

<b>IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1499	1579	1545	15.13+	381	66.9	13.6	36.4	
9-10 AM	3585	0.0	1499	1797	1788	14.54+	375	66.3	14.0	35.2	
10-11 AM	4099	0.0	1499	1500	2599	16.02+	399	62.8	12.8	30.8	
11AM-NOON	4312	0.0	1500	1500	2812	15.92+	400	61.4	12.8	30.8	
NOON-1PM	4498	0.0	1500	1500	2998	15.83+	400	60.1	12.8	30.8	
1-2 PM	4473	0.0	1500	1500	2973	15.84+	400	60.3	12.8	30.8	
2-3 PM	4270	0.0	1500	1500	2770	15.94+	400	61.7	12.8	30.8	
3-4 PM	4207	0.0	1500	1500	2707	15.97+	400	62.1	12.8	30.8	
4-5 PM	3999	0.0	1500	1500	2499	16.06+	400	63.5	12.8	30.8	
5-6 PM	3585	0.0	1500	1500	2085	16.23+	400	66.3	12.8	30.8	
6-7 PM	3017	0.0	OFF	3017	0	0.26	23	67.0	62.7	62.7	
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

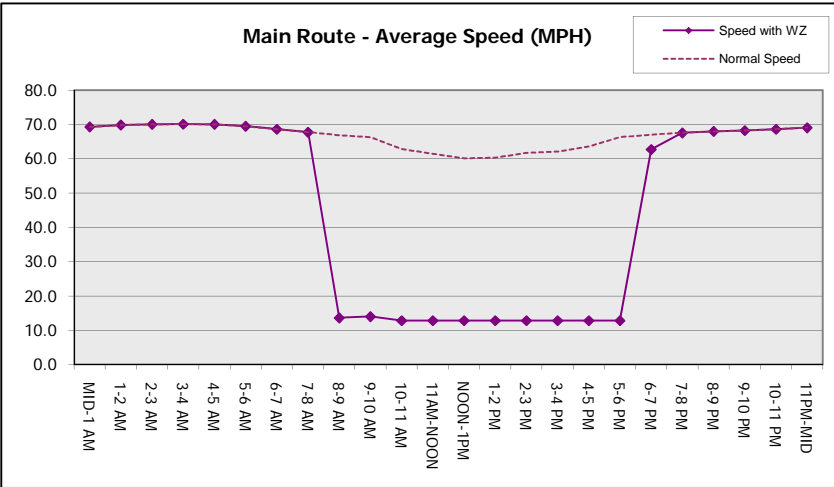
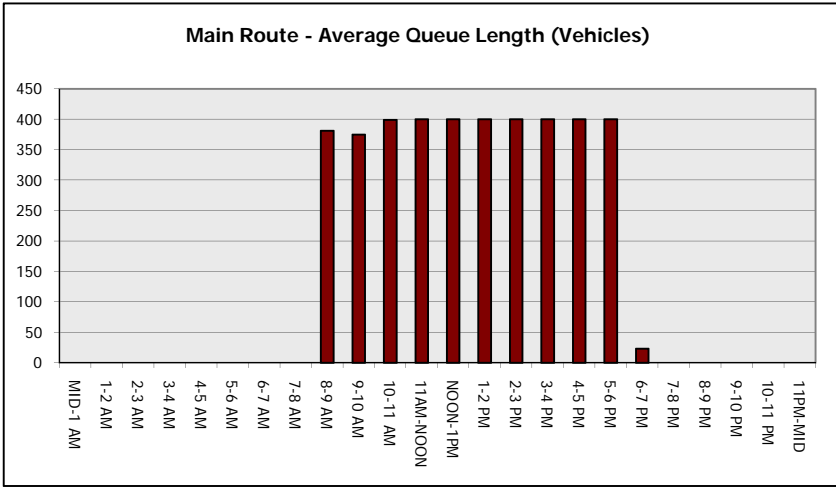
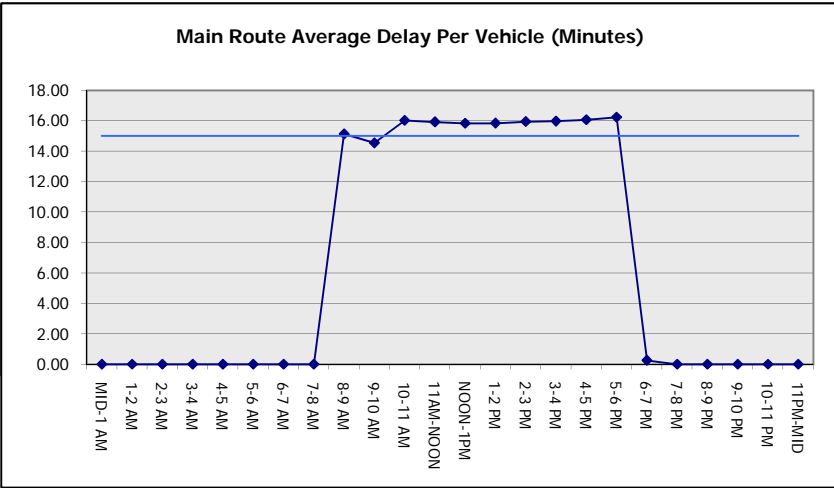
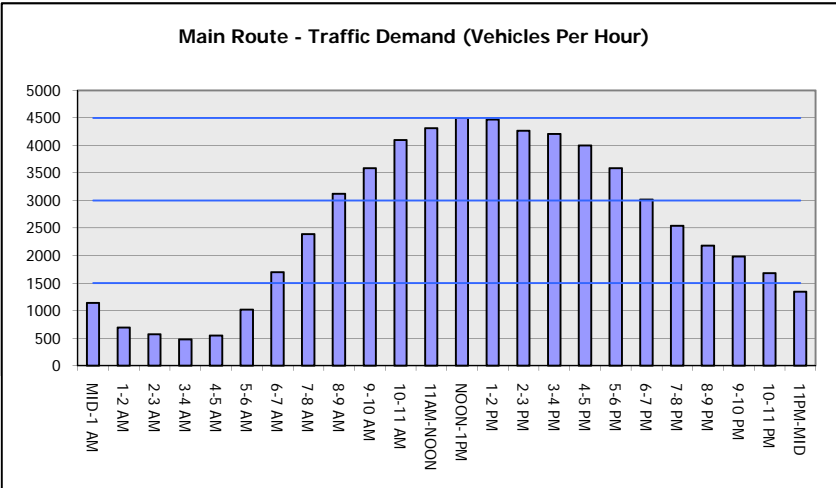
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0420
MAIN ROUTE WITH WORKS	0.0241
'DIVERSION'	0.0393
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$174,038
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY SOUTHBOUND DIRECTION**



