

**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
SUNDAY 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	1053	0.0	1500	1053	0	0.59	0	69.4	59.9	41.5	
1-2 AM	592	0.0	1500	592	0	0.54	0	70.0	61.0	43.2	
2-3 AM	547	0.0	1500	547	0	0.54	0	70.0	61.1	43.3	
3-4 AM	332	0.0	1500	332	0	0.51	0	70.2	61.6	44.2	
4-5 AM	311	0.0	1500	311	0	0.51	0	70.2	61.6	44.2	
5-6 AM	540	0.0	1500	540	0	0.54	0	70.0	61.1	43.3	
6-7 AM	872	0.0	1500	872	0	0.57	0	69.7	60.3	42.1	
7-8 AM	1159	0.0	1499	1159	0	0.69	0	69.3	58.5	39.1	
8-9 AM	1680	0.0	1499	1680	0	2.60	51	68.6	40.6	30.8	
9-10 AM	2399	0.0	1500	1746	652	14.77+	370	67.8	13.9	32.6	
10-11 AM	3233	0.0	1499	1500	1733	16.26+	399	66.7	12.8	30.8	
11AM-NOON	3796	0.0	1500	1500	2296	16.15+	400	64.9	12.8	30.8	
NOON-1PM	4119	0.0	1500	1500	2619	16.01+	400	62.7	12.8	30.8	
1-2 PM	3971	0.0	1500	1500	2471	16.07+	400	63.7	12.8	30.8	
2-3 PM	3854	0.0	1500	1500	2354	16.12+	400	64.5	12.8	30.8	
3-4 PM	4088	0.0	1500	1500	2588	16.02+	400	62.9	12.8	30.8	
4-5 PM	3987	0.0	1500	1500	2487	16.07+	400	63.6	12.8	30.8	
5-6 PM	3641	0.0	1500	1500	2141	16.21+	400	66.0	12.8	30.8	
6-7 PM	3339	0.0	1500	1500	1839	16.25+	400	66.6	12.8	30.8	
7-8 PM	2808	0.0	1500	1500	1308	16.29+	400	67.3	12.8	30.8	
8-9 PM	2028	0.0	1500	1500	528	16.34+	400	68.2	12.8	30.8	
9-10 PM	1801	0.0	1500	1495	307	16.33+	399	68.5	12.9	30.8	
10-11 PM	1370	0.0	1499	1333	37	14.40+	352	69.1	14.2	30.8	
11PM-MID	891	0.0	1500	891	0	1.81	56	69.6	46.8	41.4	

+ 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	0.0359
MAIN ROUTE WITH WORKS	0.0180
'DIVERSION'	0.0370

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$200,400
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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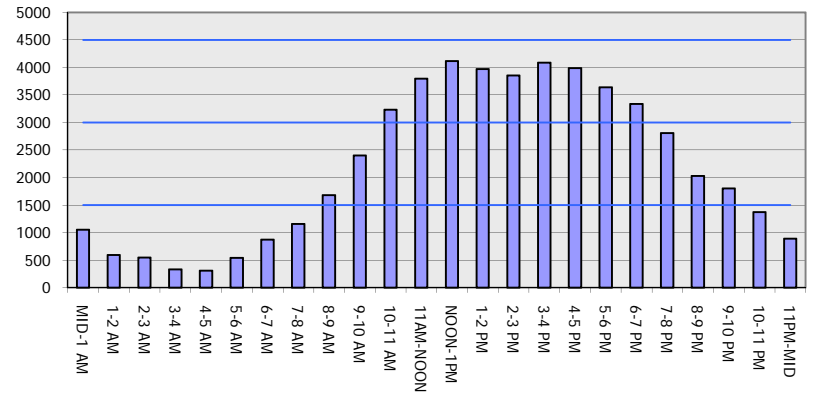
OCTOBER

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Construction Season

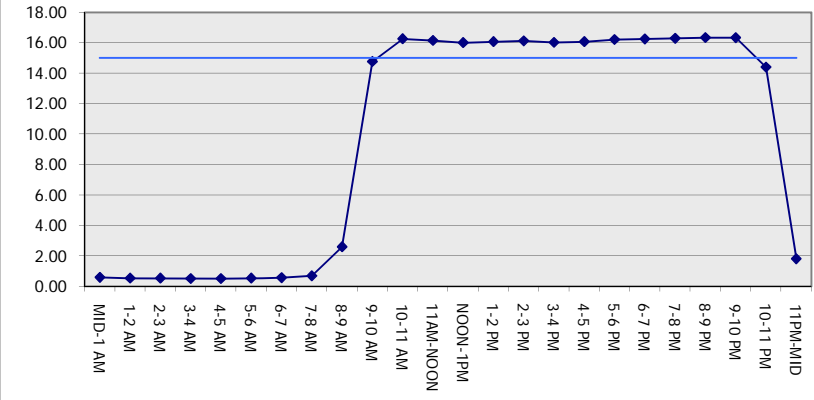
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

