

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

MON-THUR 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	768	0.0	OFF	768	0	0.00	0	69.8	69.8	69.8	
1-2 AM	497	0.0	OFF	497	0	0.00	0	70.1	70.1	70.1	
2-3 AM	413	0.0	OFF	413	0	0.00	0	70.2	70.2	70.2	
3-4 AM	485	0.0	OFF	485	0	0.00	0	70.1	70.1	70.1	
4-5 AM	899	0.0	OFF	899	0	0.00	0	69.6	69.6	69.6	
5-6 AM	2409	0.0	OFF	2409	0	0.00	0	67.8	67.8	67.8	
6-7 AM	4307	0.0	OFF	4307	0	0.00	0	61.4	61.4	61.4	
7-8 AM	4586	0.0	OFF	4586	0	0.00	0	59.6	59.6	59.6	
8-9 AM	3846	0.0	OFF	3846	0	0.00	0	64.6	64.6	64.6	
9-10 AM	3594	0.0	OFF	3594	0	0.00	0	66.3	66.3	66.3	
10-11 AM	3704	0.0	2999	3704	0	5.96	345	65.6	26.1	37.3	
11AM-NOON	3793	0.0	2999	3014	779	15.12+	799	65.0	13.5	37.3	
NOON-1PM	3827	0.0	3000	3002	825	15.13+	801	64.7	13.5	37.3	
1-2 PM	4103	0.0	3000	3003	1100	15.02+	801	62.8	13.5	37.3	
2-3 PM	4663	0.0	3000	3003	1660	14.75+	801	59.0	13.5	37.3	
3-4 PM	5146	0.0	OFF	5146	0	3.54	308	55.7	31.5	31.5	
4-5 PM	5306	0.0	OFF	5306	0	0.00	0	54.6	54.6	54.6	
5-6 PM	5114	0.0	OFF	5114	0	0.00	0	55.9	55.9	55.9	
6-7 PM	4012	0.0	OFF	4012	0	0.00	0	63.5	63.5	63.5	
7-8 PM	2904	0.0	OFF	2904	0	0.00	0	67.1	67.1	67.1	
8-9 PM	2386	0.0	OFF	2386	0	0.00	0	67.8	67.8	67.8	
9-10 PM	2185	0.0	OFF	2185	0	0.00	0	68.0	68.0	68.0	
10-11 PM	1721	0.0	OFF	1721	0	0.00	0	68.6	68.6	68.6	
11PM-MID	1228	0.0	OFF	1228	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	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	0.0492
MAIN ROUTE WITH WORKS	0.0452
'DIVERSION'	0.0069
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,202
CONGESTED HOURS PER DAY*	4

