

<b>IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	662	0.0	1500	662	0	0.55	0	69.9	60.9	42.9	
1-2 AM	428	0.0	1500	428	0	0.52	0	70.2	61.4	43.8	
2-3 AM	396	0.0	1500	396	0	0.52	0	70.2	61.5	43.9	
3-4 AM	484	0.0	1500	484	0	0.53	0	70.1	61.3	43.6	
4-5 AM	955	0.0	1499	955	0	0.64	0	69.6	59.4	40.4	
5-6 AM	2525	0.0	1499	1791	734	9.87+	272	67.6	18.8	32.2	
6-7 AM	4504	0.0	1500	1500	3004	15.66+	399	60.1	12.9	33.7	
7-8 AM	4698	0.0	1500	1500	3198	15.56+	400	58.7	12.9	33.7	
8-9 AM	3955	0.0	1500	1500	2455	15.91+	400	63.8	12.9	33.7	
9-10 AM	3541	0.0	1500	1500	2041	16.06+	400	66.3	12.9	33.7	
10-11 AM	3505	0.0	1500	1500	2005	16.07+	400	66.4	12.9	33.7	
11AM-NOON	3600	0.0	1500	1500	2100	16.06+	400	66.3	12.9	33.7	
NOON-1PM	3769	0.0	1500	1500	2269	15.99+	400	65.1	12.9	33.7	
1-2 PM	3987	0.0	1500	1500	2487	15.90+	400	63.6	12.9	33.7	
2-3 PM	4596	0.0	1500	1500	3096	15.61+	400	59.4	12.9	33.7	
3-4 PM	5418	0.0	1500	1500	3918	15.16+	400	53.8	12.9	33.7	
4-5 PM	5668	0.0	1500	1500	4168	15.01+	400	52.2	12.9	33.7	
5-6 PM	5222	0.0	1500	1500	3722	15.28+	400	55.2	12.9	33.7	
6-7 PM	4262	0.0	1500	1500	2762	15.78+	399	61.7	12.9	33.7	
7-8 PM	2858	0.0	1500	1502	1356	16.11+	399	67.2	12.9	33.7	
8-9 PM	2319	0.0	1500	1537	782	16.17+	396	67.9	12.9	30.9	
9-10 PM	2156	0.0	1500	1515	640	16.26+	398	68.1	12.9	30.9	
10-11 PM	1582	0.0	1500	1529	53	15.90+	387	68.7	13.1	30.8	
11PM-MID	1041	0.0	1499	1041	0	5.25	180	69.4	28.8	36.4	

+ 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	0.0494
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0646
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$229,384
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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

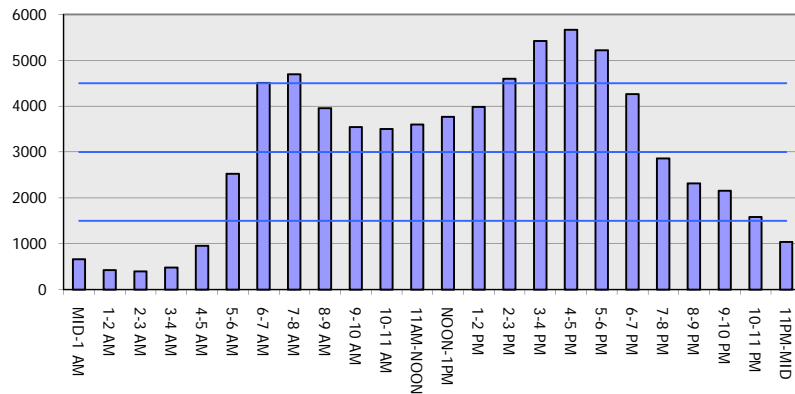
**OCTOBER**

Analyzed for 2009  
Construction Season

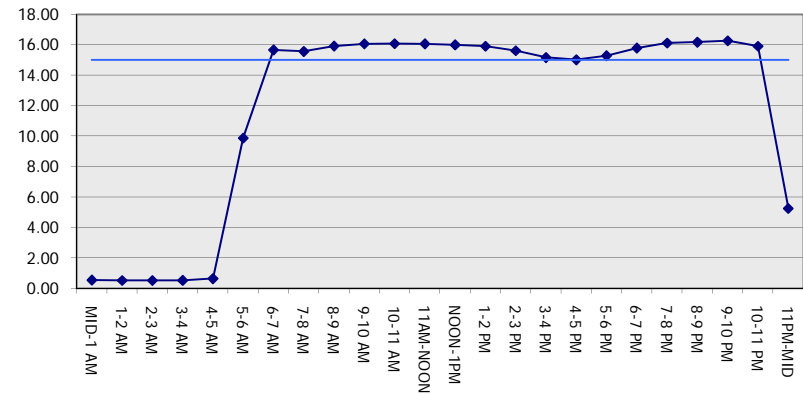
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**

