

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1006	0.0	OFF	1006	0	0.00	0	69.5	69.5	69.5	
1-2 AM	668	0.0	OFF	668	0	0.00	0	69.9	69.9	69.9	
2-3 AM	575	0.0	OFF	575	0	0.00	0	70.0	70.0	70.0	
3-4 AM	579	0.0	OFF	579	0	0.00	0	70.0	70.0	70.0	
4-5 AM	956	0.0	OFF	956	0	0.00	0	69.6	69.6	69.6	
5-6 AM	2410	0.0	OFF	2410	0	0.00	0	67.8	67.8	67.8	
6-7 AM	4197	0.0	OFF	4197	0	0.00	0	62.2	62.2	62.2	
7-8 AM	4571	0.0	OFF	4571	0	0.00	0	59.6	59.6	59.6	
8-9 AM	4050	0.0	OFF	4050	0	0.00	0	63.2	63.2	63.2	
9-10 AM	3977	0.0	OFF	3977	0	0.00	0	63.7	63.7	63.7	
10-11 AM	4353	0.0	2999	3650	703	9.36+	562	61.1	19.0	37.8	
11AM-NOON	4423	0.0	3000	3005	1419	14.83+	801	60.6	13.5	38.1	
NOON-1PM	4668	0.0	3000	3003	1665	14.71+	801	58.9	13.5	37.9	
1-2 PM	4703	0.0	3000	3003	1700	14.70+	801	58.7	13.5	37.8	
2-3 PM	4828	0.0	3000	3003	1825	14.64+	801	57.9	13.5	37.7	
3-4 PM	5107	0.0	OFF	5107	0	2.88	247	56.0	34.5	34.5	
4-5 PM	5328	0.0	OFF	5328	0	0.00	0	54.5	54.5	54.5	
5-6 PM	5115	0.0	OFF	5115	0	0.00	0	55.9	55.9	55.9	
6-7 PM	4553	0.0	OFF	4553	0	0.00	0	59.7	59.7	59.7	
7-8 PM	3578	0.0	OFF	3578	0	0.00	0	66.3	66.3	66.3	
8-9 PM	2812	0.0	OFF	2812	0	0.00	0	67.3	67.3	67.3	
9-10 PM	2595	0.0	OFF	2595	0	0.00	0	67.5	67.5	67.5	
10-11 PM	1994	0.0	OFF	1994	0	0.00	0	68.2	68.2	68.2	
11PM-MID	1526	0.0	OFF	1526	0	0.00	0	68.8	68.8	68.8	

"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	0.0
(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	0
(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	0.0538
MAIN ROUTE WITH WORKS	0.0477
'DIVERSION'	0.0116
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,246
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
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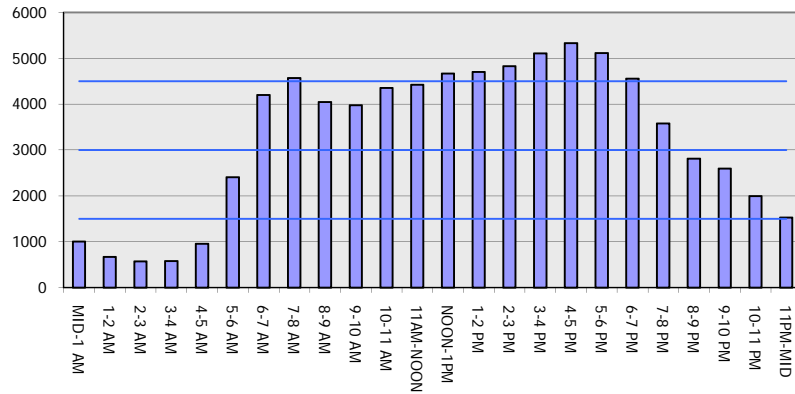
AUGUST

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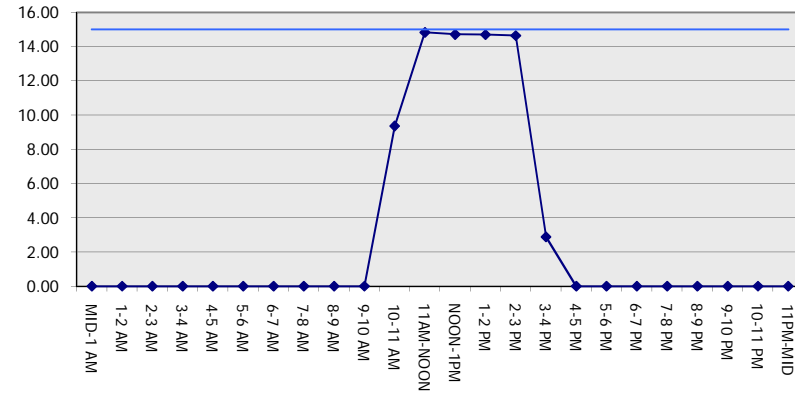
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

