

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

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	1049	0.0	OFF	1049	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	566	0.0	OFF	566	0	0.00	0	70.0	70.0	70.0	
3-4 AM	475	0.0	OFF	475	0	0.00	0	70.2	70.2	70.2	
4-5 AM	607	0.0	OFF	607	0	0.00	0	70.0	70.0	70.0	
5-6 AM	1034	0.0	OFF	1034	0	0.00	0	69.4	69.4	69.4	
6-7 AM	1688	0.0	OFF	1688	0	0.00	0	68.6	68.6	68.6	
7-8 AM	2500	0.0	OFF	2500	0	0.00	0	67.6	67.6	67.6	
8-9 AM	3289	0.0	1499	1550	1739	16.45+	412	66.6	12.7	36.6	
9-10 AM	3651	0.0	1499	1671	1980	14.43+	378	65.9	14.0	35.8	
10-11 AM	4012	0.0	1499	1500	2512	15.69+	399	63.5	13.0	38.3	
11AM-NOON	4313	0.0	1500	1500	2813	15.56+	400	61.4	13.0	38.3	
NOON-1PM	4526	0.0	1500	1500	3026	15.45+	400	59.9	13.0	38.3	
1-2 PM	3977	0.0	1500	1503	2474	15.70+	399	63.7	13.0	38.3	
2-3 PM	3904	0.0	1499	1500	2404	15.74+	399	64.2	13.0	38.3	
3-4 PM	4301	0.0	1500	1500	2801	15.56+	400	61.5	13.0	38.3	
4-5 PM	4145	0.0	1500	1500	2645	15.63+	400	62.5	13.0	38.3	
5-6 PM	4085	0.0	1500	1500	2585	15.66+	400	63.0	13.0	38.3	
6-7 PM	3547	0.0	OFF	3547	0	0.18	10	66.3	63.5	63.5	
7-8 PM	2841	0.0	OFF	2841	0	0.00	0	67.2	67.2	67.2	
8-9 PM	2286	0.0	OFF	2286	0	0.00	0	67.9	67.9	67.9	
9-10 PM	2190	0.0	OFF	2190	0	0.00	0	68.0	68.0	68.0	
10-11 PM	1879	0.0	OFF	1879	0	0.00	0	68.4	68.4	68.4	
11PM-MID	1513	0.0	OFF	1513	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 (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	0.0431
MAIN ROUTE WITH WORKS	0.0250
'DIVERSION'	0.0396
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$169,889
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)

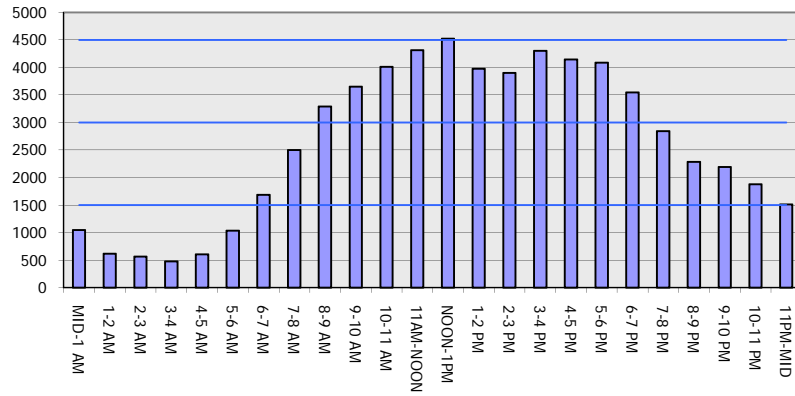
OCTOBER

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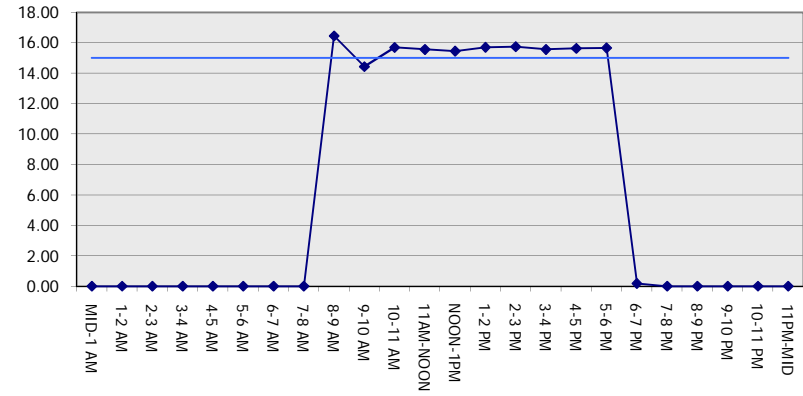
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

