

<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**

SUNDAY 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	1048	0.0	OFF	1048	0	0.00	0	69.4	69.4	69.4	
1-2 AM	616	0.0	OFF	616	0	0.00	0	70.0	70.0	70.0	
2-3 AM	457	0.0	OFF	457	0	0.00	0	70.2	70.2	70.2	
3-4 AM	282	0.0	OFF	282	0	0.00	0	70.2	70.2	70.2	
4-5 AM	302	0.0	OFF	302	0	0.00	0	70.2	70.2	70.2	
5-6 AM	540	0.0	OFF	540	0	0.00	0	70.0	70.0	70.0	
6-7 AM	905	0.0	OFF	905	0	0.00	0	69.6	69.6	69.6	
7-8 AM	1166	0.0	OFF	1166	0	0.00	0	69.3	69.3	69.3	
8-9 AM	1743	0.0	OFF	1743	0	0.00	0	68.6	68.6	68.6	
9-10 AM	2566	0.0	1499	1937	630	12.12+	309	67.6	16.1	30.8	
10-11 AM	3286	0.0	1500	1500	1786	16.25+	400	66.6	12.8	30.8	
11AM-NOON	3427	0.0	1500	1500	1927	16.24+	400	66.4	12.8	30.8	
NOON-1PM	3642	0.0	1500	1500	2142	16.21+	400	66.0	12.8	30.8	
1-2 PM	3977	0.0	1500	1500	2477	16.07+	400	63.7	12.8	30.8	
2-3 PM	3881	0.0	1500	1500	2381	16.11+	400	64.3	12.8	30.8	
3-4 PM	3951	0.0	1500	1500	2451	16.08+	400	63.8	12.8	30.8	
4-5 PM	3827	0.0	1500	1500	2327	16.14+	400	64.7	12.8	30.8	
5-6 PM	3511	0.0	1500	1500	2011	16.24+	400	66.4	12.8	30.8	
6-7 PM	3124	0.0	1500	1500	1624	16.26+	400	66.9	12.8	30.8	
7-8 PM	2778	0.0	OFF	2778	0	0.33	29	67.3	62.0	62.0	
8-9 PM	2360	0.0	OFF	2360	0	0.00	0	67.8	67.8	67.8	
9-10 PM	1953	0.0	OFF	1953	0	0.00	0	68.3	68.3	68.3	
10-11 PM	1482	0.0	OFF	1482	0	0.00	0	68.9	68.9	68.9	
11PM-MID	920	0.0	OFF	920	0	0.00	0	69.6	69.6	69.6	

"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	0.0354
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0313
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$155,329
CONGESTED HOURS PER DAY*	10

