

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

MON-THUR 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	768	0.0	1500	768	0	0.86	12	69.8	56.6	42.4	
1-2 AM	497	0.0	1500	497	0	0.53	0	70.1	61.2	43.5	
2-3 AM	413	0.0	1500	413	0	0.52	0	70.2	61.4	43.8	
3-4 AM	485	0.0	1500	485	0	0.53	0	70.1	61.3	43.6	
4-5 AM	899	0.0	1500	899	0	0.58	0	69.6	60.2	42.0	
5-6 AM	2409	0.0	1499	1844	565	8.93+	252	67.8	20.2	30.8	
6-7 AM	4307	0.0	1499	1500	2807	15.92+	399	61.4	12.8	30.8	
7-8 AM	4586	0.0	1500	1500	3086	15.79+	400	59.6	12.8	30.8	
8-9 AM	3846	0.0	1500	1500	2346	16.13+	400	64.6	12.8	30.8	
9-10 AM	3594	0.0	1500	1500	2094	16.23+	400	66.3	12.8	30.8	
10-11 AM	3704	0.0	1500	1500	2204	16.19+	400	65.6	12.8	30.8	
11AM-NOON	3793	0.0	1500	1500	2293	16.15+	400	65.0	12.8	30.8	
NOON-1PM	3827	0.0	1500	1500	2327	16.14+	400	64.7	12.8	30.8	
1-2 PM	4103	0.0	1500	1500	2603	16.02+	400	62.8	12.8	30.8	
2-3 PM	4663	0.0	1500	1500	3163	15.75+	400	59.0	12.8	30.8	
3-4 PM	5146	0.0	1500	1500	3646	15.49+	400	55.7	12.8	30.8	
4-5 PM	5306	0.0	1500	1500	3806	15.40+	400	54.6	12.8	30.8	
5-6 PM	5114	0.0	1500	1500	3614	15.51+	400	55.9	12.8	30.8	
6-7 PM	4012	0.0	1500	1500	2512	16.06+	400	63.5	12.8	30.8	
7-8 PM	2904	0.0	1500	1500	1404	16.28+	400	67.1	12.8	30.8	
8-9 PM	2386	0.0	1500	1500	886	16.32+	400	67.8	12.8	30.8	
9-10 PM	2185	0.0	1500	1500	685	16.33+	400	68.0	12.8	30.8	
10-11 PM	1721	0.0	1500	1552	169	16.12+	393	68.6	13.0	30.8	
11PM-MID	1228	0.0	1499	1228	0	11.45	289	69.2	17.0	32.1	

+ 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	0.0492
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0637
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$234,573
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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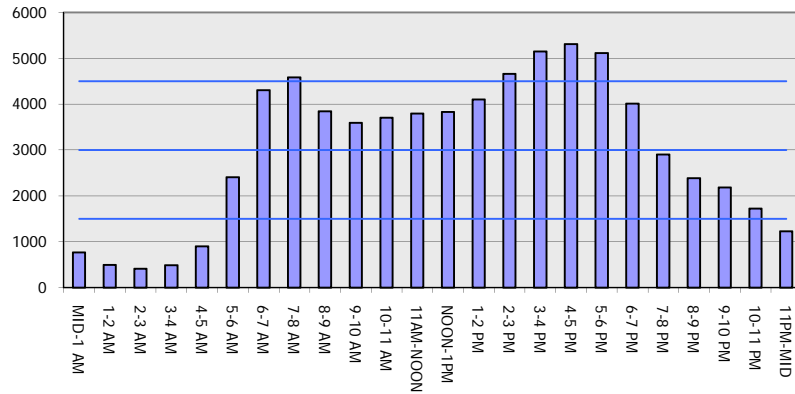
AUGUST

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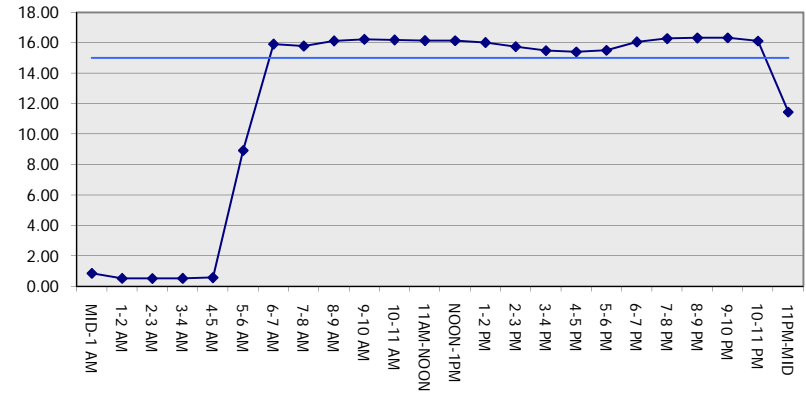
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

