

<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      WESTBOUND 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	829	0.0	OFF	829	0	0.00	0	69.7	69.7	69.7
1-2 AM	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1
2-3 AM	443	0.0	OFF	443	0	0.00	0	70.2	70.2	70.2
3-4 AM	528	0.0	OFF	528	0	0.00	0	70.0	70.0	70.0
4-5 AM	1183	0.0	OFF	1183	0	0.00	0	69.2	69.2	69.2
5-6 AM	3680	0.0	OFF	3680	0	0.00	0	65.7	65.7	65.7
6-7 AM	5653	0.0	OFF	5653	0	0.00	0	52.2	52.2	52.2
7-8 AM	5093	0.0	OFF	5093	0	0.00	0	56.1	56.1	56.1
8-9 AM	4782	0.0	OFF	4782	0	0.00	0	58.2	58.2	58.2
9-10 AM	4712	0.0	OFF	4712	0	0.00	0	58.7	58.7	58.7
10-11 AM	4678	0.0	2999	3847	830	11.06+	638	58.9	15.2	37.3
11AM-NOON	4641	0.0	3000	3006	1634	15.79+	856	59.2	12.2	37.3
NOON-1PM	4640	0.0	3000	3003	1637	15.80+	856	59.2	12.2	37.3
1-2 PM	4885	0.0	3000	3000	1885	15.69+	857	57.5	12.2	37.3
2-3 PM	5207	0.0	3000	3000	2207	15.52+	857	55.3	12.2	37.3
3-4 PM	5035	0.0	OFF	5035	0	4.23	379	56.4	26.4	26.4
4-5 PM	5063	0.0	OFF	5063	0	0.00	0	56.3	56.3	56.3
5-6 PM	5007	0.0	OFF	5007	0	0.00	0	56.6	56.6	56.6
6-7 PM	4467	0.0	OFF	4467	0	0.00	0	60.4	60.4	60.4
7-8 PM	3402	0.0	OFF	3402	0	0.00	0	66.5	66.5	66.5
8-9 PM	2940	0.0	OFF	2940	0	0.00	0	67.1	67.1	67.1
9-10 PM	2656	0.0	OFF	2656	0	0.00	0	67.4	67.4	67.4
10-11 PM	2025	0.0	OFF	2025	0	0.00	0	68.2	68.2	68.2
11PM-MID	1274	0.0	OFF	1274	0	0.00	0	69.2	69.2	69.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

