

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	862	0.0	1499	862	0	2.73	103	69.7	40.1	39.8	
1-2 AM	540	0.0	1500	540	0	0.54	0	70.0	61.1	43.3	
2-3 AM	525	0.0	1500	525	0	0.54	0	70.1	61.2	43.4	
3-4 AM	580	0.0	1500	580	0	0.54	0	70.0	61.0	43.2	
4-5 AM	987	0.0	1499	987	0	0.65	0	69.5	59.1	40.1	
5-6 AM	2516	0.0	1499	1802	714	10.06+	275	67.6	18.6	31.9	
6-7 AM	4286	0.0	1500	1500	2786	15.80+	400	61.5	12.9	33.0	
7-8 AM	4643	0.0	1500	1500	3143	15.63+	400	59.1	12.9	33.0	
8-9 AM	4066	0.0	1500	1500	2566	15.90+	400	63.1	12.9	33.0	
9-10 AM	3739	0.0	1500	1500	2239	16.04+	400	65.3	12.9	33.0	
10-11 AM	4024	0.0	1500	1500	2524	15.92+	400	63.3	12.9	33.0	
11AM-NOON	4345	0.0	1500	1500	2845	15.78+	400	61.2	12.9	33.0	
NOON-1PM	4553	0.0	1500	1500	3053	15.68+	400	59.7	12.9	33.0	
1-2 PM	4874	0.0	1500	1500	3374	15.51+	400	57.6	12.9	33.0	
2-3 PM	5417	0.0	1500	1500	3917	15.20+	400	53.8	12.9	33.0	
3-4 PM	5638	0.0	1500	1500	4138	15.07+	400	52.4	12.9	33.0	
4-5 PM	5732	0.0	1500	1500	4232	15.00+	400	51.7	12.9	33.0	
5-6 PM	5456	0.0	1500	1500	3956	15.18+	400	53.6	12.9	33.0	
6-7 PM	4726	0.0	1500	1500	3226	15.59+	400	58.6	12.9	33.0	
7-8 PM	3494	0.0	1500	1500	1994	16.11+	400	66.4	12.9	33.0	
8-9 PM	2772	0.0	1500	1500	1272	16.16+	400	67.3	12.9	33.0	
9-10 PM	2688	0.0	1500	1500	1188	16.17+	400	67.4	12.9	33.0	
10-11 PM	2042	0.0	1500	1558	485	16.11+	394	68.2	13.0	30.8	
11PM-MID	1494	0.0	1500	1471	23	15.53+	378	68.9	13.4	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	0.0547
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0756
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$263,729
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

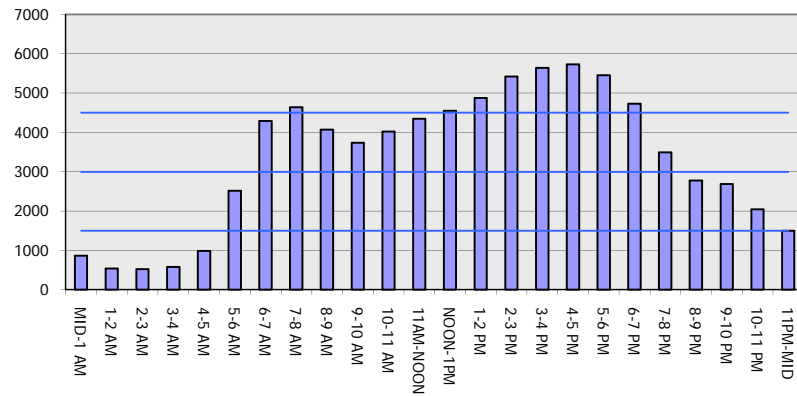
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OCTOBER

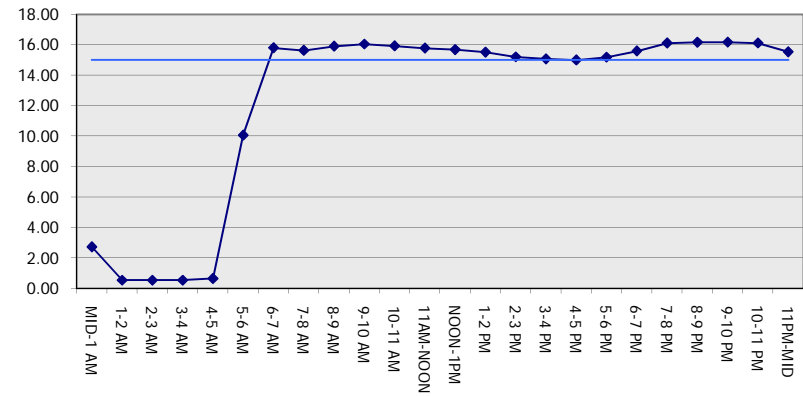
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