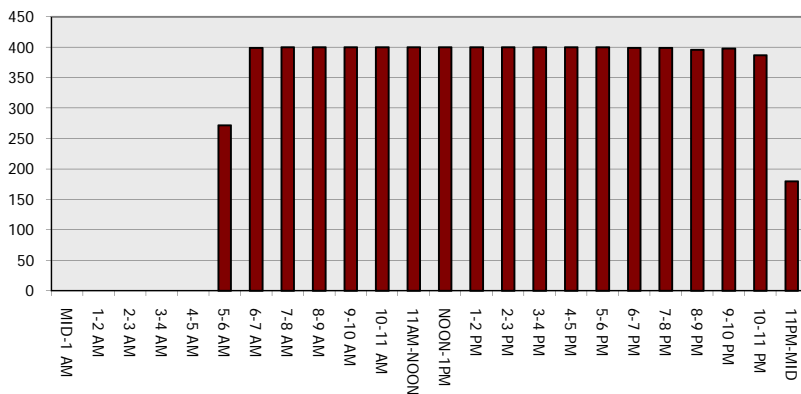
**Main Route - Traffic Demand (Vehicles Per Hour)**



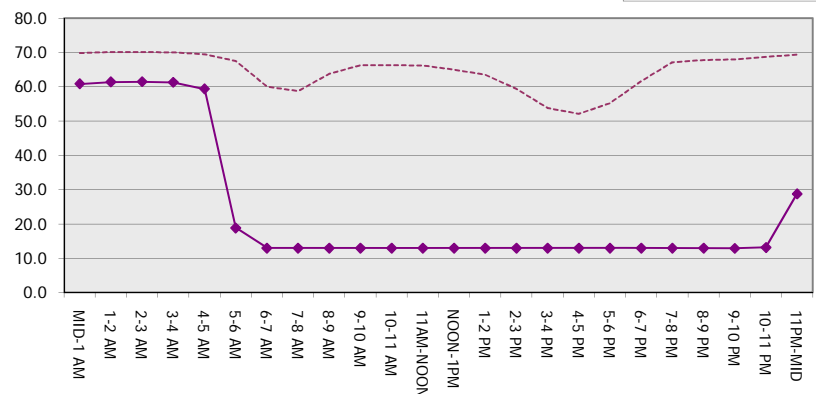
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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

**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	527	0.0	1500	527	0	0.54	0	70.0	61.2	43.4	
1-2 AM	361	0.0	1500	361	0	0.52	0	70.2	61.5	44.0	
2-3 AM	372	0.0	1500	372	0	0.52	0	70.2	61.5	44.0	
3-4 AM	514	0.0	1500	514	0	0.53	0	70.1	61.2	43.5	
4-5 AM	1052	0.0	1499	1052	0	0.71	0	69.4	58.3	38.7	
5-6 AM	2650	0.0	1499	1814	835	10.26+	278	67.4	18.3	31.4	
6-7 AM	5221	0.0	1500	1500	3721	15.37+	400	55.2	12.9	32.1	
7-8 AM	5609	0.0	1500	1500	4109	15.13+	400	52.5	12.9	32.1	
8-9 AM	4669	0.0	1500	1500	3169	15.67+	400	58.9	12.9	32.1	
9-10 AM	3563	0.0	1500	1500	2063	16.15+	400	66.3	12.9	32.1	
10-11 AM	3344	0.0	1500	1500	1844	16.17+	400	66.6	12.9	32.1	
11AM-NOON	3440	0.0	1500	1500	1940	16.16+	400	66.4	12.9	32.1	
NOON-1PM	3670	0.0	1500	1500	2170	16.12+	400	65.8	12.9	32.1	
1-2 PM	3857	0.0	1500	1500	2357	16.04+	400	64.5	12.9	32.1	
2-3 PM	4445	0.0	1500	1500	2945	15.78+	400	60.5	12.9	32.1	
3-4 PM	4986	0.0	1500	1500	3486	15.50+	400	56.8	12.9	32.1	
4-5 PM	5365	0.0	1500	1500	3865	15.28+	400	54.2	12.9	32.1	
5-6 PM	5451	0.0	1500	1500	3951	15.23+	400	53.6	12.9	32.1	
6-7 PM	4177	0.0	1500	1500	2677	15.90+	400	62.3	12.9	32.1	
7-8 PM	3064	0.0	1500	1500	1564	16.19+	400	66.9	12.9	32.1	
8-9 PM	2585	0.0	1500	1500	1085	16.22+	400	67.5	12.9	32.1	
9-10 PM	2207	0.0	1500	1551	656	16.08+	394	68.0	13.0	31.4	
10-11 PM	1513	0.0	1500	1467	46	15.53+	378	68.9	13.4	30.8	
11PM-MID	1072	0.0	1499	1072	0	4.69	157	69.4	30.7	36.3	