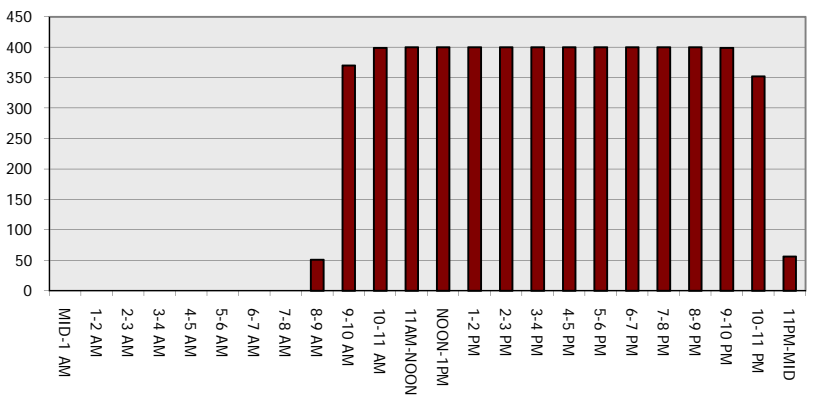
Main Route - Traffic Demand (Vehicles Per Hour)



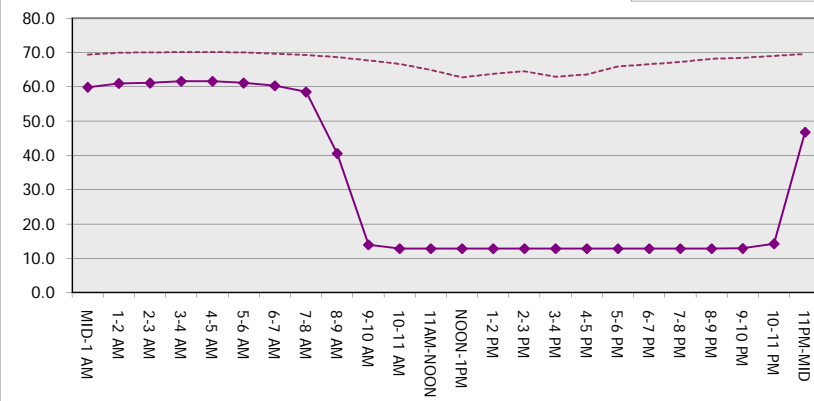
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	892	0.0	1500	892	0	0.58	0	69.6	60.2	42.0
1-2 AM	520	0.0	1500	520	0	0.54	0	70.1	61.2	43.4
2-3 AM	431	0.0	1500	431	0	0.53	0	70.2	61.4	43.8
3-4 AM	315	0.0	1500	315	0	0.51	0	70.2	61.6	44.2
4-5 AM	396	0.0	1500	396	0	0.52	0	70.2	61.5	43.9
5-6 AM	695	0.0	1500	695	0	0.55	0	69.9	60.7	42.8
6-7 AM	871	0.0	1500	871	0	0.57	0	69.7	60.3	42.2
7-8 AM	1219	0.0	1499	1219	0	0.73	0	69.2	57.9	38.1
8-9 AM	1672	0.0	1499	1672	0	2.55	48	68.7	40.9	30.8
9-10 AM	2402	0.0	1500	1737	664	14.67+	368	67.8	14.0	32.9
10-11 AM	2991	0.0	1499	1500	1491	16.27+	399	67.0	12.8	30.8
11AM-NOON	3563	0.0	1500	1500	2063	16.23+	400	66.3	12.8	30.8
NOON-1PM	4126	0.0	1500	1500	2626	16.01+	400	62.7	12.8	30.8
1-2 PM	4234	0.0	1500	1500	2734	15.96+	400	61.9	12.8	30.8
2-3 PM	4268	0.0	1500	1500	2768	15.94+	400	61.7	12.8	30.8
3-4 PM	4524	0.0	1500	1500	3024	15.82+	400	59.9	12.8	30.8
4-5 PM	4316	0.0	1500	1500	2816	15.92+	400	61.4	12.8	30.8
5-6 PM	3844	0.0	1500	1500	2344	16.13+	400	64.6	12.8	30.8
6-7 PM	3726	0.0	1500	1500	2226	16.18+	400	65.4	12.8	30.8
7-8 PM	2996	0.0	1500	1500	1496	16.27+	400	67.0	12.8	30.8
8-9 PM	2162	0.0	1500	1500	662	16.33+	400	68.1	12.8	30.8
9-10 PM	1585	0.0	1500	1472	114	16.24+	396	68.7	12.9	30.8
10-11 PM	1119	0.0	1498	1118	0	7.59	215	69.4	22.8	34.5
11PM-MID	789	0.0	1500	789	0	0.56	0	69.7	60.5	42.4

+ 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	0.0367
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0397

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$203,437
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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SUNDAY NORTHBOUND DIRECTION