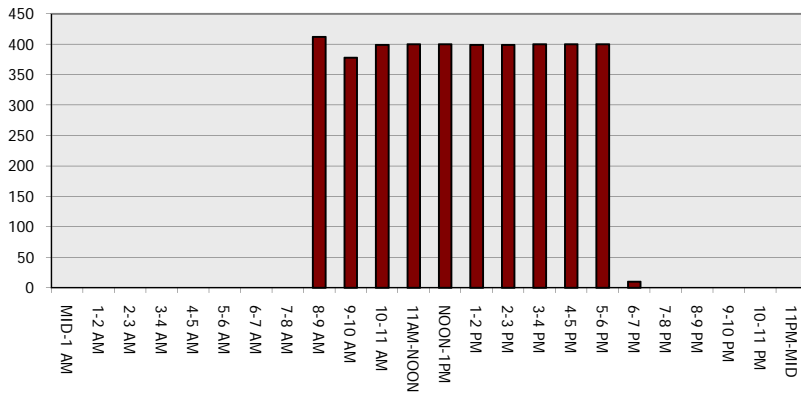
Main Route - Traffic Demand (Vehicles Per Hour)



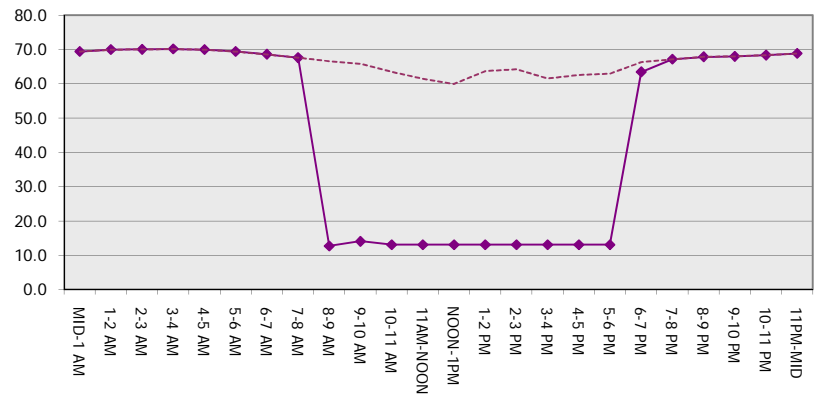
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	854	0.0	OFF	854	0	0.00	0	69.7	69.7	69.7
1-2 AM	504	0.0	OFF	504	0	0.00	0	70.1	70.1	70.1
2-3 AM	459	0.0	OFF	459	0	0.00	0	70.2	70.2	70.2
3-4 AM	409	0.0	OFF	409	0	0.00	0	70.2	70.2	70.2
4-5 AM	602	0.0	OFF	602	0	0.00	0	70.0	70.0	70.0
5-6 AM	1137	0.0	OFF	1137	0	0.00	0	69.3	69.3	69.3
6-7 AM	1549	0.0	OFF	1549	0	0.00	0	68.8	68.8	68.8
7-8 AM	1976	0.0	OFF	1976	0	0.00	0	68.2	68.2	68.2
8-9 AM	2579	0.0	1499	1971	608	12.59+	317	67.5	15.7	30.8
9-10 AM	3074	0.0	1500	1500	1574	16.27+	400	66.9	12.8	30.8
10-11 AM	3549	0.0	1500	1500	2049	16.23+	400	66.3	12.8	30.8
11AM-NOON	4063	0.0	1500	1500	2563	16.03+	400	63.1	12.8	30.8
NOON-1PM	4274	0.0	1500	1500	2774	15.94+	400	61.7	12.8	30.8
1-2 PM	3614	0.0	1500	1500	2114	16.22+	400	66.1	12.8	30.8
2-3 PM	4085	0.0	1500	1500	2585	16.02+	400	63.0	12.8	30.8
3-4 PM	4319	0.0	1500	1500	2819	15.92+	400	61.4	12.8	30.8
4-5 PM	4263	0.0	1500	1500	2763	15.94+	400	61.7	12.8	30.8
5-6 PM	4135	0.0	1500	1500	2635	16.00+	400	62.6	12.8	30.8
6-7 PM	3730	0.0	OFF	3730	0	0.69	48	65.4	55.6	55.6
7-8 PM	3015	0.0	OFF	3015	0	0.00	0	67.0	67.0	67.0
8-9 PM	2561	0.0	OFF	2561	0	0.00	0	67.6	67.6	67.6
9-10 PM	2325	0.0	OFF	2325	0	0.00	0	67.8	67.8	67.8
10-11 PM	1779	0.0	OFF	1779	0	0.00	0	68.5	68.5	68.5
11PM-MID	1370	0.0	OFF	1370	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	0.0412
MAIN ROUTE WITH WORKS	0.0248
'DIVERSION'	0.0356

