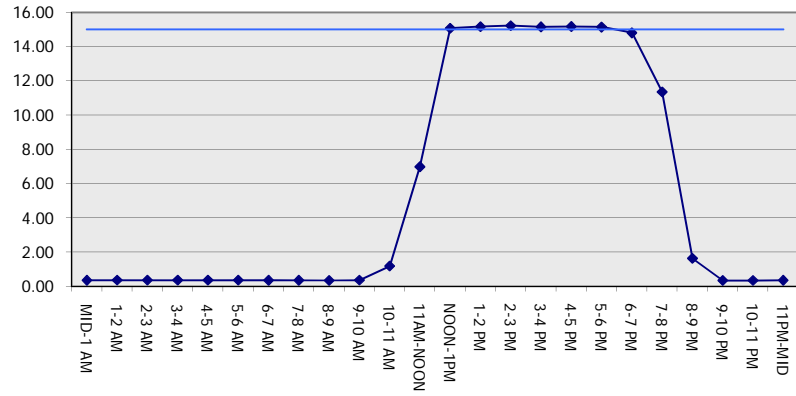
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

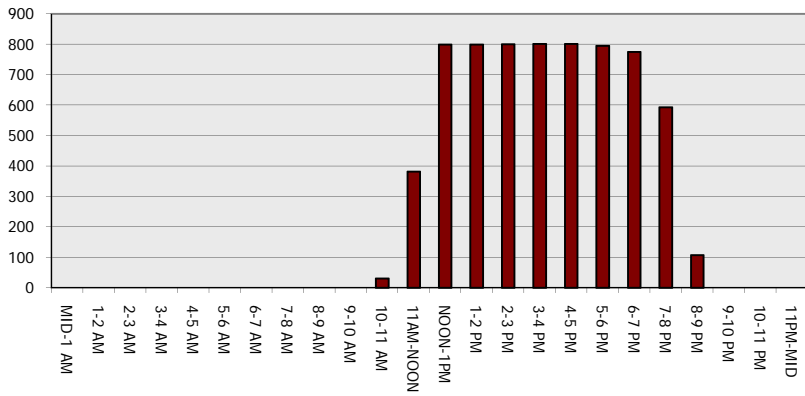
Main Route - Traffic Demand (Vehicles Per Hour)



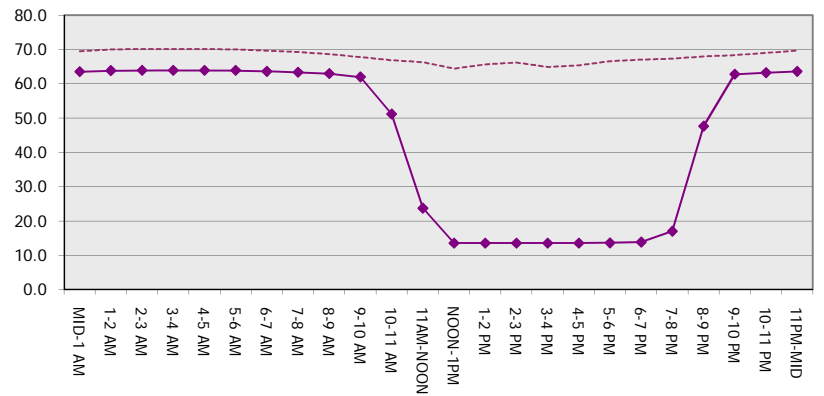
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 741 | 0.0 | 3000 | 741 | 0 | 0.35 | 0 | 69.8 | 63.7 | 49.7 |
| 1-2 AM | 451 | 0.0 | 3000 | 451 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 2-3 AM | 364 | 0.0 | 3000 | 364 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 3-4 AM | 299 | 0.0 | 3000 | 299 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 4-5 AM | 338 | 0.0 | 3000 | 338 | 0 | 0.36 | 0 | 70.2 | 63.9 | 49.7 |
| 5-6 AM | 605 | 0.0 | 3000 | 605 | 0 | 0.36 | 0 | 70.0 | 63.8 | 49.7 |
| 6-7 AM | 816 | 0.0 | 3000 | 816 | 0 | 0.35 | 0 | 69.7 | 63.7 | 49.7 |
| 7-8 AM | 1129 | 0.0 | 3000 | 1129 | 0 | 0.35 | 0 | 69.3 | 63.4 | 49.7 |
| 8-9 AM | 1504 | 0.0 | 3000 | 1504 | 0 | 0.34 | 0 | 68.9 | 63.1 | 49.7 |
| 9-10 AM | 2304 | 0.0 | 2999 | 2304 | 0 | 0.36 | 0 | 67.9 | 62.0 | 48.4 |
| 10-11 AM | 2962 | 0.0 | 2999 | 2962 | 0 | 0.89 | 13 | 67.1 | 54.5 | 38.8 |
| 11AM-NOON | 3469 | 0.0 | 3000 | 3469 | 0 | 4.77 | 253 | 66.4 | 29.8 | 37.3 |
| NOON-1PM | 4065 | 0.0 | 3000 | 3384 | 681 | 14.32+ | 767 | 63.1 | 14.0 | 37.3 |
| 1-2 PM | 4114 | 0.0 | 3000 | 2997 | 1118 | 15.01+ | 801 | 62.7 | 13.5 | 37.3 |
| 2-3 PM | 4104 | 0.0 | 3000 | 2997 | 1107 | 15.02+ | 801 | 62.8 | 13.5 | 37.3 |
| 3-4 PM | 4127 | 0.0 | 3000 | 2997 | 1130 | 15.01+ | 801 | 62.7 | 13.5 | 37.3 |
| 4-5 PM | 4223 | 0.0 | 3000 | 2997 | 1226 | 14.96+ | 801 | 62.0 | 13.5 | 37.3 |
| 5-6 PM | 3846 | 0.0 | 3000 | 2970 | 875 | 15.08+ | 798 | 64.6 | 13.5 | 37.3 |
| 6-7 PM | 3499 | 0.0 | 2999 | 2959 | 540 | 15.15+ | 796 | 66.4 | 13.6 | 37.3 |
| 7-8 PM | 3038 | 0.0 | 2999 | 2943 | 94 | 15.14+ | 794 | 66.9 | 13.6 | 37.3 |
| 8-9 PM | 2502 | 0.0 | 2999 | 2502 | 0 | 10.27 | 553 | 67.6 | 18.3 | 38.3 |
| 9-10 PM | 1878 | 0.0 | 3000 | 1878 | 0 | 0.78 | 37 | 68.4 | 56.6 | 49.7 |
| 10-11 PM | 1312 | 0.0 | 3000 | 1312 | 0 | 0.35 | 0 | 69.1 | 63.2 | 49.7 |
| 11PM-MID | 831 | 0.0 | 3000 | 831 | 0 | 0.35 | 0 | 69.7 | 63.7 | 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 | 0.0359 |
| MAIN ROUTE WITH WORKS | 0.0283 |
| 'DIVERSION' | 0.0107 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$144,607 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

