

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

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	1500	951	0	0.58	0	69.6	60.1	41.9
1-2 AM	530	0.0	1500	530	0	0.54	0	70.0	61.2	43.4
2-3 AM	430	0.0	1500	430	0	0.53	0	70.2	61.4	43.8
3-4 AM	276	0.0	1500	276	0	0.51	0	70.2	61.7	44.4
4-5 AM	275	0.0	1500	275	0	0.51	0	70.2	61.7	44.4
5-6 AM	485	0.0	1500	485	0	0.53	0	70.1	61.3	43.6
6-7 AM	841	0.0	1500	841	0	0.57	0	69.7	60.4	42.2
7-8 AM	1161	0.0	1499	1161	0	0.69	0	69.3	58.4	39.0
8-9 AM	1674	0.0	1499	1674	0	2.63	51	68.7	40.4	30.8
9-10 AM	2304	0.0	1500	1810	494	14.62+	365	67.9	14.0	31.1
10-11 AM	3085	0.0	1499	1500	1585	16.23+	399	66.9	12.9	31.3
11AM-NOON	3571	0.0	1500	1500	2071	16.20+	400	66.3	12.9	31.3
NOON-1PM	3865	0.0	1500	1500	2365	16.09+	400	64.5	12.9	31.3
1-2 PM	3687	0.0	1500	1500	2187	16.16+	400	65.6	12.9	31.3
2-3 PM	3585	0.0	1500	1500	2085	16.20+	400	66.3	12.9	31.3
3-4 PM	3789	0.0	1500	1500	2289	16.12+	400	65.0	12.9	31.3
4-5 PM	3727	0.0	1500	1500	2227	16.15+	400	65.4	12.9	31.3
5-6 PM	3349	0.0	1500	1500	1849	16.22+	400	66.6	12.9	31.3
6-7 PM	2946	0.0	1500	1500	1446	16.24+	400	67.1	12.9	31.3
7-8 PM	2681	0.0	1500	1500	1181	16.26+	400	67.4	12.9	31.3
8-9 PM	2126	0.0	1499	1461	665	16.18+	396	68.1	12.9	31.1
9-10 PM	1878	0.0	1500	1468	410	16.22+	396	68.4	12.9	30.8
10-11 PM	1364	0.0	1499	1342	22	14.57+	356	69.1	14.1	30.8
11PM-MID	873	0.0	1500	873	0	1.80	56	69.7	46.9	41.5

+ 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	0.0177
'DIVERSION'	0.0331
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,055
CONGESTED HOURS PER DAY*	14

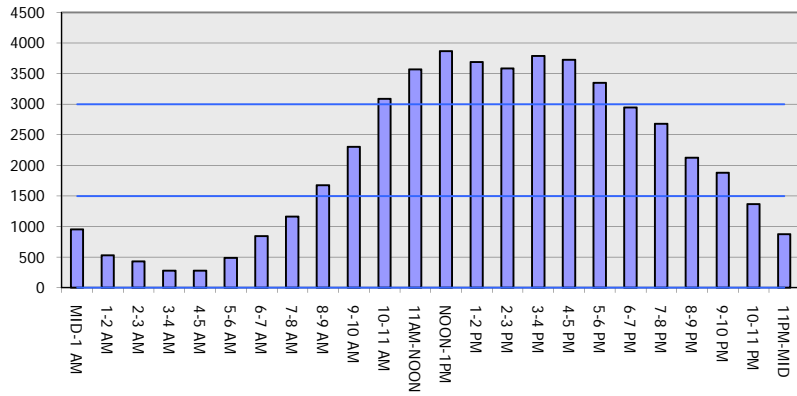
*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

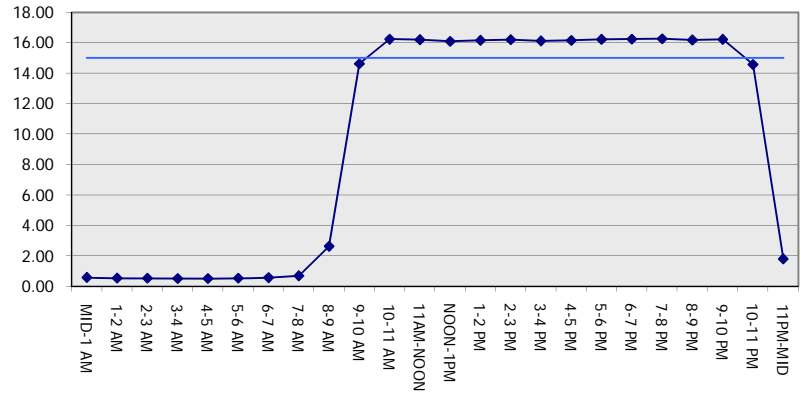
MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION

