

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

SATURDAY 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	1141	0.0	OFF	1141	0	0.00	0	69.3	69.3	69.3	
1-2 AM	689	0.0	OFF	689	0	0.00	0	69.9	69.9	69.9	
2-3 AM	570	0.0	OFF	570	0	0.00	0	70.0	70.0	70.0	
3-4 AM	478	0.0	OFF	478	0	0.00	0	70.1	70.1	70.1	
4-5 AM	546	0.0	OFF	546	0	0.00	0	70.0	70.0	70.0	
5-6 AM	1018	0.0	OFF	1018	0	0.00	0	69.5	69.5	69.5	
6-7 AM	1696	0.0	OFF	1696	0	0.00	0	68.6	68.6	68.6	
7-8 AM	2388	0.0	OFF	2388	0	0.00	0	67.8	67.8	67.8	
8-9 AM	3123	0.0	2999	3123	0	1.26	34	66.9	50.4	37.4	
9-10 AM	3585	0.0	3000	3585	0	7.25	398	66.3	23.2	37.3	
10-11 AM	4099	0.0	2999	3003	1096	15.02+	801	62.8	13.5	37.3	
11AM-NOON	4312	0.0	3000	3003	1309	14.92+	801	61.4	13.5	37.3	
NOON-1PM	4498	0.0	3000	3003	1496	14.83+	801	60.1	13.5	37.3	
1-2 PM	4473	0.0	3000	3003	1470	14.84+	801	60.3	13.5	37.3	
2-3 PM	4270	0.0	3000	3003	1267	14.94+	801	61.7	13.5	37.3	
3-4 PM	4207	0.0	3000	3003	1204	14.97+	801	62.1	13.5	37.3	
4-5 PM	3999	0.0	3000	3002	997	15.06+	801	63.5	13.5	37.3	
5-6 PM	3585	0.0	3000	3004	582	15.22+	800	66.3	13.5	37.3	
6-7 PM	3017	0.0	OFF	3017	0	1.04	93	67.0	52.7	52.7	
7-8 PM	2541	0.0	OFF	2541	0	0.00	0	67.6	67.6	67.6	
8-9 PM	2182	0.0	OFF	2182	0	0.00	0	68.0	68.0	68.0	
9-10 PM	1983	0.0	OFF	1983	0	0.00	0	68.2	68.2	68.2	
10-11 PM	1678	0.0	OFF	1678	0	0.00	0	68.6	68.6	68.6	
11PM-MID	1343	0.0	OFF	1343	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	0.0420
MAIN ROUTE WITH WORKS	0.0336
'DIVERSION'	0.0149
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$145,855
CONGESTED HOURS PER DAY*	8

