

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

SATURDAY 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	1049	0.0	1499	1049	0	4.96	169	69.4	29.7	36.5	
1-2 AM	616	0.0	1500	616	0	0.55	0	70.0	60.9	43.1	
2-3 AM	566	0.0	1500	566	0	0.54	0	70.0	61.0	43.3	
3-4 AM	475	0.0	1500	475	0	0.53	0	70.2	61.3	43.6	
4-5 AM	607	0.0	1500	607	0	0.54	0	70.0	61.0	43.1	
5-6 AM	1034	0.0	1499	1034	0	0.62	0	69.4	59.5	40.7	
6-7 AM	1688	0.0	1499	1688	0	2.45	48	68.6	41.5	30.8	
7-8 AM	2500	0.0	1500	1791	709	15.11+	377	67.6	13.6	31.9	
8-9 AM	3289	0.0	1499	1500	1789	16.24+	399	66.6	12.9	31.1	
9-10 AM	3651	0.0	1500	1500	2151	16.19+	400	65.9	12.9	31.1	
10-11 AM	4012	0.0	1500	1500	2512	16.04+	400	63.5	12.9	31.1	
11AM-NOON	4313	0.0	1500	1500	2813	15.90+	400	61.4	12.9	31.1	
NOON-1PM	4526	0.0	1500	1500	3026	15.80+	400	59.9	12.9	31.1	
1-2 PM	3977	0.0	1500	1500	2477	16.06+	400	63.7	12.9	31.1	
2-3 PM	3904	0.0	1500	1500	2404	16.09+	400	64.2	12.9	31.1	
3-4 PM	4301	0.0	1500	1500	2801	15.91+	400	61.5	12.9	31.1	
4-5 PM	4145	0.0	1500	1500	2645	15.98+	400	62.5	12.9	31.1	
5-6 PM	4085	0.0	1500	1500	2585	16.01+	400	63.0	12.9	31.1	
6-7 PM	3547	0.0	1500	1500	2047	16.22+	400	66.3	12.9	31.1	
7-8 PM	2841	0.0	1500	1500	1341	16.27+	400	67.2	12.9	31.1	
8-9 PM	2286	0.0	1499	1472	814	16.21+	397	67.9	12.9	30.9	
9-10 PM	2190	0.0	1499	1500	690	16.33+	399	68.0	12.8	30.8	
10-11 PM	1879	0.0	1499	1469	410	16.23+	396	68.4	12.9	30.8	
11PM-MID	1513	0.0	1499	1440	74	15.97+	389	68.9	13.1	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	0.0431
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0496
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$252,346
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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

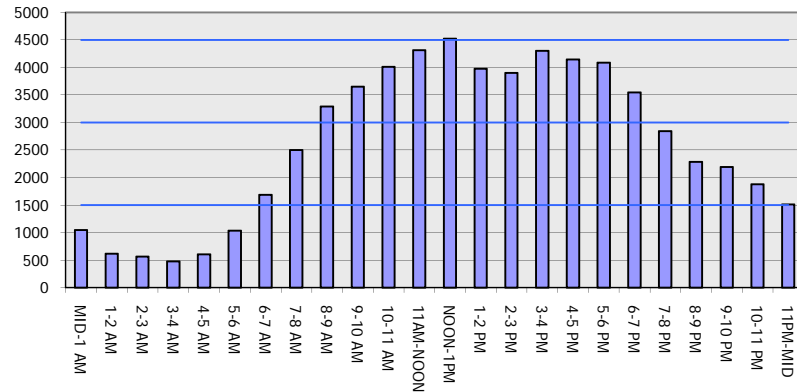
OCTOBER

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 Construction Season

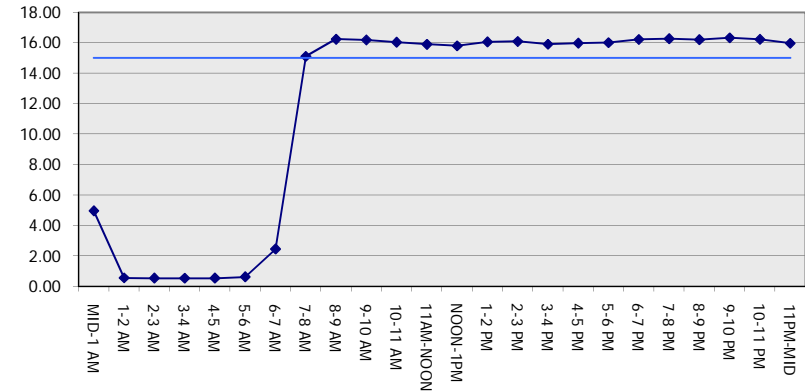
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