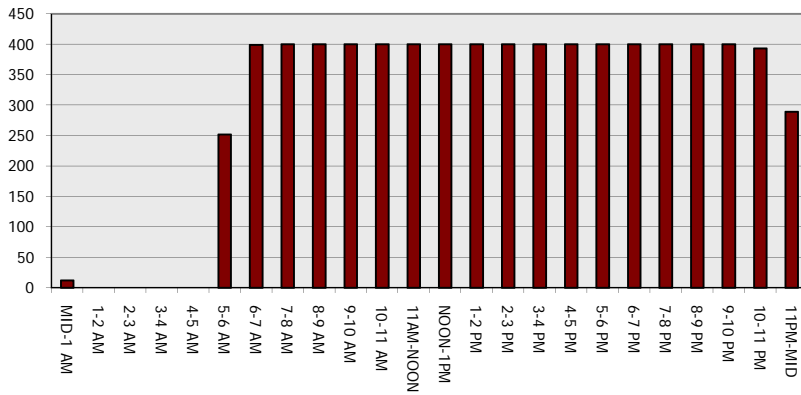
Main Route - Traffic Demand (Vehicles Per Hour)



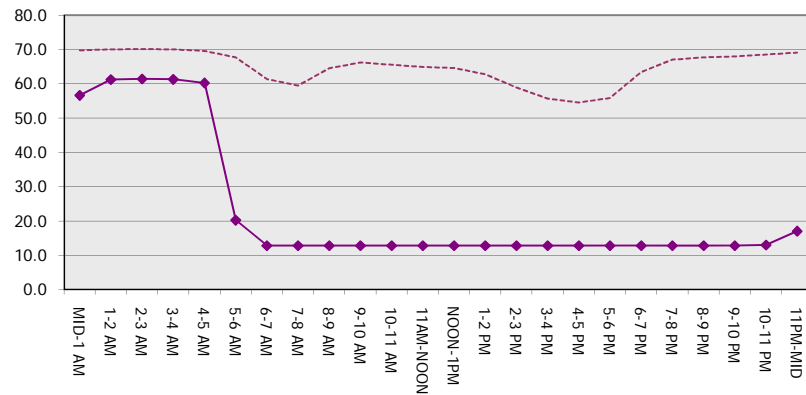
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	611	0.0	1500	611	0	0.59	1	70.0	60.3	43.1	
1-2 AM	397	0.0	1500	397	0	0.52	0	70.2	61.5	43.9	
2-3 AM	370	0.0	1500	370	0	0.52	0	70.2	61.5	44.0	
3-4 AM	515	0.0	1500	515	0	0.53	0	70.1	61.2	43.5	
4-5 AM	1106	0.0	1499	1106	0	0.74	0	69.4	57.8	37.9	
5-6 AM	2661	0.0	1499	1858	803	10.97+	289	67.4	17.5	30.8	
6-7 AM	4662	0.0	1500	1500	3162	15.75+	400	59.0	12.8	30.8	
7-8 AM	5458	0.0	1499	1500	3958	15.31+	400	53.6	12.8	30.8	
8-9 AM	4558	0.0	1500	1500	3058	15.80+	400	59.7	12.8	30.8	
9-10 AM	3691	0.0	1500	1500	2191	16.19+	400	65.6	12.8	30.8	
10-11 AM	3502	0.0	1500	1500	2002	16.24+	400	66.4	12.8	30.8	
11AM-NOON	3605	0.0	1500	1500	2105	16.23+	400	66.2	12.8	30.8	
NOON-1PM	3832	0.0	1500	1500	2332	16.13+	400	64.6	12.8	30.8	
1-2 PM	4037	0.0	1500	1500	2537	16.05+	400	63.3	12.8	30.8	
2-3 PM	4522	0.0	1500	1500	3022	15.82+	400	60.0	12.8	30.8	
3-4 PM	4952	0.0	1500	1500	3452	15.60+	400	57.0	12.8	30.8	
4-5 PM	5267	0.0	1500	1500	3767	15.42+	400	54.9	12.8	30.8	
5-6 PM	5413	0.0	1500	1500	3913	15.34+	400	53.9	12.8	30.8	
6-7 PM	4236	0.0	1500	1500	2736	15.96+	400	61.9	12.8	30.8	
7-8 PM	3123	0.0	1500	1500	1623	16.26+	400	66.9	12.8	30.8	
8-9 PM	2774	0.0	1500	1500	1274	16.29+	400	67.3	12.8	30.8	
9-10 PM	2365	0.0	1500	1500	865	16.32+	400	67.8	12.8	30.8	
10-11 PM	1631	0.0	1500	1509	122	15.73+	383	68.7	13.2	30.8	
11PM-MID	1183	0.0	1499	1183	0	9.11	240	69.2	20.1	33.5	

+ 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	0.0510
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0680

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$242,775
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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MON-THUR NORTHBOUND DIRECTION