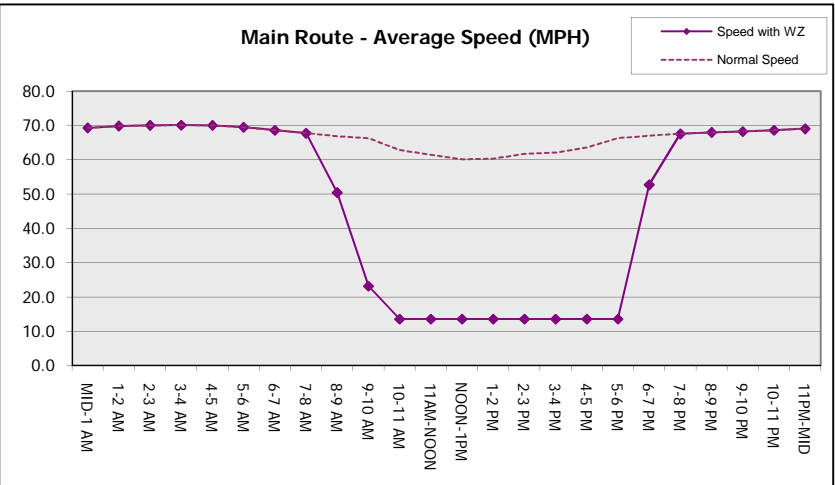
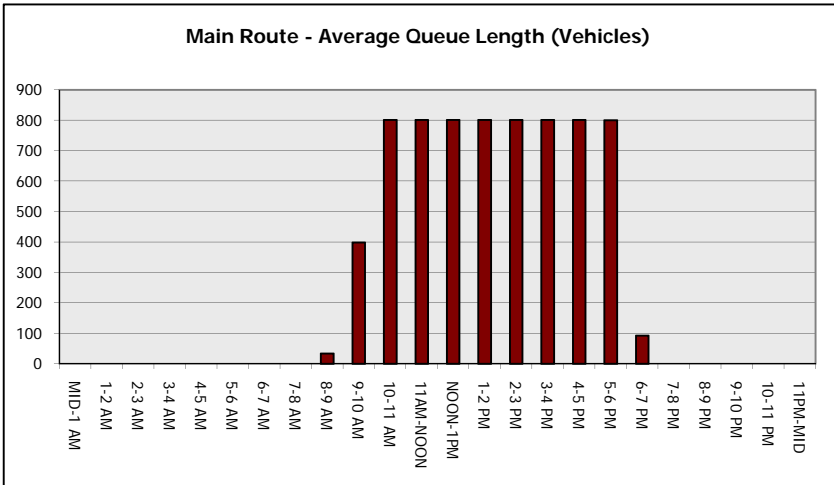
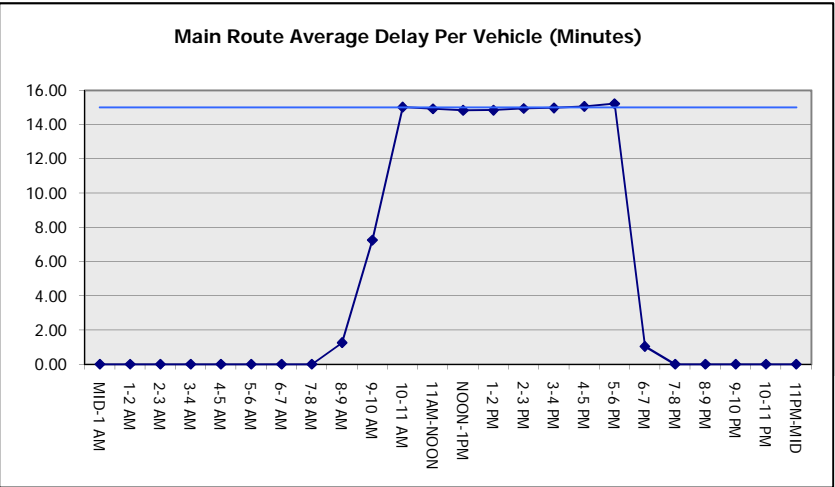
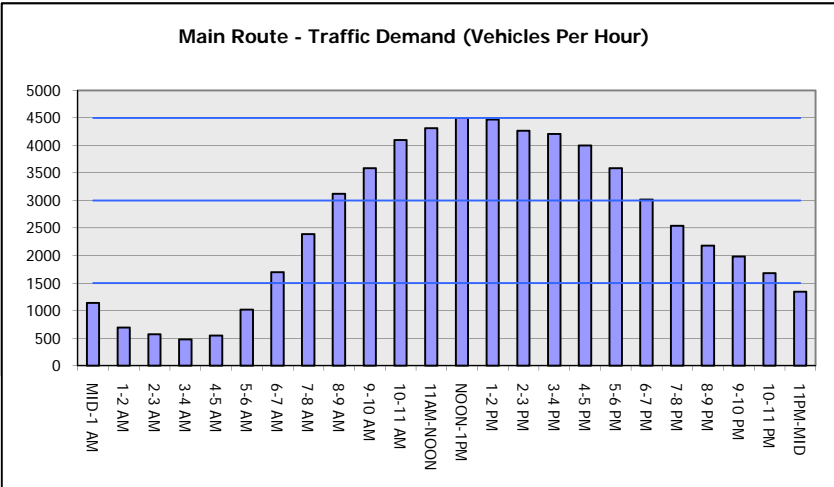
*Delays Exceeding User-Specified Maximum

