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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 1006 | 0.0 | 1499 | 1006 | 0 | 3.73 | 133 | 69.5 | 34.7 | 37.4 | |
| 1-2 AM | 668 | 0.0 | 1500 | 668 | 0 | 0.55 | 0 | 69.9 | 60.8 | 42.8 | |
| 2-3 AM | 575 | 0.0 | 1500 | 575 | 0 | 0.54 | 0 | 70.0 | 61.0 | 43.2 | |
| 3-4 AM | 579 | 0.0 | 1500 | 579 | 0 | 0.54 | 0 | 70.0 | 61.0 | 43.2 | |
| 4-5 AM | 956 | 0.0 | 1499 | 956 | 0 | 0.62 | 0 | 69.6 | 59.6 | 40.8 | |
| 5-6 AM | 2410 | 0.0 | 1499 | 1826 | 584 | 9.15+ | 256 | 67.8 | 19.9 | 30.8 | |
| 6-7 AM | 4197 | 0.0 | 1499 | 1500 | 2697 | 15.94+ | 399 | 62.2 | 12.9 | 31.4 | |
| 7-8 AM | 4571 | 0.0 | 1500 | 1500 | 3071 | 15.76+ | 400 | 59.6 | 12.9 | 31.4 | |
| 8-9 AM | 4050 | 0.0 | 1500 | 1500 | 2550 | 16.00+ | 400 | 63.2 | 12.9 | 31.4 | |
| 9-10 AM | 3977 | 0.0 | 1500 | 1500 | 2477 | 16.04+ | 400 | 63.7 | 12.9 | 31.4 | |
| 10-11 AM | 4353 | 0.0 | 1500 | 1500 | 2853 | 15.86+ | 400 | 61.1 | 12.9 | 31.4 | |
| 11AM-NOON | 4423 | 0.0 | 1500 | 1500 | 2923 | 15.83+ | 400 | 60.6 | 12.9 | 31.4 | |
| NOON-1PM | 4668 | 0.0 | 1500 | 1500 | 3168 | 15.71+ | 400 | 58.9 | 12.9 | 31.4 | |
| 1-2 PM | 4703 | 0.0 | 1500 | 1500 | 3203 | 15.69+ | 400 | 58.7 | 12.9 | 31.4 | |
| 2-3 PM | 4828 | 0.0 | 1500 | 1500 | 3328 | 15.63+ | 399 | 57.9 | 12.9 | 31.4 | |
| 3-4 PM | 5107 | 0.0 | 1500 | 1500 | 3607 | 15.48+ | 400 | 56.0 | 12.9 | 31.4 | |
| 4-5 PM | 5328 | 0.0 | 1500 | 1500 | 3828 | 15.35+ | 400 | 54.5 | 12.9 | 31.4 | |
| 5-6 PM | 5115 | 0.0 | 1500 | 1500 | 3615 | 15.47+ | 400 | 55.9 | 12.9 | 31.4 | |
| 6-7 PM | 4553 | 0.0 | 1500 | 1500 | 3053 | 15.77+ | 400 | 59.7 | 12.9 | 31.4 | |
| 7-8 PM | 3578 | 0.0 | 1500 | 1500 | 2078 | 16.19+ | 400 | 66.3 | 12.9 | 31.4 | |
| 8-9 PM | 2812 | 0.0 | 1500 | 1500 | 1312 | 16.25+ | 400 | 67.3 | 12.9 | 31.4 | |
| 9-10 PM | 2595 | 0.0 | 1500 | 1500 | 1095 | 16.26+ | 400 | 67.5 | 12.9 | 31.4 | |
| 10-11 PM | 1994 | 0.0 | 1500 | 1555 | 439 | 16.10+ | 393 | 68.2 | 13.0 | 30.8 | |
| 11PM-MID | 1526 | 0.0 | 1499 | 1451 | 74 | 15.51+ | 378 | 68.8 | 13.4 | 30.8 | |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (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 | 0 |
| (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 | 0.0538 |
| MAIN ROUTE WITH WORKS | 0.0202 |
| 'DIVERSION' | 0.0728 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$259,663 |
| CONGESTED HOURS PER DAY* | 19 |

