

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	662	0.0	OFF	662	0	0.00	0	69.9	69.9	69.9
1-2 AM	428	0.0	OFF	428	0	0.00	0	70.2	70.2	70.2
2-3 AM	396	0.0	OFF	396	0	0.00	0	70.2	70.2	70.2
3-4 AM	484	0.0	OFF	484	0	0.00	0	70.1	70.1	70.1
4-5 AM	955	0.0	OFF	955	0	0.00	0	69.6	69.6	69.6
5-6 AM	2525	0.0	OFF	2525	0	0.00	0	67.6	67.6	67.6
6-7 AM	4504	0.0	OFF	4504	0	0.00	0	60.1	60.1	60.1
7-8 AM	4698	0.0	OFF	4698	0	0.00	0	58.7	58.7	58.7
8-9 AM	3955	0.0	OFF	3955	0	0.00	0	63.8	63.8	63.8
9-10 AM	3541	0.0	OFF	3541	0	0.00	0	66.3	66.3	66.3
10-11 AM	3505	0.0	1499	1550	1955	16.44+	412	66.4	12.7	36.6
11AM-NOON	3600	0.0	1499	1667	1933	14.44+	378	66.3	14.0	35.8
NOON-1PM	3769	0.0	1499	1545	2223	15.79+	396	65.1	13.0	35.5
1-2 PM	3987	0.0	1500	1500	2487	15.79+	400	63.6	13.0	36.0
2-3 PM	4596	0.0	1500	1500	3096	15.51+	400	59.4	13.0	36.0
3-4 PM	5418	0.0	OFF	5418	0	0.76	59	53.8	46.5	46.5
4-5 PM	5668	0.0	OFF	5668	0	0.00	0	52.2	52.2	52.2
5-6 PM	5222	0.0	OFF	5222	0	0.00	0	55.2	55.2	55.2
6-7 PM	4262	0.0	OFF	4262	0	0.00	0	61.7	61.7	61.7
7-8 PM	2858	0.0	OFF	2858	0	0.00	0	67.2	67.2	67.2
8-9 PM	2319	0.0	OFF	2319	0	0.00	0	67.9	67.9	67.9
9-10 PM	2156	0.0	OFF	2156	0	0.00	0	68.1	68.1	68.1
10-11 PM	1582	0.0	OFF	1582	0	0.00	0	68.7	68.7	68.7
11PM-MID	1041	0.0	OFF	1041	0	0.00	0	69.4	69.4	69.4

"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	0.0494
MAIN ROUTE WITH WORKS	0.0408
'DIVERSION'	0.0185
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,574
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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

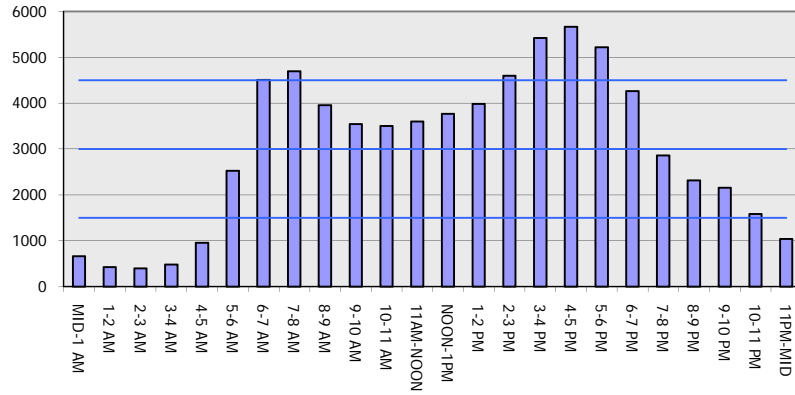
OCTOBER

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 Construction Season

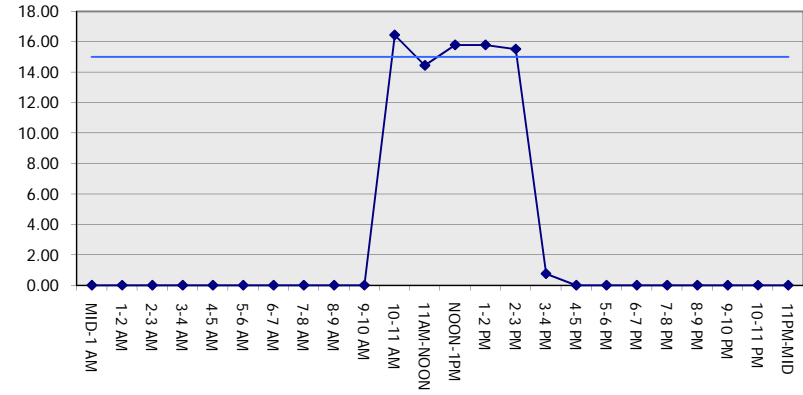
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