<b>IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**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	1499	1929	594	12.03+	307	67.6	16.3	30.8
9-10 AM	3190	0.0	1500	1500	1690	16.26+	400	66.8	12.8	30.8
10-11 AM	3635	0.0	1500	1500	2135	16.22+	400	66.0	12.8	30.8
11AM-NOON	3996	0.0	1500	1500	2496	16.06+	400	63.5	12.8	30.8
NOON-1PM	4210	0.0	1500	1500	2710	15.97+	400	62.1	12.8	30.8
1-2 PM	4180	0.0	1500	1500	2680	15.98+	400	62.3	12.8	30.8
2-3 PM	4352	0.0	1500	1500	2852	15.90+	400	61.1	12.8	30.8
3-4 PM	4323	0.0	1500	1500	2823	15.92+	400	61.3	12.8	30.8
4-5 PM	4102	0.0	1500	1500	2602	16.02+	400	62.8	12.8	30.8
5-6 PM	3857	0.0	1500	1500	2357	16.12+	400	64.5	12.8	30.8
6-7 PM	3345	0.0	OFF	3345	0	0.44	34	66.6	59.8	59.8
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

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

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

MAIN ROUTE WITHOUT WORKS	0.0417
MAIN ROUTE WITH WORKS	0.0249
'DIVERSION'	0.0364

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$166,513
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