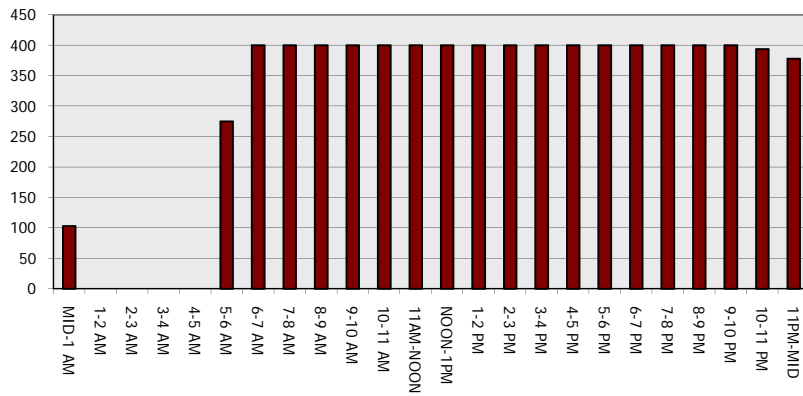
Main Route - Traffic Demand (Vehicles Per Hour)



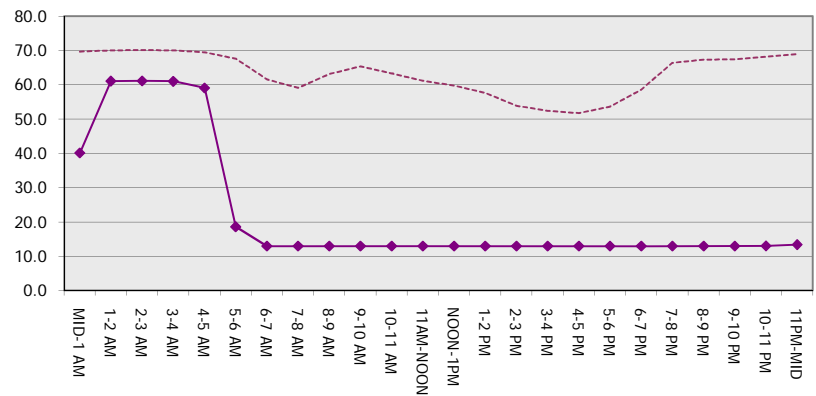
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	646	0.0	1500	646	0	1.63	55	69.9	48.5	42.7	
1-2 AM	428	0.0	1500	428	0	0.52	0	70.2	61.4	43.8	
2-3 AM	442	0.0	1500	442	0	0.53	0	70.2	61.4	43.7	
3-4 AM	568	0.0	1500	568	0	0.54	0	70.0	61.0	43.2	
4-5 AM	1040	0.0	1499	1040	0	0.68	0	69.4	58.7	39.3	
5-6 AM	2441	0.0	1499	1839	602	8.87+	251	67.7	20.4	30.8	
6-7 AM	4760	0.0	1499	1500	3260	15.70+	399	58.3	12.8	30.8	
7-8 AM	5386	0.0	1500	1500	3886	15.35+	400	54.1	12.8	30.8	
8-9 AM	4381	0.0	1500	1500	2881	15.89+	400	60.9	12.8	30.8	
9-10 AM	3735	0.0	1500	1500	2235	16.17+	400	65.3	12.8	30.8	
10-11 AM	3746	0.0	1500	1500	2246	16.17+	400	65.3	12.8	30.8	
11AM-NOON	3897	0.0	1500	1500	2397	16.11+	400	64.2	12.8	30.8	
NOON-1PM	4286	0.0	1500	1500	2786	15.93+	400	61.5	12.8	30.8	
1-2 PM	4453	0.0	1500	1500	2953	15.85+	400	60.4	12.8	30.8	
2-3 PM	4926	0.0	1500	1500	3426	15.61+	400	57.2	12.8	30.8	
3-4 PM	5403	0.0	1500	1500	3903	15.34+	400	54.0	12.8	30.8	
4-5 PM	5582	0.0	1500	1500	4082	15.23+	400	52.7	12.8	30.8	
5-6 PM	5569	0.0	1500	1500	4069	15.24+	400	52.8	12.8	30.8	
6-7 PM	4540	0.0	1500	1500	3040	15.81+	400	59.9	12.8	30.8	
7-8 PM	3464	0.0	1500	1500	1964	16.24+	400	66.4	12.8	30.8	
8-9 PM	2840	0.0	1500	1500	1340	16.28+	400	67.2	12.8	30.8	
9-10 PM	2613	0.0	1500	1500	1113	16.30+	400	67.5	12.8	30.8	
10-11 PM	2007	0.0	1500	1540	468	16.17+	395	68.2	12.9	30.8	
11PM-MID	1457	0.0	1500	1404	53	15.00+	366	68.9	13.8	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	0.0538
MAIN ROUTE WITH WORKS	0.0197
'DIVERSION'	0.0740