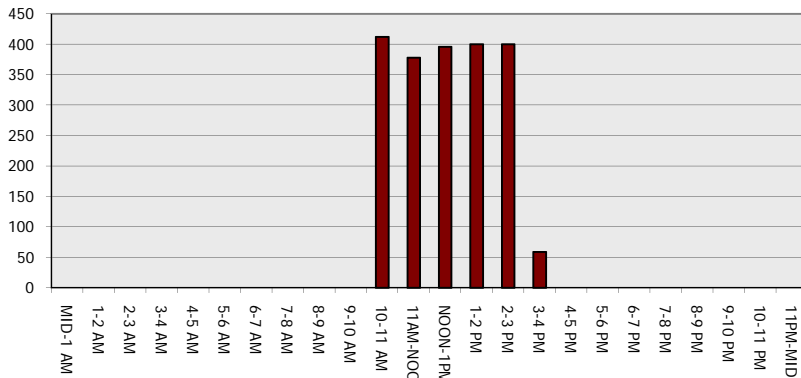
Main Route - Traffic Demand (Vehicles Per Hour)



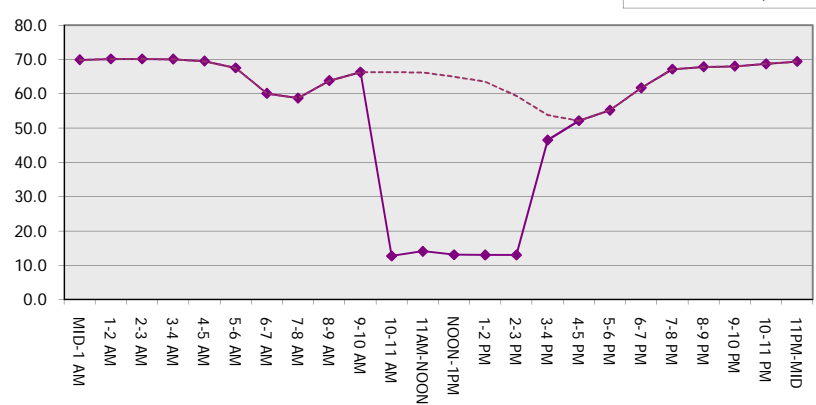
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	527	0.0	OFF	527	0	0.00	0	70.0	70.0	70.0
1-2 AM	361	0.0	OFF	361	0	0.00	0	70.2	70.2	70.2
2-3 AM	372	0.0	OFF	372	0	0.00	0	70.2	70.2	70.2
3-4 AM	514	0.0	OFF	514	0	0.00	0	70.1	70.1	70.1
4-5 AM	1052	0.0	OFF	1052	0	0.00	0	69.4	69.4	69.4
5-6 AM	2650	0.0	OFF	2650	0	0.00	0	67.4	67.4	67.4
6-7 AM	5221	0.0	OFF	5221	0	0.00	0	55.2	55.2	55.2
7-8 AM	5609	0.0	OFF	5609	0	0.00	0	52.5	52.5	52.5
8-9 AM	4669	0.0	OFF	4669	0	0.00	0	58.9	58.9	58.9
9-10 AM	3563	0.0	OFF	3563	0	0.00	0	66.3	66.3	66.3
10-11 AM	3344	0.0	1499	1550	1794	16.45+	412	66.6	12.7	36.6
11AM-NOON	3440	0.0	1499	1647	1793	14.42+	379	66.4	14.1	35.9
NOON-1PM	3670	0.0	1499	1628	2042	15.83+	391	65.8	13.0	31.1
1-2 PM	3857	0.0	1500	1500	2357	16.08+	400	64.5	12.9	31.4
2-3 PM	4445	0.0	1500	1500	2945	15.82+	400	60.5	12.9	31.4
3-4 PM	4986	0.0	OFF	4986	0	0.71	52	56.8	49.1	49.1
4-5 PM	5365	0.0	OFF	5365	0	0.00	0	54.2	54.2	54.2
5-6 PM	5451	0.0	OFF	5451	0	0.00	0	53.6	53.6	53.6
6-7 PM	4177	0.0	OFF	4177	0	0.00	0	62.3	62.3	62.3
7-8 PM	3064	0.0	OFF	3064	0	0.00	0	66.9	66.9	66.9
8-9 PM	2585	0.0	OFF	2585	0	0.00	0	67.5	67.5	67.5
9-10 PM	2207	0.0	OFF	2207	0	0.00	0	68.0	68.0	68.0
10-11 PM	1513	0.0	OFF	1513	0	0.00	0	68.9	68.9	68.9
11PM-MID	1072	0.0	OFF	1072	0	0.00	0	69.4	69.4	69.4