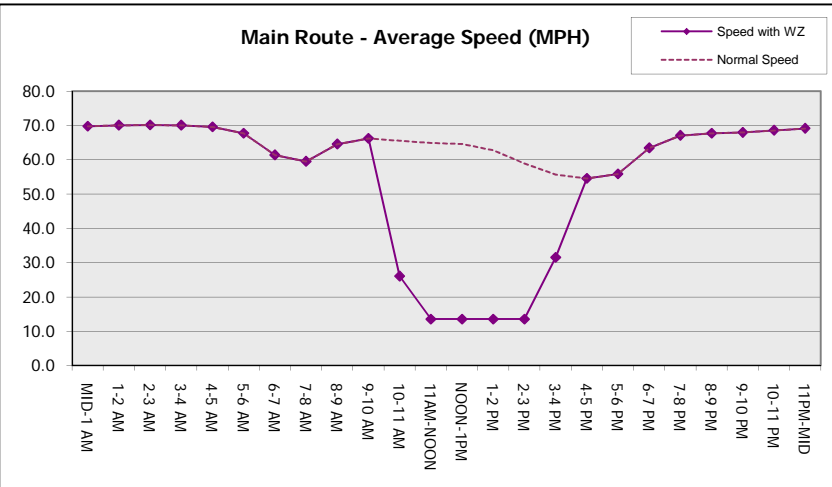
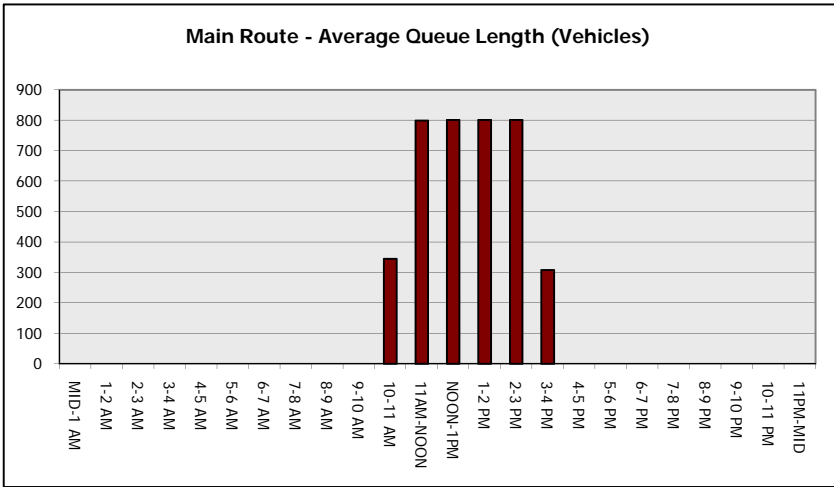
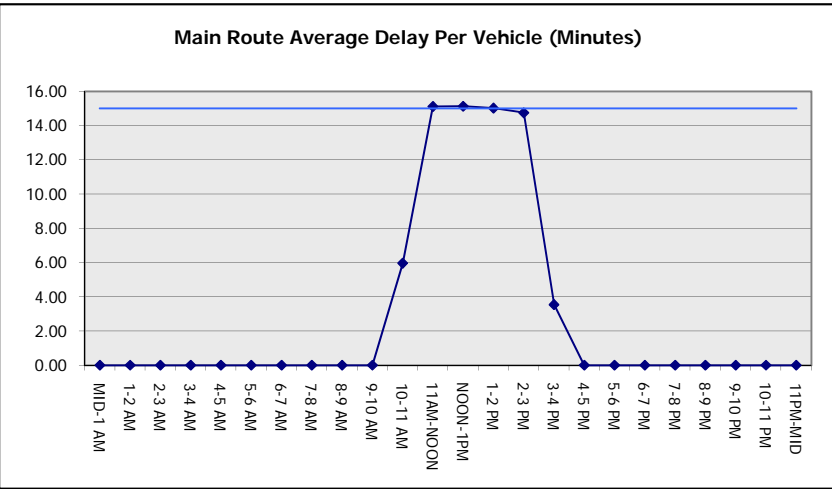
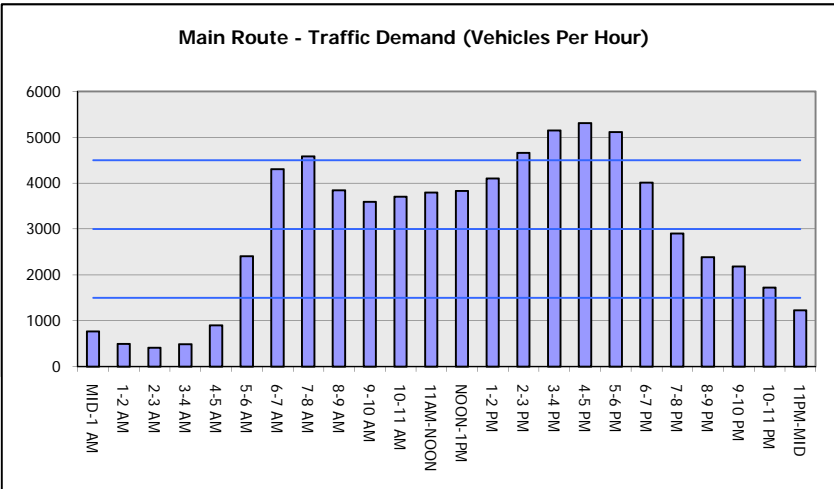
*Delays Exceeding User-Specified Maximum

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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION



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

MON-THUR 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	611	0.0	OFF	611	0	0.00	0	70.0	70.0	70.0
1-2 AM	397	0.0	OFF	397	0	0.00	0	70.2	70.2	70.2
2-3 AM	370	0.0	OFF	370	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	1106	0.0	OFF	1106	0	0.00	0	69.4	69.4	69.4
5-6 AM	2661	0.0	OFF	2661	0	0.00	0	67.4	67.4	67.4
6-7 AM	4662	0.0	OFF	4662	0	0.00	0	59.0	59.0	59.0
7-8 AM	5458	0.0	OFF	5458	0	0.00	0	53.6	53.6	53.6
8-9 AM	4558	0.0	OFF	4558	0	0.00	0	59.7	59.7	59.7
9-10 AM	3691	0.0	OFF	3691	0	0.00	0	65.6	65.6	65.6
10-11 AM	3502	0.0	2999	3502	0	4.72	253	66.4	29.9	37.3
11AM-NOON	3605	0.0	3000	3282	323	13.62+	722	66.2	14.7	37.3
NOON-1PM	3832	0.0	3000	3000	832	15.13+	801	64.6	13.5	37.3
1-2 PM	4037	0.0	3000	3000	1037	15.04+	801	63.3	13.5	37.3
2-3 PM	4522	0.0	3000	3001	1521	14.82+	801	60.0	13.5	37.3
3-4 PM	4952	0.0	OFF	4952	0	3.42	294	57.0	32.5	32.5
4-5 PM	5267	0.0	OFF	5267	0	0.00	0	54.9	54.9	54.9
5-6 PM	5413	0.0	OFF	5413	0	0.00	0	53.9	53.9	53.9
6-7 PM	4236	0.0	OFF	4236	0	0.00	0	61.9	61.9	61.9
7-8 PM	3123	0.0	OFF	3123	0	0.00	0	66.9	66.9	66.9
8-9 PM	2774	0.0	OFF	2774	0	0.00	0	67.3	67.3	67.3
9-10 PM	2365	0.0	OFF	2365	0	0.00	0	67.8	67.8	67.8
10-11 PM	1631	0.0	OFF	1631	0	0.00	0	68.7	68.7	68.7
11PM-MID	1183	0.0	OFF	1183	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	0.0510
MAIN ROUTE WITH WORKS	0.0474
'DIVERSION'	0.0059

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,543
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

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