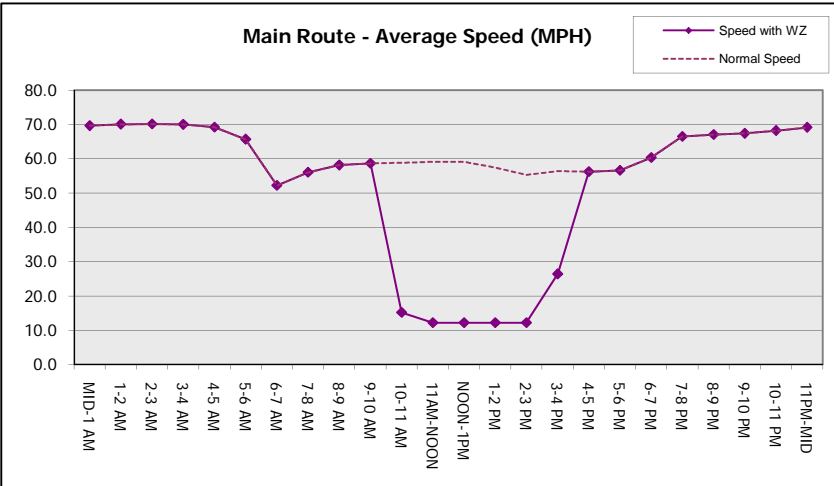
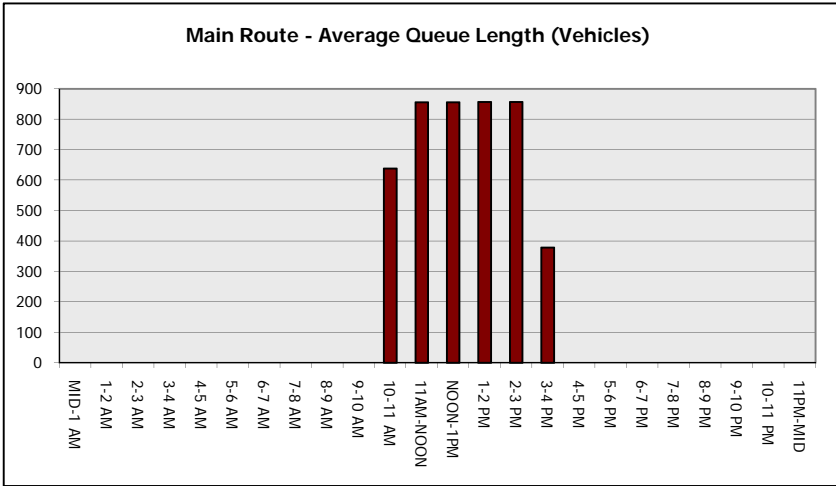
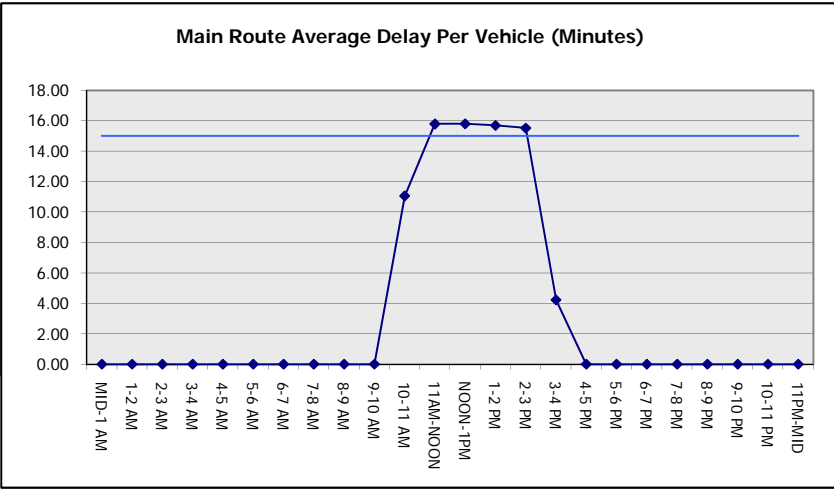
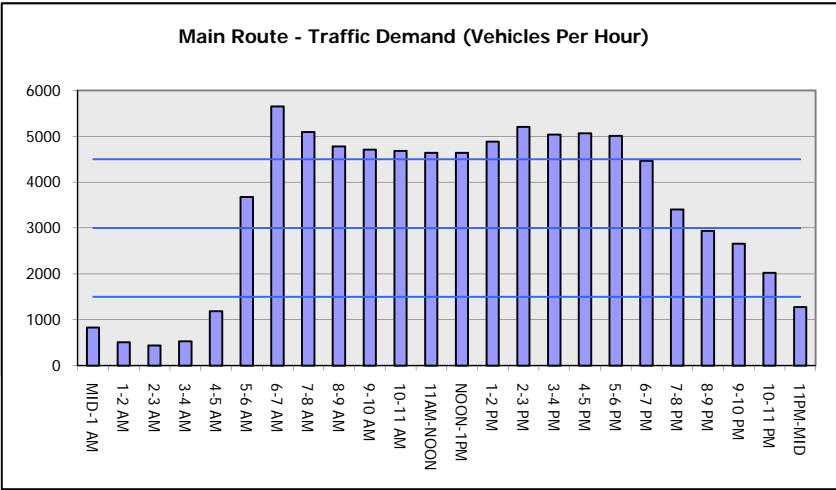
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0464
MAIN ROUTE WITH WORKS	0.0408
'DIVERSION'	0.0106
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,204
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      EASTBOUND 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	725	0.0	OFF	725	0	0.00	0	69.9	69.9	69.9
1-2 AM	472	0.0	OFF	472	0	0.00	0	70.2	70.2	70.2
2-3 AM	414	0.0	OFF	414	0	0.00	0	70.2	70.2	70.2
3-4 AM	515	0.0	OFF	515	0	0.00	0	70.1	70.1	70.1
4-5 AM	1027	0.0	OFF	1027	0	0.00	0	69.4	69.4	69.4
5-6 AM	2121	0.0	OFF	2121	0	0.00	0	68.1	68.1	68.1
6-7 AM	3725	0.0	OFF	3725	0	0.00	0	65.4	65.4	65.4
7-8 AM	4523	0.0	OFF	4523	0	0.00	0	59.9	59.9	59.9
8-9 AM	4283	0.0	OFF	4283	0	0.00	0	61.6	61.6	61.6
9-10 AM	4007	0.0	OFF	4007	0	0.00	0	63.5	63.5	63.5
10-11 AM	4014	0.0	2999	4007	6	7.98+	495	63.4	19.2	37.3
11AM-NOON	4348	0.0	3000	2866	1482	15.73+	845	61.2	12.2	37.3
NOON-1PM	4588	0.0	2999	2985	1603	15.81+	855	59.5	12.2	37.3
1-2 PM	4798	0.0	3000	3000	1798	15.73+	857	58.1	12.2	37.3
2-3 PM	5795	0.0	3000	3000	2795	15.18+	857	51.3	12.2	37.3
3-4 PM	6379	0.0	OFF	6379	0	10.25	1047	47.3	14.3	14.3
4-5 PM	6380	0.0	OFF	6380	0	14.05	1427	47.3	11.4	11.4
5-6 PM	6234	0.0	OFF	6234	0	17.21	1734	48.3	9.7	9.7
6-7 PM	5237	0.0	OFF	5237	0	15.10	1470	55.1	11.1	11.1
7-8 PM	3872	0.0	OFF	3872	0	3.21	278	64.4	32.5	32.5
8-9 PM	3380	0.0	OFF	3380	0	0.00	0	66.5	66.5	66.5
9-10 PM	2947	0.0	OFF	2947	0	0.00	0	67.1	67.1	67.1
10-11 PM	2178	0.0	OFF	2178	0	0.00	0	68.0	68.0	68.0
11PM-MID	1630	0.0	OFF	1630	0	0.00	0	68.7	68.7	68.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0465
MAIN ROUTE WITH WORKS	0.0412
'DIVERSION'	0.0099

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,215
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT  
MON-THUR EASTBOUND DIRECTION**