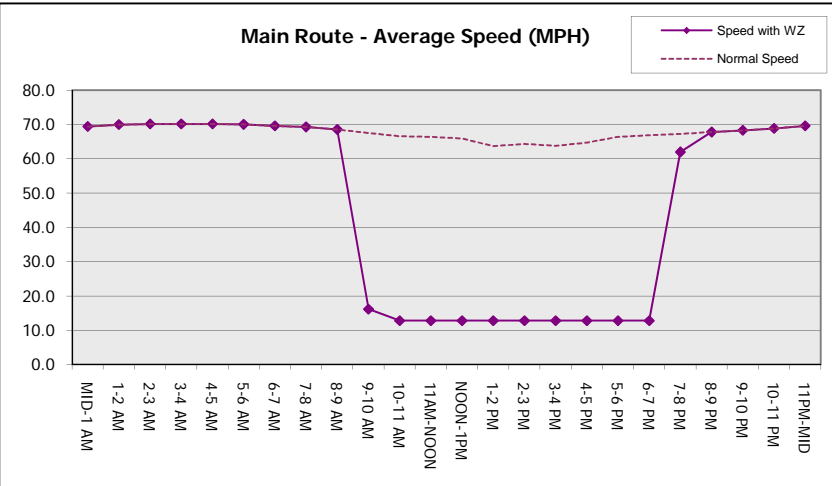
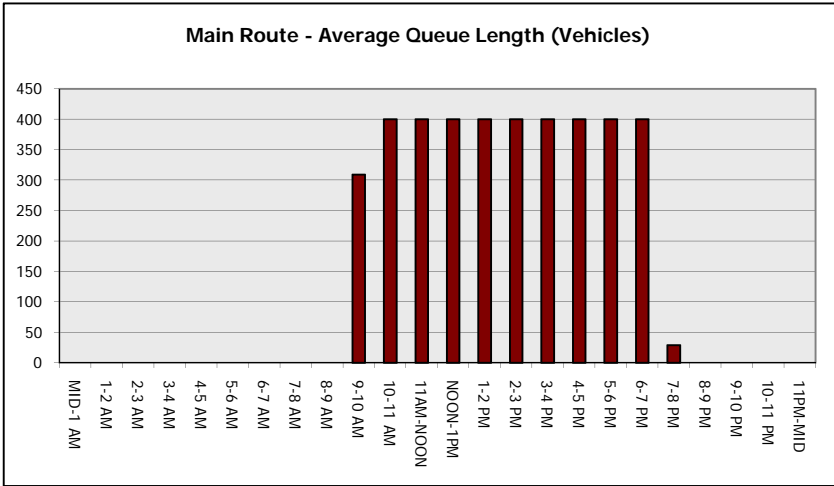
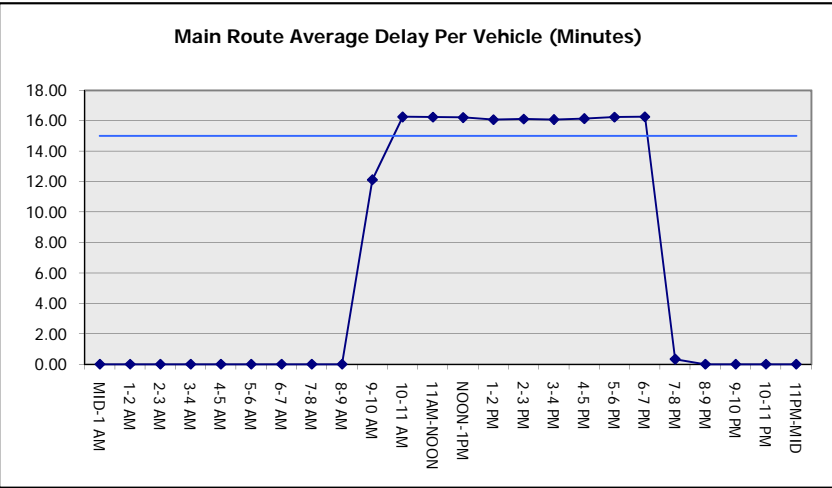
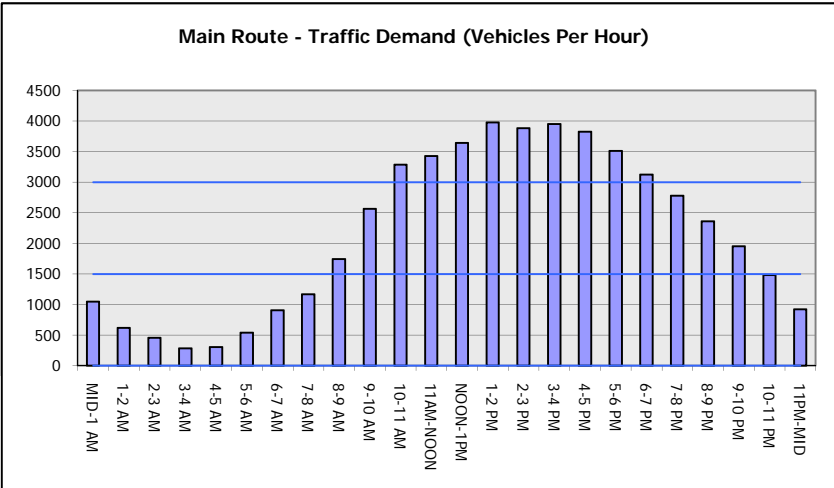
\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY 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>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	953	0.0	OFF	953	0	0.00	0	69.6	69.6	69.6
1-2 AM	566	0.0	OFF	566	0	0.00	0	70.0	70.0	70.0
2-3 AM	453	0.0	OFF	453	0	0.00	0	70.2	70.2	70.2
3-4 AM	327	0.0	OFF	327	0	0.00	0	70.2	70.2	70.2
4-5 AM	428	0.0	OFF	428	0	0.00	0	70.2	70.2	70.2
5-6 AM	719	0.0	OFF	719	0	0.00	0	69.9	69.9	69.9
6-7 AM	904	0.0	OFF	904	0	0.00	0	69.6	69.6	69.6
7-8 AM	1127	0.0	OFF	1127	0	0.00	0	69.3	69.3	69.3
8-9 AM	1583	0.0	OFF	1583	0	0.00	0	68.7	68.7	68.7
9-10 AM	2411	0.0	1499	1864	547	11.08+	291	67.8	17.3	30.8
10-11 AM	3041	0.0	1500	1500	1541	16.27+	400	66.9	12.8	30.8
11AM-NOON	3671	0.0	1500	1500	2171	16.20+	400	65.8	12.8	30.8
NOON-1PM	4247	0.0	1500	1500	2747	15.95+	400	61.9	12.8	30.8
1-2 PM	4333	0.0	1500	1500	2833	15.91+	400	61.2	12.8	30.8
2-3 PM	4595	0.0	1500	1500	3095	15.78+	400	59.5	12.8	30.8
3-4 PM	4544	0.0	1500	1500	3044	15.81+	400	59.8	12.8	30.8
4-5 PM	4517	0.0	1500	1500	3017	15.82+	400	60.0	12.8	30.8
5-6 PM	4433	0.0	1500	1500	2933	15.86+	400	60.5	12.8	30.8
6-7 PM	3867	0.0	1500	1500	2367	16.12+	400	64.5	12.8	30.8
7-8 PM	3217	0.0	OFF	3217	0	0.26	23	66.8	62.5	62.5
8-9 PM	2817	0.0	OFF	2817	0	0.00	0	67.3	67.3	67.3
9-10 PM	2171	0.0	OFF	2171	0	0.00	0	68.1	68.1	68.1
10-11 PM	1445	0.0	OFF	1445	0	0.00	0	68.9	68.9	68.9
11PM-MID	999	0.0	OFF	999	0	0.00	0	69.5	69.5	69.5