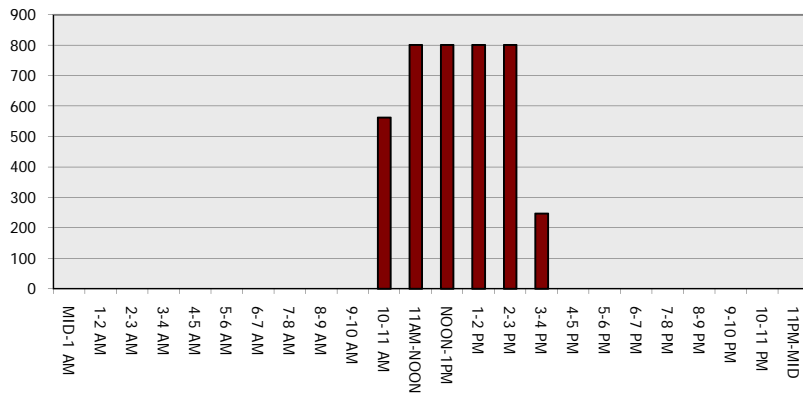
Main Route - Traffic Demand (Vehicles Per Hour)



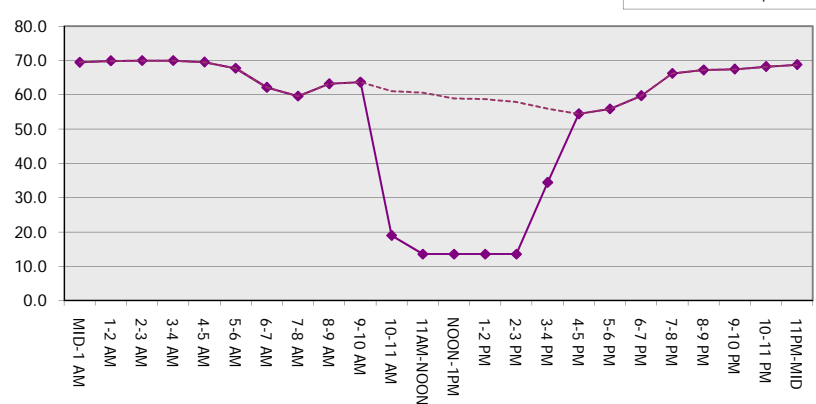
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	697	0.0	OFF	697	0	0.00	0	69.9	69.9	69.9
1-2 AM	466	0.0	OFF	466	0	0.00	0	70.2	70.2	70.2
2-3 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
3-4 AM	550	0.0	OFF	550	0	0.00	0	70.0	70.0	70.0
4-5 AM	1098	0.0	OFF	1098	0	0.00	0	69.4	69.4	69.4
5-6 AM	2442	0.0	OFF	2442	0	0.00	0	67.7	67.7	67.7
6-7 AM	4157	0.0	OFF	4157	0	0.00	0	62.5	62.5	62.5
7-8 AM	5075	0.0	OFF	5075	0	0.00	0	56.2	56.2	56.2
8-9 AM	4202	0.0	OFF	4202	0	0.00	0	62.2	62.2	62.2
9-10 AM	3727	0.0	OFF	3727	0	0.00	0	65.4	65.4	65.4
10-11 AM	3751	0.0	2999	3751	0	6.25	367	65.2	25.3	37.3
11AM-NOON	3980	0.0	2999	3002	978	15.07+	801	63.7	13.5	37.3
NOON-1PM	4357	0.0	3000	3003	1355	14.90+	801	61.1	13.5	37.3
1-2 PM	4418	0.0	3000	3003	1415	14.87+	801	60.7	13.5	37.3
2-3 PM	4937	0.0	3000	3000	1937	14.61+	801	57.1	13.5	37.3
3-4 PM	5244	0.0	OFF	5244	0	4.29	380	55.0	28.7	28.7
4-5 PM	5388	0.0	OFF	5388	0	0.00	0	54.0	54.0	54.0
5-6 PM	5328	0.0	OFF	5328	0	0.00	0	54.5	54.5	54.5
6-7 PM	4383	0.0	OFF	4383	0	0.00	0	60.9	60.9	60.9
7-8 PM	3365	0.0	OFF	3365	0	0.00	0	66.6	66.6	66.6
8-9 PM	2880	0.0	OFF	2880	0	0.00	0	67.1	67.1	67.1
9-10 PM	2668	0.0	OFF	2668	0	0.00	0	67.4	67.4	67.4
10-11 PM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2
11PM-MID	1594	0.0	OFF	1594	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	0.0528
MAIN ROUTE WITH WORKS	0.0479
'DIVERSION'	0.0090

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,798
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