*Delays Exceeding User-Specified Maximum

**IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

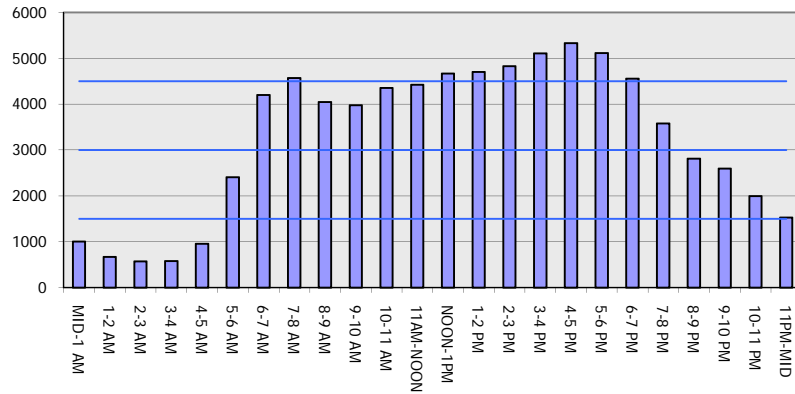
AUGUST

Analyzed for 2009
Construction Season

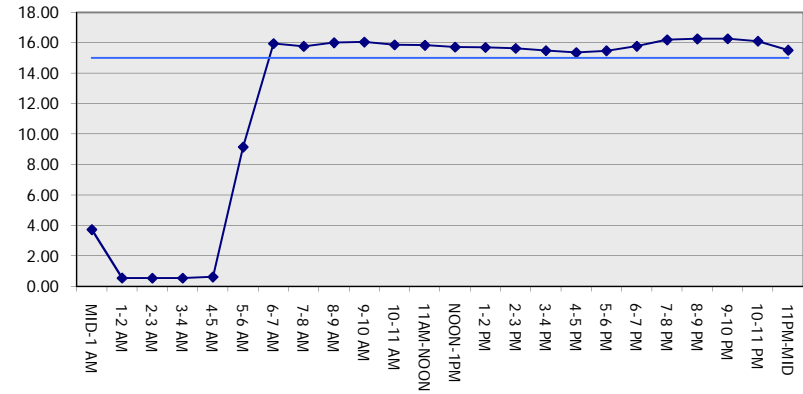
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

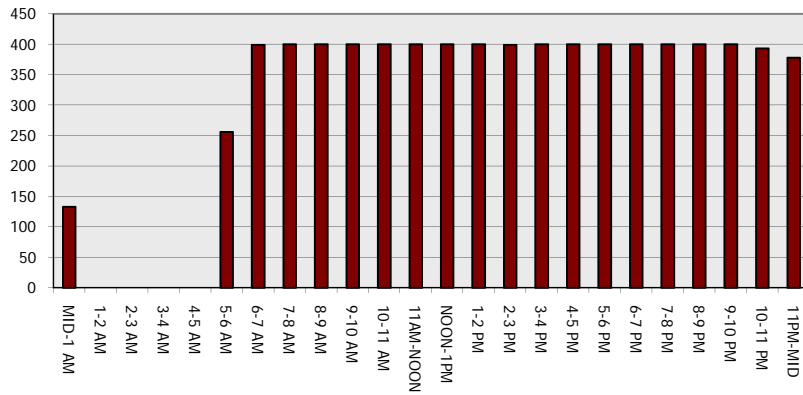
Main Route - Traffic Demand (Vehicles Per Hour)



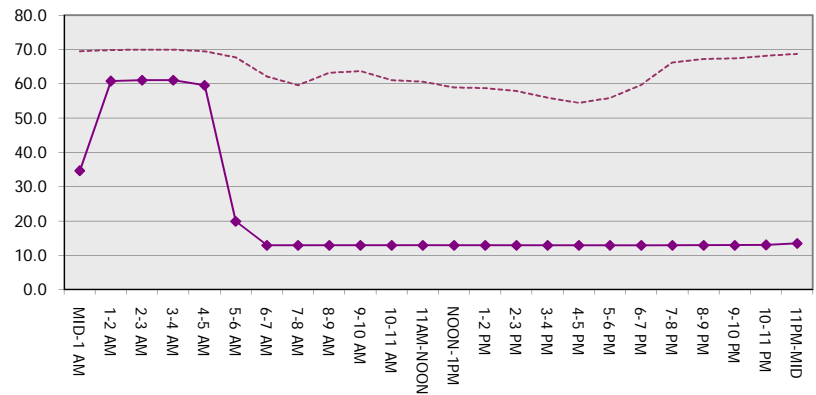
Main Route Average Delay Per Vehicle (Minutes)



