

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	833	0.0	OFF	833	0	0.00	0	69.7	69.7	69.7	
1-2 AM	519	0.0	OFF	519	0	0.00	0	70.1	70.1	70.1	
2-3 AM	492	0.0	OFF	492	0	0.00	0	70.1	70.1	70.1	
3-4 AM	572	0.0	OFF	572	0	0.00	0	70.0	70.0	70.0	
4-5 AM	942	0.0	OFF	942	0	0.00	0	69.6	69.6	69.6	
5-6 AM	2414	0.0	OFF	2414	0	0.00	0	67.8	67.8	67.8	
6-7 AM	4241	0.0	OFF	4241	0	0.00	0	61.9	61.9	61.9	
7-8 AM	4691	0.0	OFF	4691	0	0.00	0	58.8	58.8	58.8	
8-9 AM	3997	0.0	OFF	3997	0	0.00	0	63.5	63.5	63.5	
9-10 AM	3703	0.0	OFF	3703	0	0.00	0	65.6	65.6	65.6	
10-11 AM	3822	0.0	1499	1550	2272	16.34+	412	64.8	12.7	36.6	
11AM-NOON	3988	0.0	1499	1719	2269	14.39+	378	63.6	14.0	35.7	
NOON-1PM	4130	0.0	1499	1500	2630	15.76+	399	62.7	13.0	35.4	
1-2 PM	4414	0.0	1500	1500	2914	15.62+	400	60.7	13.0	35.4	
2-3 PM	5032	0.0	1500	1500	3532	15.31+	400	56.5	13.0	35.4	
3-4 PM	5200	0.0	OFF	5200	0	0.61	45	55.3	48.9	48.9	
4-5 PM	5185	0.0	OFF	5185	0	0.00	0	55.5	55.5	55.5	
5-6 PM	5079	0.0	OFF	5079	0	0.00	0	56.1	56.1	56.1	
6-7 PM	4177	0.0	OFF	4177	0	0.00	0	62.3	62.3	62.3	
7-8 PM	3175	0.0	OFF	3175	0	0.00	0	66.8	66.8	66.8	
8-9 PM	2580	0.0	OFF	2580	0	0.00	0	67.5	67.5	67.5	
9-10 PM	2523	0.0	OFF	2523	0	0.00	0	67.6	67.6	67.6	
10-11 PM	1971	0.0	OFF	1971	0	0.00	0	68.3	68.3	68.3	
11PM-MID	1350	0.0	OFF	1350	0	0.00	0	69.1	69.1	69.1	

"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	0.0513
MAIN ROUTE WITH WORKS	0.0415
'DIVERSION'	0.0216
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,599
CONGESTED HOURS PER DAY*	5