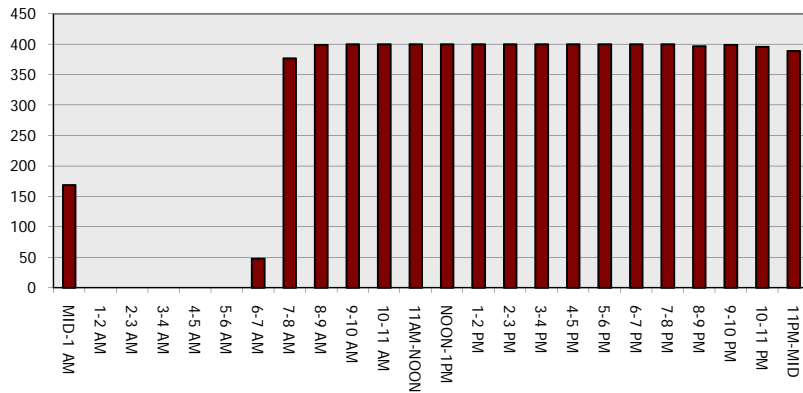
Main Route - Traffic Demand (Vehicles Per Hour)



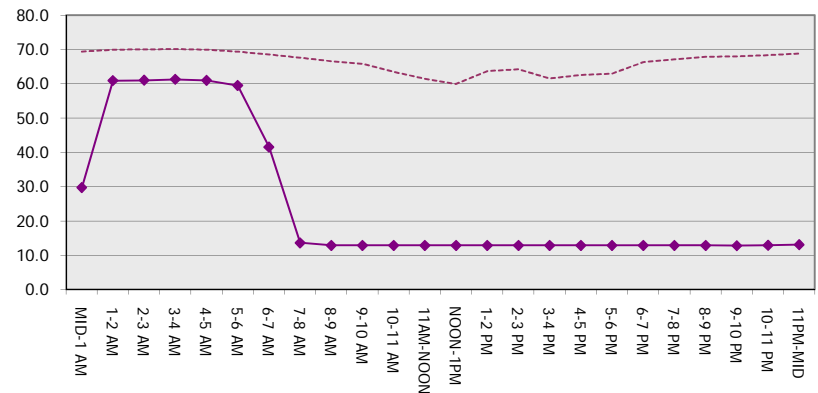
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	854	0.0	1499	854	0	2.09	68	69.7	44.5	41.0
1-2 AM	504	0.0	1500	504	0	0.53	0	70.1	61.2	43.5
2-3 AM	459	0.0	1500	459	0	0.53	0	70.2	61.4	43.7
3-4 AM	409	0.0	1500	409	0	0.52	0	70.2	61.4	43.8
4-5 AM	602	0.0	1500	602	0	0.54	0	70.0	61.0	43.1
5-6 AM	1137	0.0	1499	1137	0	0.68	0	69.3	58.6	39.2
6-7 AM	1549	0.0	1499	1549	0	1.69	19	68.8	47.4	31.4
7-8 AM	1976	0.0	1500	1871	106	10.07+	265	68.2	18.6	30.8
8-9 AM	2579	0.0	1500	1500	1079	16.30+	400	67.5	12.8	30.8
9-10 AM	3074	0.0	1500	1500	1574	16.27+	400	66.9	12.8	30.8
10-11 AM	3549	0.0	1500	1500	2049	16.23+	400	66.3	12.8	30.8
11AM-NOON	4063	0.0	1500	1500	2563	16.03+	400	63.1	12.8	30.8
NOON-1PM	4274	0.0	1500	1500	2774	15.94+	400	61.7	12.8	30.8
1-2 PM	3614	0.0	1500	1500	2114	16.22+	400	66.1	12.8	30.8
2-3 PM	4085	0.0	1500	1500	2585	16.02+	400	63.0	12.8	30.8
3-4 PM	4319	0.0	1500	1500	2819	15.92+	400	61.4	12.8	30.8
4-5 PM	4263	0.0	1500	1500	2763	15.94+	400	61.7	12.8	30.8
5-6 PM	4135	0.0	1500	1500	2635	16.00+	400	62.6	12.8	30.8
6-7 PM	3730	0.0	1500	1500	2230	16.18+	400	65.4	12.8	30.8
7-8 PM	3015	0.0	1500	1500	1515	16.27+	400	67.0	12.8	30.8
8-9 PM	2561	0.0	1500	1500	1061	16.30+	400	67.6	12.8	30.8
9-10 PM	2325	0.0	1500	1500	825	16.32+	400	67.8	12.8	30.8
10-11 PM	1779	0.0	1499	1453	325	16.17+	395	68.5	12.9	30.8
11PM-MID	1370	0.0	1499	1370	0	14.93+	365	69.1	13.8	30.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0412
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0460