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

SATURDAY 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

SATURDAY 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	1075	0.0	OFF	1075	0	0.00	0	69.4	69.4	69.4
1-2 AM	604	0.0	OFF	604	0	0.00	0	70.0	70.0	70.0
2-3 AM	518	0.0	OFF	518	0	0.00	0	70.1	70.1	70.1
3-4 AM	456	0.0	OFF	456	0	0.00	0	70.2	70.2	70.2
4-5 AM	686	0.0	OFF	686	0	0.00	0	69.9	69.9	69.9
5-6 AM	1174	0.0	OFF	1174	0	0.00	0	69.3	69.3	69.3
6-7 AM	1420	0.0	OFF	1420	0	0.00	0	69.0	69.0	69.0
7-8 AM	1878	0.0	OFF	1878	0	0.00	0	68.4	68.4	68.4
8-9 AM	2523	0.0	2999	2523	0	0.42	0	67.6	60.9	46.2
9-10 AM	3190	0.0	2999	3190	0	1.68	60	66.8	46.5	37.3
10-11 AM	3635	0.0	3000	3635	0	8.71	482	66.0	20.4	37.3
11AM-NOON	3996	0.0	2999	3000	997	15.06+	801	63.5	13.5	37.3
NOON-1PM	4210	0.0	2999	2999	1212	14.96+	801	62.1	13.5	37.3
1-2 PM	4180	0.0	3000	2999	1182	14.98+	801	62.3	13.5	37.3
2-3 PM	4352	0.0	2999	2998	1354	14.90+	801	61.1	13.5	37.3
3-4 PM	4323	0.0	3000	2998	1325	14.91+	801	61.3	13.5	37.3
4-5 PM	4102	0.0	3000	2999	1103	15.01+	801	62.8	13.5	37.3
5-6 PM	3857	0.0	3000	3000	857	15.12+	801	64.5	13.5	37.3
6-7 PM	3345	0.0	OFF	3345	0	1.52	125	66.6	47.8	47.8
7-8 PM	2894	0.0	OFF	2894	0	0.00	0	67.1	67.1	67.1
8-9 PM	2626	0.0	OFF	2626	0	0.00	0	67.4	67.4	67.4
9-10 PM	2461	0.0	OFF	2461	0	0.00	0	67.7	67.7	67.7
10-11 PM	1948	0.0	OFF	1948	0	0.00	0	68.3	68.3	68.3
11PM-MID	1430	0.0	OFF	1430	0	0.00	0	68.9	68.9	68.9

"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	0.0417
MAIN ROUTE WITH WORKS	0.0342
'DIVERSION'	0.0127

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,690
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

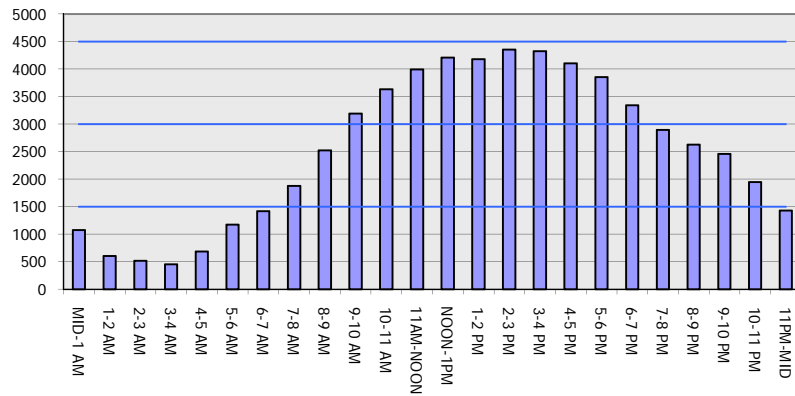
IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST

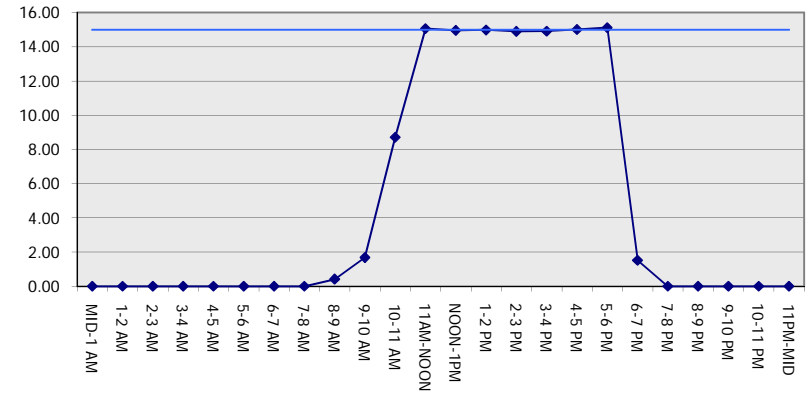
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

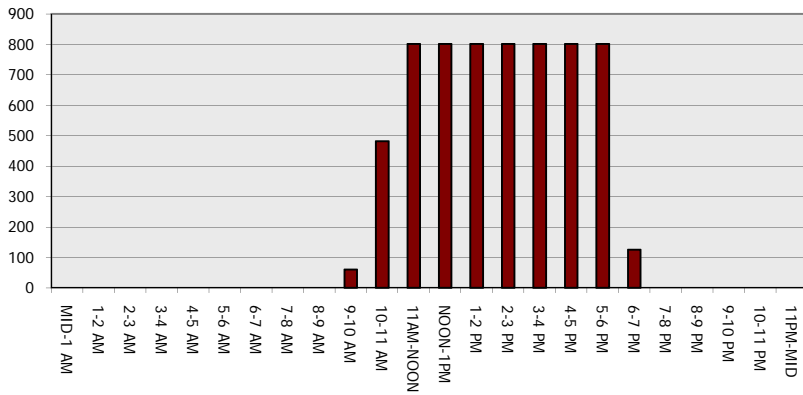
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