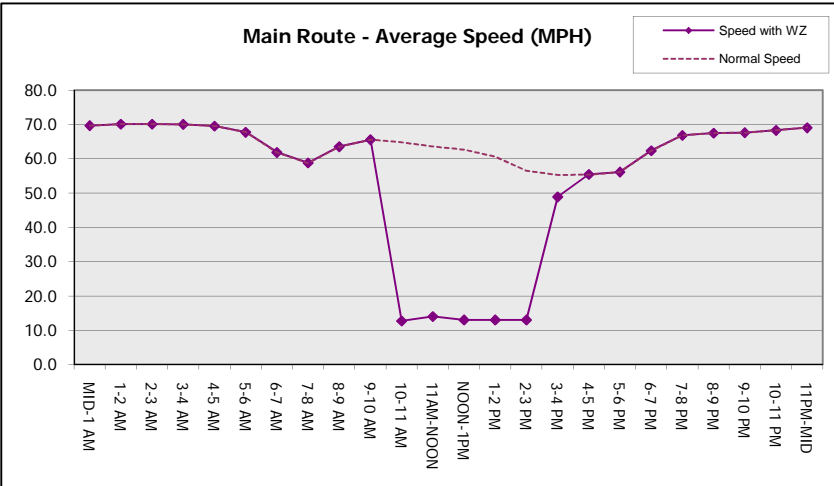
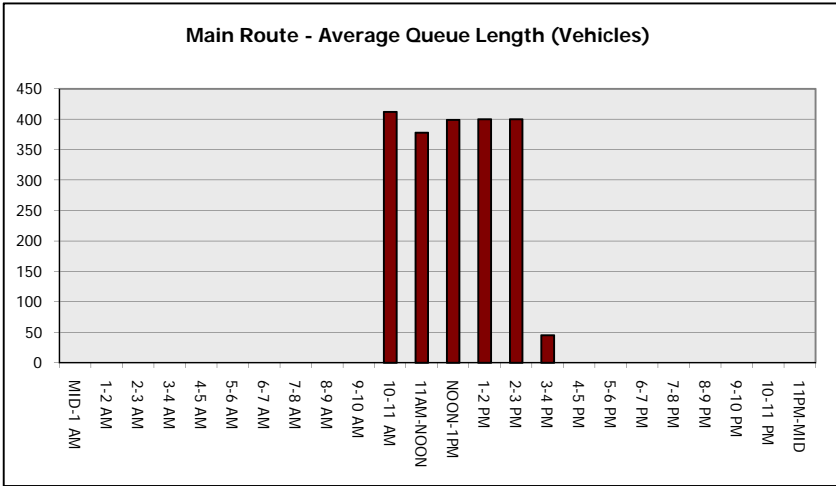
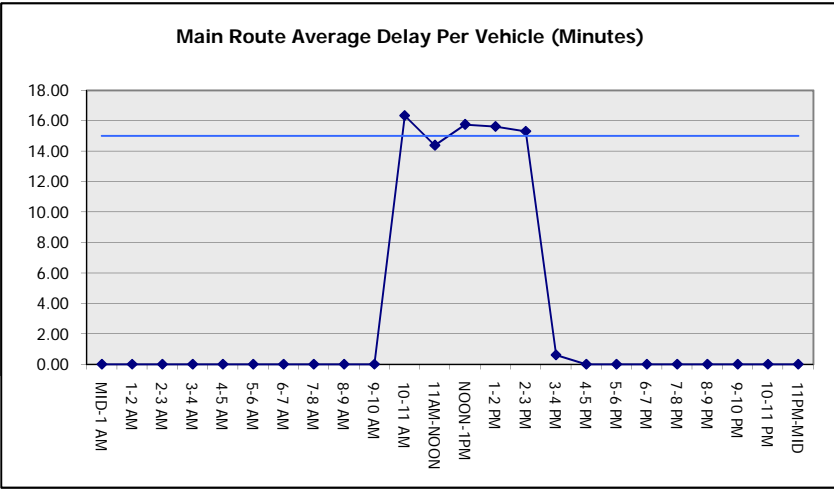
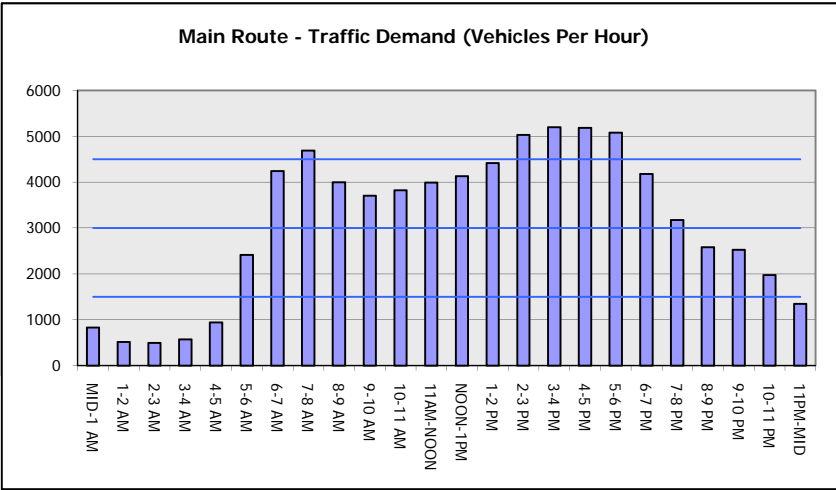
*Delays Exceeding User-Specified Maximum

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION



IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	623	0.0	OFF	623	0	0.00	0	70.0	70.0	70.0
1-2 AM	421	0.0	OFF	421	0	0.00	0	70.2	70.2	70.2
2-3 AM	431	0.0	OFF	431	0	0.00	0	70.2	70.2	70.2
3-4 AM	517	0.0	OFF	517	0	0.00	0	70.1	70.1	70.1
4-5 AM	1044	0.0	OFF	1044	0	0.00	0	69.4	69.4	69.4
5-6 AM	2510	0.0	OFF	2510	0	0.00	0	67.6	67.6	67.6
6-7 AM	4415	0.0	OFF	4415	0	0.00	0	60.7	60.7	60.7
7-8 AM	5160	0.0	OFF	5160	0	0.00	0	55.6	55.6	55.6
8-9 AM	4284	0.0	OFF	4284	0	0.00	0	61.6	61.6	61.6
9-10 AM	3579	0.0	OFF	3579	0	0.00	0	66.3	66.3	66.3
10-11 AM	3476	0.0	1499	1550	1926	16.44+	412	66.4	12.7	36.6
11AM-NOON	3676	0.0	1499	1676	2000	14.43+	378	65.8	14.0	35.8
NOON-1PM	3982	0.0	1499	1500	2482	15.71+	399	63.7	13.0	38.2
1-2 PM	4219	0.0	1500	1500	2719	15.60+	400	62.0	13.0	38.2
2-3 PM	4659	0.0	1500	1500	3159	15.39+	400	59.1	13.0	38.2
3-4 PM	4842	0.0	OFF	4842	0	0.34	21	57.8	53.7	53.7
4-5 PM	5192	0.0	OFF	5192	0	0.00	0	55.4	55.4	55.4
5-6 PM	5356	0.0	OFF	5356	0	0.00	0	54.3	54.3	54.3
6-7 PM	4309	0.0	OFF	4309	0	0.00	0	61.4	61.4	61.4
7-8 PM	3322	0.0	OFF	3322	0	0.00	0	66.6	66.6	66.6
8-9 PM	2719	0.0	OFF	2719	0	0.00	0	67.4	67.4	67.4
9-10 PM	2510	0.0	OFF	2510	0	0.00	0	67.6	67.6	67.6
10-11 PM	1962	0.0	OFF	1962	0	0.00	0	68.3	68.3	68.3
11PM-MID	1409	0.0	OFF	1409	0	0.00	0	69.0	69.0	69.0

"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	0.0511
MAIN ROUTE WITH WORKS	0.0421
'DIVERSION'	0.0195

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,714
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
 OFF-PEAK DAY 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