"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	0.0393
MAIN ROUTE WITH WORKS	0.0216
'DIVERSION'	0.0385

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$172,530
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)**

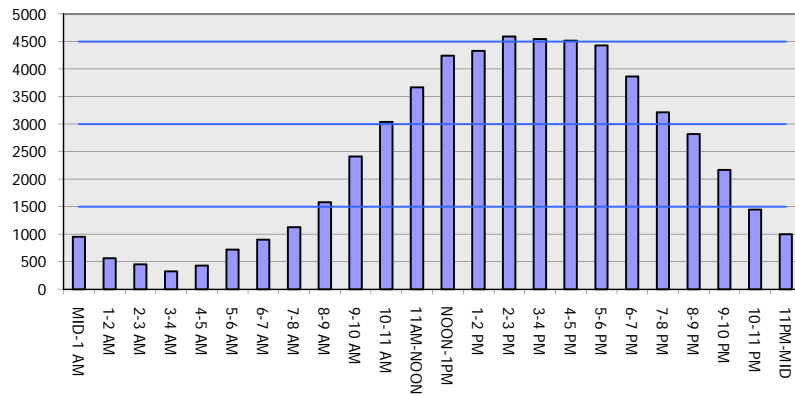
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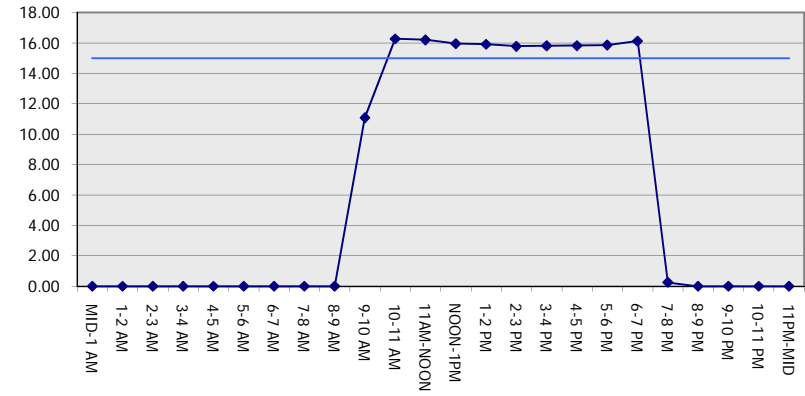
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY NORTHBOUND DIRECTION**

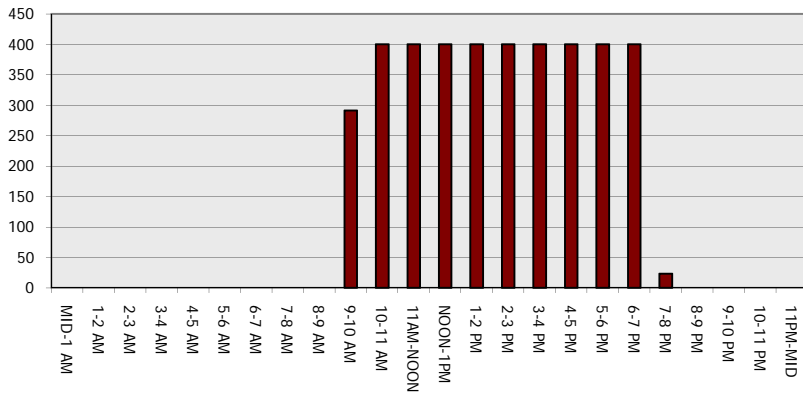
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