+ 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	0.0504
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0673

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$235,153
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

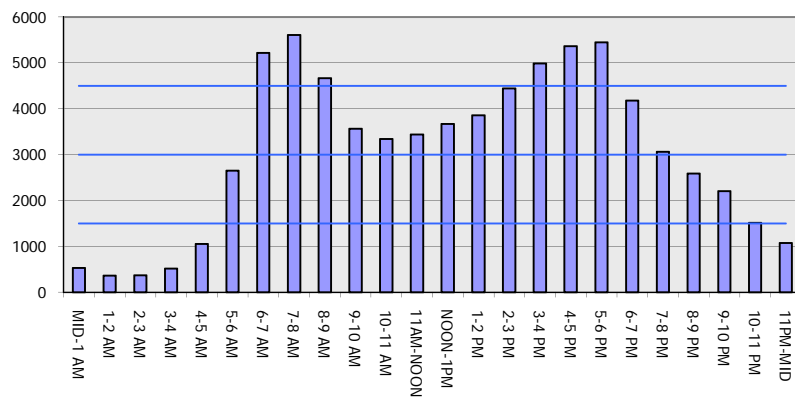
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

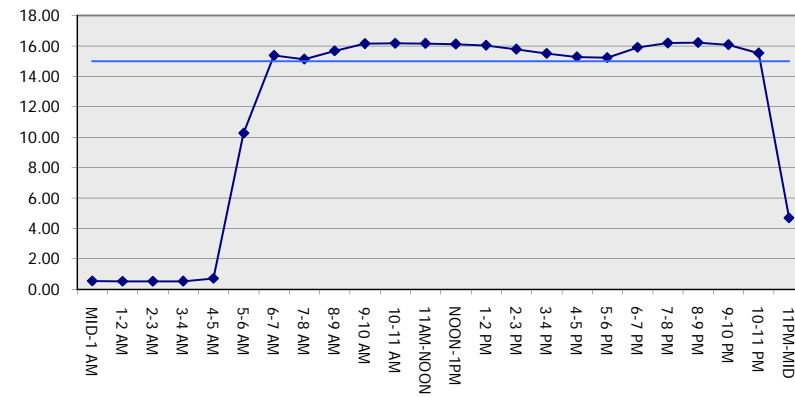
**MON-THUR**

**NORTHBOUND DIRECTION**

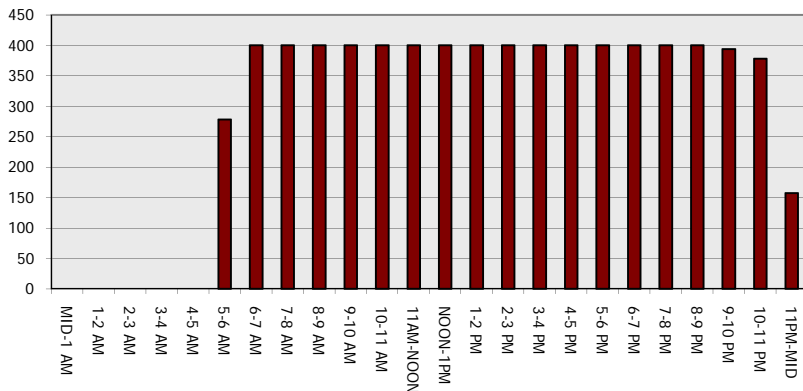
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