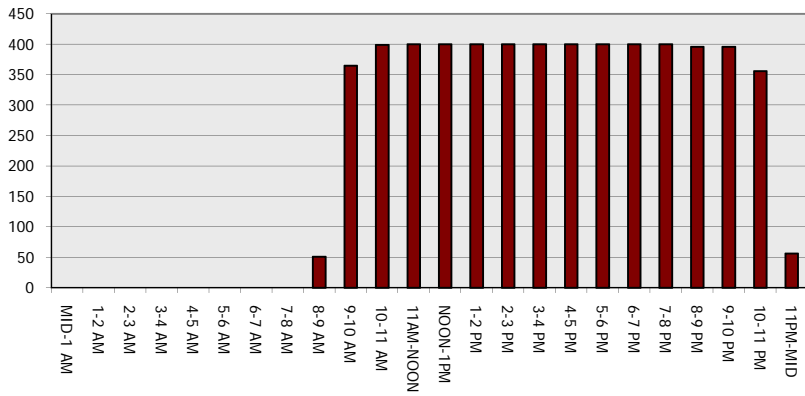
Main Route - Traffic Demand (Vehicles Per Hour)



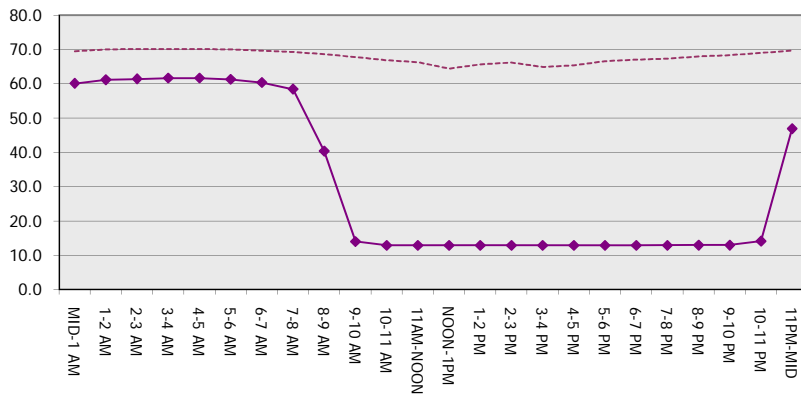
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1500	741	0	0.56	0	69.8	60.6	42.6	
1-2 AM	451	0.0	1500	451	0	0.53	0	70.2	61.4	43.7	
2-3 AM	364	0.0	1500	364	0	0.52	0	70.2	61.5	44.0	
3-4 AM	299	0.0	1500	299	0	0.51	0	70.2	61.7	44.3	
4-5 AM	338	0.0	1500	338	0	0.51	0	70.2	61.5	44.2	
5-6 AM	605	0.0	1500	605	0	0.54	0	70.0	61.0	43.1	
6-7 AM	816	0.0	1500	816	0	0.57	0	69.7	60.4	42.4	
7-8 AM	1129	0.0	1499	1129	0	0.66	0	69.3	58.9	39.7	
8-9 AM	1504	0.0	1499	1504	0	1.60	18	68.9	48.3	32.4	
9-10 AM	2304	0.0	1500	1811	493	12.22+	315	67.9	16.1	30.8	
10-11 AM	2962	0.0	1500	1500	1462	16.28+	400	67.1	12.8	30.8	
11AM-NOON	3469	0.0	1500	1500	1969	16.24+	400	66.4	12.8	30.8	
NOON-1PM	4065	0.0	1500	1500	2565	16.03+	400	63.1	12.8	30.8	
1-2 PM	4114	0.0	1500	1500	2614	16.01+	400	62.7	12.8	30.8	
2-3 PM	4104	0.0	1500	1500	2604	16.02+	400	62.8	12.8	30.8	
3-4 PM	4127	0.0	1500	1500	2627	16.01+	400	62.7	12.8	30.8	
4-5 PM	4223	0.0	1500	1500	2723	15.96+	400	62.0	12.8	30.8	
5-6 PM	3846	0.0	1500	1500	2346	16.13+	400	64.6	12.8	30.8	
6-7 PM	3499	0.0	1500	1500	1999	16.24+	400	66.4	12.8	30.8	
7-8 PM	3038	0.0	1500	1500	1538	16.27+	400	66.9	12.8	30.8	
8-9 PM	2502	0.0	1500	1500	1002	16.31+	400	67.6	12.8	30.8	
9-10 PM	1878	0.0	1500	1500	378	16.35+	400	68.4	12.8	30.8	
10-11 PM	1312	0.0	1500	1312	0	13.22	324	69.1	15.2	31.0	
11PM-MID	831	0.0	1500	831	0	1.30	32	69.7	51.5	42.1	

+ 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	0.0174
'DIVERSION'	0.0385

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$201,313
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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SUNDAY NORTHBOUND DIRECTION