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$163,350
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

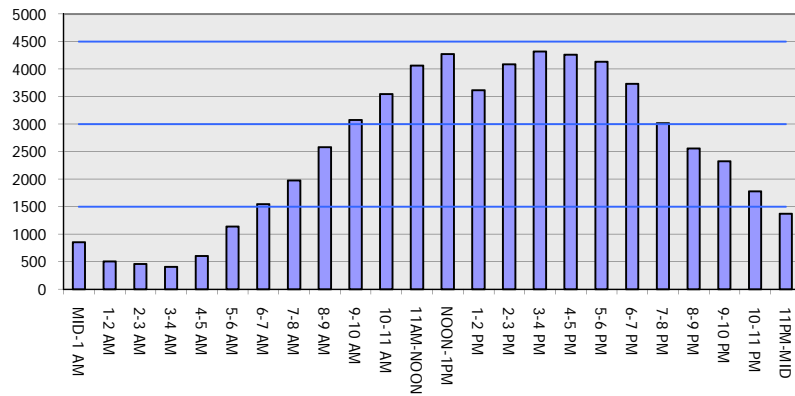
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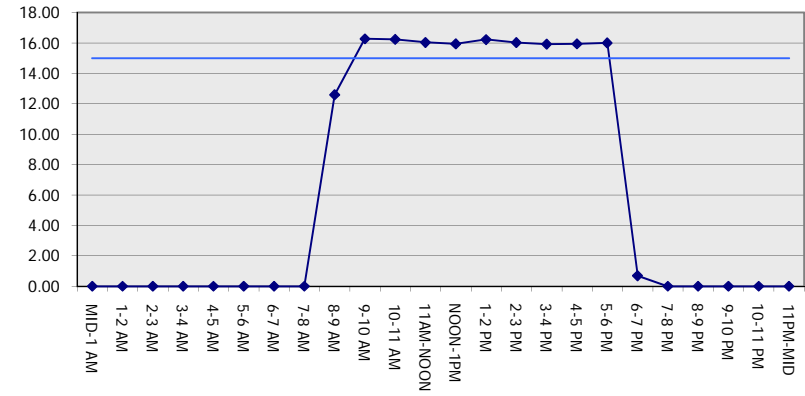
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

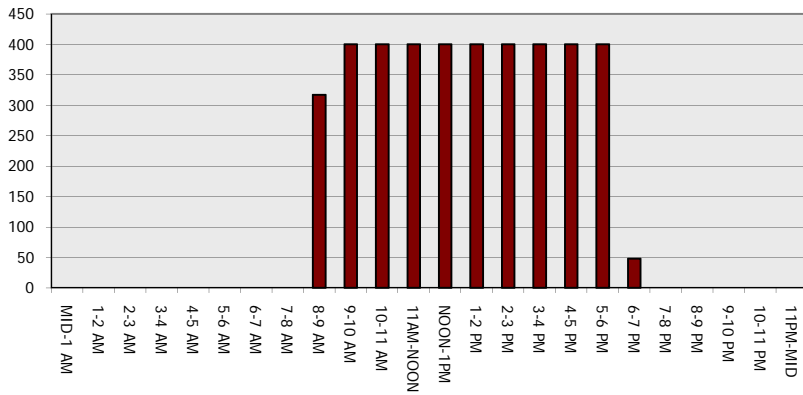
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