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$261,609
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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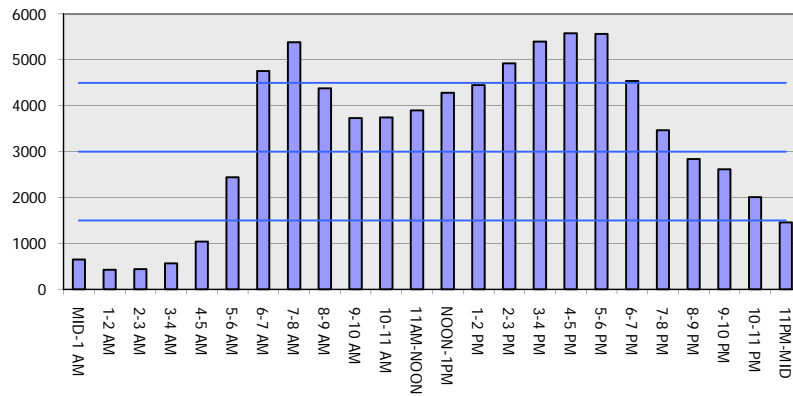
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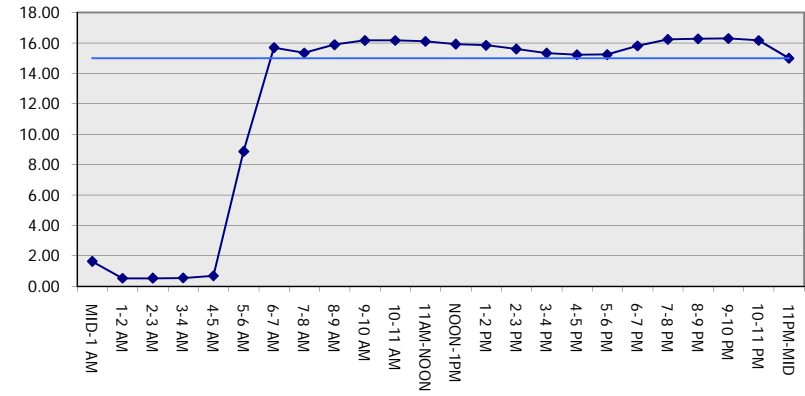
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

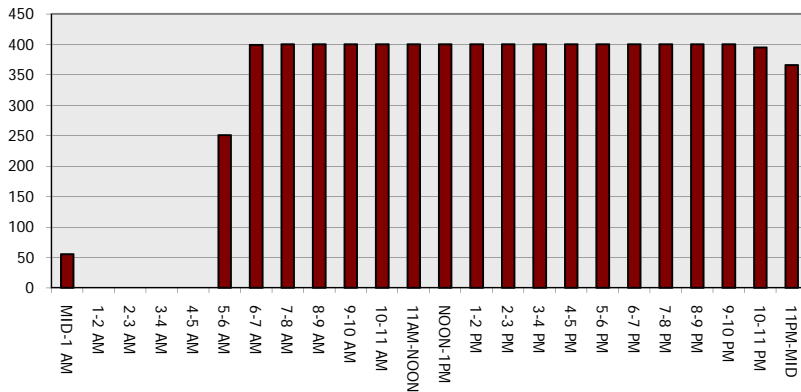
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