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$238,786
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

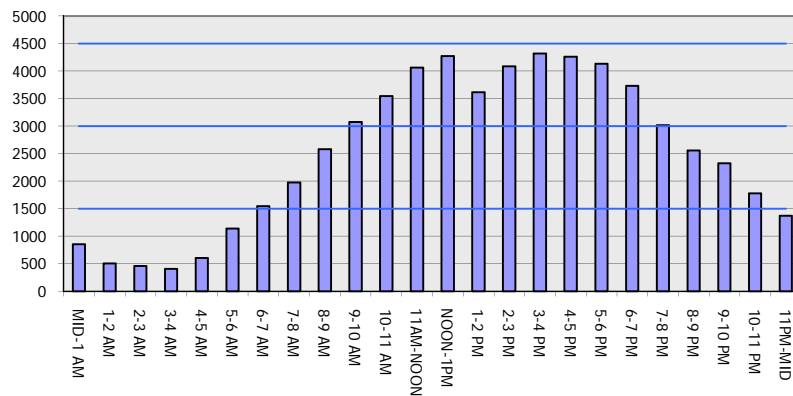
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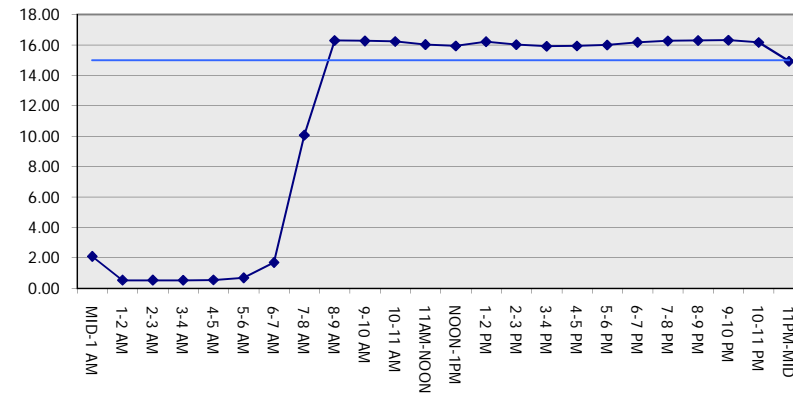
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

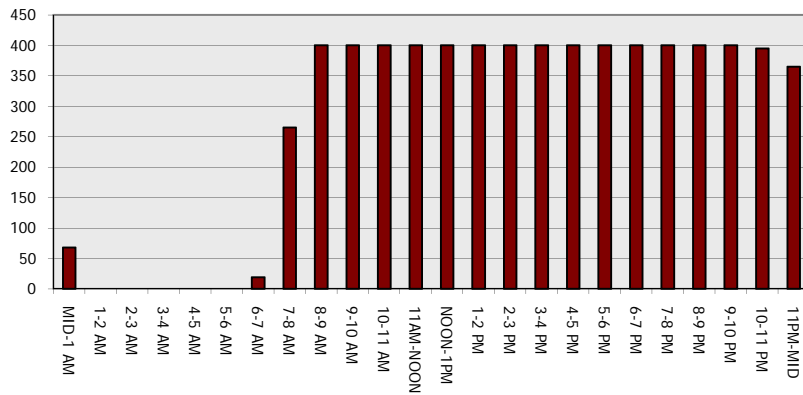
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

