

<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY WESTBOUND 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	982	0.0	3000	982	0	0.35	0	69.5	62.3	49.7
1-2 AM	631	0.0	3000	631	0	0.36	0	69.9	62.5	49.7
2-3 AM	580	0.0	3000	580	0	0.36	0	70.0	62.5	49.7
3-4 AM	617	0.0	3000	617	0	0.36	0	70.0	62.5	49.7
4-5 AM	1212	0.0	3000	1212	0	0.35	0	69.2	62.1	49.7
5-6 AM	3567	0.0	OFF	3567	0	0.00	0	66.3	66.3	66.3
6-7 AM	5659	0.0	OFF	5659	0	0.00	0	52.2	52.2	52.2
7-8 AM	5295	0.0	OFF	5295	0	0.00	0	54.7	54.7	54.7
8-9 AM	5215	0.0	OFF	5215	0	0.00	0	55.2	55.2	55.2
9-10 AM	5147	0.0	OFF	5147	0	0.00	0	55.7	55.7	55.7
10-11 AM	5170	0.0	OFF	5170	0	0.00	0	55.5	55.5	55.5
11AM-NOON	5070	0.0	OFF	5070	0	0.00	0	56.2	56.2	56.2
NOON-1PM	5285	0.0	OFF	5285	0	0.00	0	54.8	54.8	54.8
1-2 PM	5038	0.0	OFF	5038	0	0.00	0	56.4	56.4	56.4
2-3 PM	5066	0.0	OFF	5066	0	0.00	0	56.3	56.3	56.3
3-4 PM	4975	0.0	OFF	4975	0	0.00	0	56.9	56.9	56.9
4-5 PM	5044	0.0	OFF	5044	0	0.00	0	56.4	56.4	56.4
5-6 PM	5145	0.0	OFF	5145	0	0.00	0	55.7	55.7	55.7
6-7 PM	5362	0.0	OFF	5362	0	0.00	0	54.2	54.2	54.2
7-8 PM	4184	0.0	2999	3773	411	10.23+	598	62.3	16.2	37.3
8-9 PM	3421	0.0	3000	3040	380	15.75+	829	66.5	12.4	37.3
9-10 PM	3101	0.0	3000	2988	112	15.61+	820	66.9	12.4	37.3
10-11 PM	2397	0.0	2999	2397	0	9.77+	543	67.8	16.6	39.7
11PM-MID	1726	0.0	3000	1726	0	0.56	18	68.6	58.1	49.7