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

FRIDAY 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 | 697 | 0.0 | 1499 | 697 | 0 | 2.22 | 83 | 69.9 | 43.6 | 42.0 |
| 1-2 AM | 466 | 0.0 | 1500 | 466 | 0 | 0.53 | 0 | 70.2 | 61.3 | 43.7 |
| 2-3 AM | 447 | 0.0 | 1500 | 447 | 0 | 0.53 | 0 | 70.2 | 61.4 | 43.7 |
| 3-4 AM | 550 | 0.0 | 1500 | 550 | 0 | 0.54 | 0 | 70.0 | 61.1 | 43.3 |
| 4-5 AM | 1098 | 0.0 | 1499 | 1098 | 0 | 0.72 | 0 | 69.4 | 58.1 | 38.4 |
| 5-6 AM | 2442 | 0.0 | 1499 | 1780 | 662 | 9.68+ | 269 | 67.7 | 19.1 | 32.7 |
| 6-7 AM | 4157 | 0.0 | 1500 | 1500 | 2657 | 15.78+ | 400 | 62.5 | 13.0 | 34.6 |
| 7-8 AM | 5075 | 0.0 | 1500 | 1500 | 3575 | 15.32+ | 400 | 56.2 | 13.0 | 34.6 |
| 8-9 AM | 4202 | 0.0 | 1500 | 1500 | 2702 | 15.76+ | 400 | 62.2 | 13.0 | 34.6 |
| 9-10 AM | 3727 | 0.0 | 1500 | 1500 | 2227 | 15.97+ | 400 | 65.4 | 13.0 | 34.6 |
| 10-11 AM | 3751 | 0.0 | 1500 | 1500 | 2251 | 15.96+ | 400 | 65.2 | 13.0 | 34.6 |
| 11AM-NOON | 3980 | 0.0 | 1500 | 1500 | 2480 | 15.86+ | 400 | 63.7 | 13.0 | 34.6 |
| NOON-1PM | 4357 | 0.0 | 1500 | 1500 | 2857 | 15.69+ | 400 | 61.1 | 13.0 | 34.6 |
| 1-2 PM | 4418 | 0.0 | 1500 | 1500 | 2918 | 15.66+ | 400 | 60.7 | 13.0 | 34.6 |
| 2-3 PM | 4937 | 0.0 | 1500 | 1500 | 3437 | 15.40+ | 400 | 57.1 | 13.0 | 34.6 |
| 3-4 PM | 5244 | 0.0 | 1500 | 1500 | 3744 | 15.23+ | 400 | 55.0 | 13.0 | 34.6 |
| 4-5 PM | 5388 | 0.0 | 1500 | 1500 | 3888 | 15.14+ | 400 | 54.0 | 13.0 | 34.6 |
| 5-6 PM | 5328 | 0.0 | 1500 | 1500 | 3828 | 15.18+ | 400 | 54.5 | 13.0 | 34.6 |
| 6-7 PM | 4383 | 0.0 | 1500 | 1500 | 2883 | 15.68+ | 400 | 60.9 | 13.0 | 34.6 |
| 7-8 PM | 3365 | 0.0 | 1500 | 1500 | 1865 | 16.04+ | 400 | 66.6 | 13.0 | 34.6 |
| 8-9 PM | 2880 | 0.0 | 1500 | 1500 | 1380 | 16.07+ | 400 | 67.1 | 13.0 | 34.6 |
| 9-10 PM | 2668 | 0.0 | 1500 | 1537 | 1131 | 16.04+ | 396 | 67.4 | 13.0 | 32.9 |
| 10-11 PM | 2031 | 0.0 | 1500 | 1550 | 481 | 16.13+ | 394 | 68.2 | 13.0 | 30.8 |
| 11PM-MID | 1594 | 0.0 | 1500 | 1467 | 127 | 15.38+ | 375 | 68.7 | 13.5 | 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 | 0.0528 |
| MAIN ROUTE WITH WORKS | 0.0198 |
| 'DIVERSION' | 0.0715 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$253,863 |
| CONGESTED HOURS PER DAY* | 19 |

*Delays Exceeding User-Specified Maximum

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