"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	0.0504
MAIN ROUTE WITH WORKS	0.0424
'DIVERSION'	0.0173

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,651
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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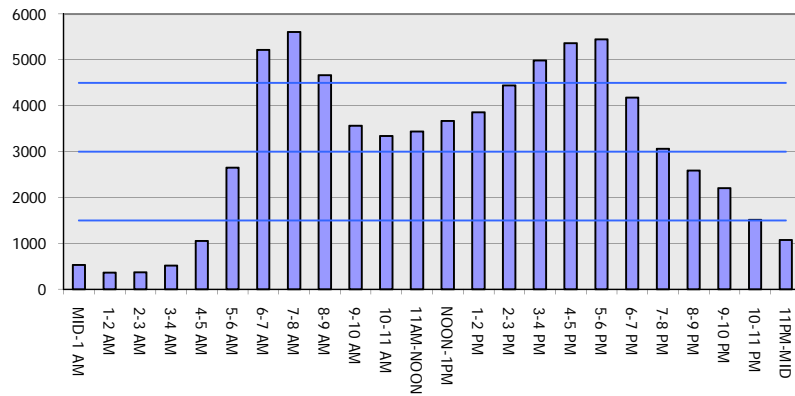
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

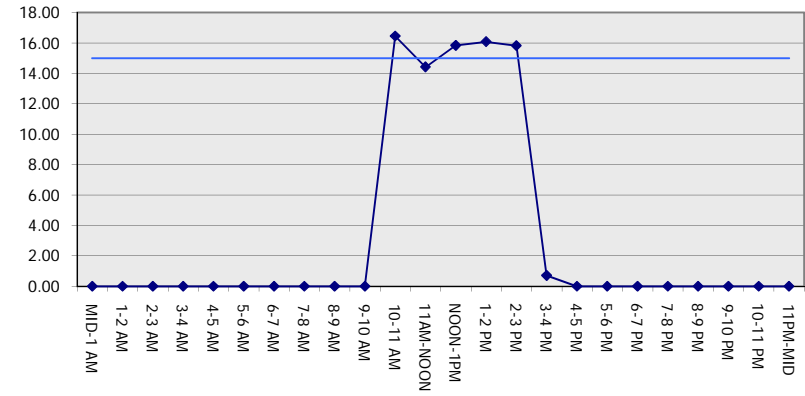
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NORTHBOUND DIRECTION

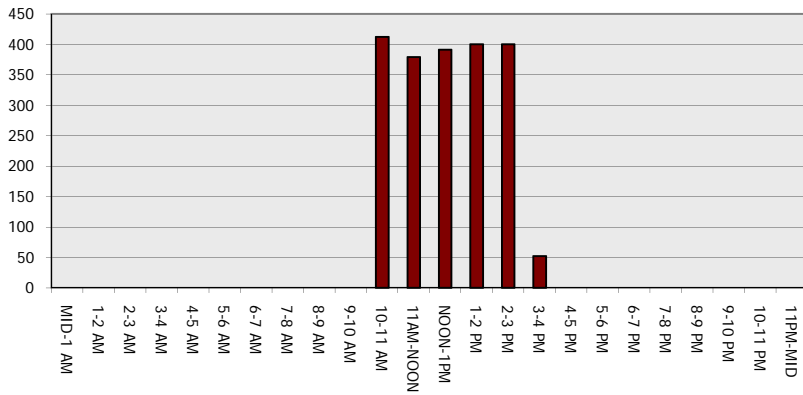
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