"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

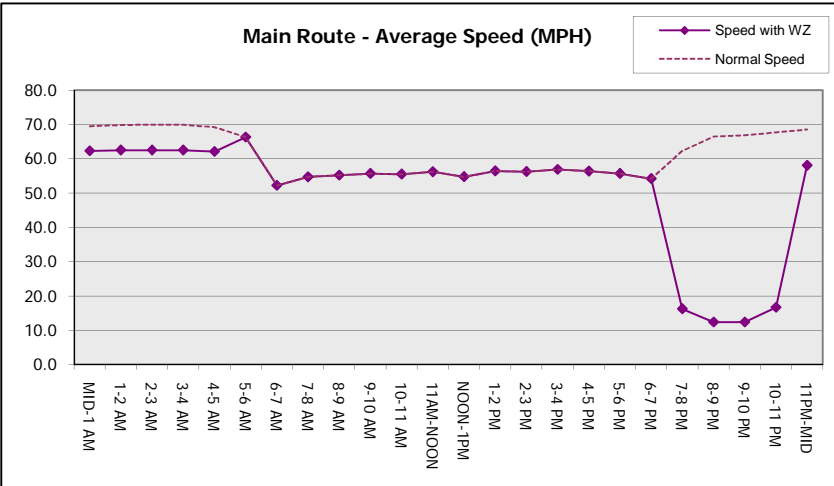
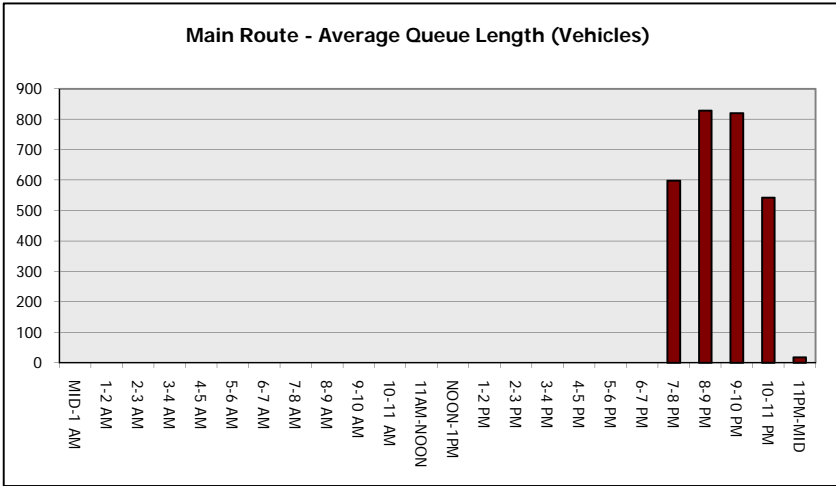
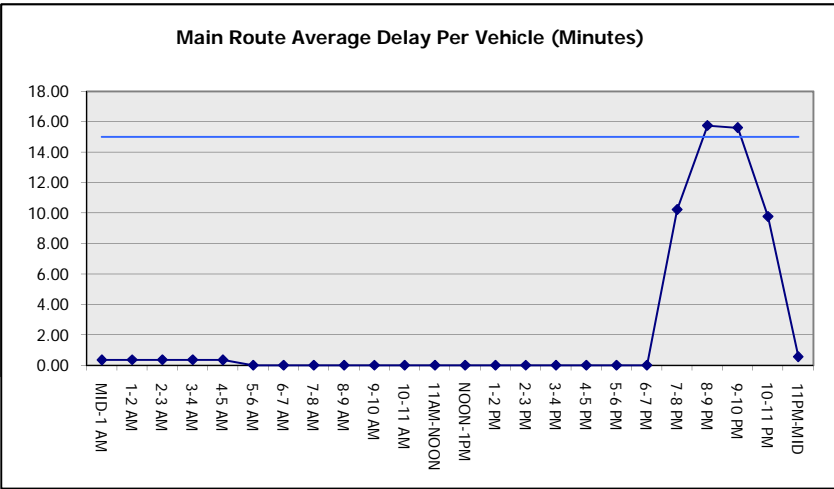
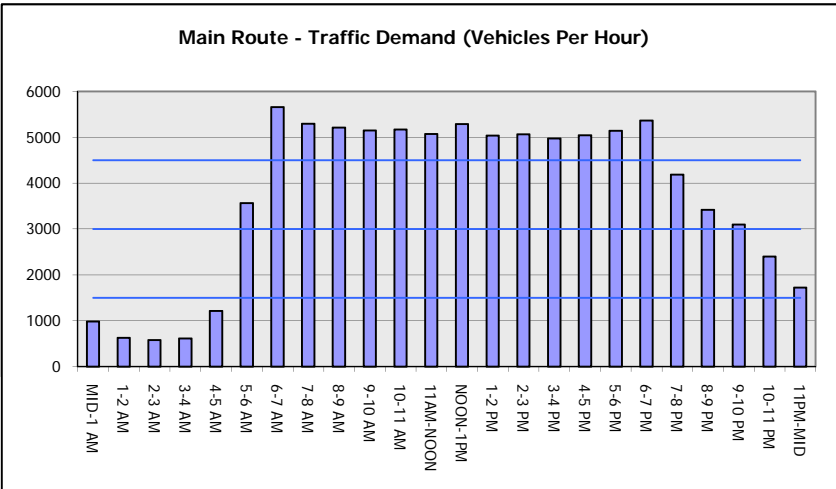
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0500
MAIN ROUTE WITH WORKS	0.0484
'DIVERSION'	0.0012
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,195
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

**IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY EASTBOUND 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	865	0.0	3000	865	0	0.35	0	69.7	62.3	49.7
1-2 AM	592	0.0	3000	592	0	0.36	0	70.0	62.5	49.7
2-3 AM	507	0.0	3000	507	0	0.36	0	70.1	62.6	49.7
3-4 AM	556	0.0	3000	556	0	0.36	0	70.0	62.6	49.7
4-5 AM	1016	0.0	3000	1016	0	0.35	0	69.5	62.2	49.7
5-6 AM	1979	0.0	OFF	1979	0	0.00	0	68.2	68.2	68.2
6-7 AM	3425	0.0	OFF	3425	0	0.00	0	66.5	66.5	66.5
7-8 AM	4369	0.0	OFF	4369	0	0.00	0	61.0	61.0	61.0
8-9 AM	4087	0.0	OFF	4087	0	0.00	0	62.9	62.9	62.9
9-10 AM	4060	0.0	OFF	4060	0	0.00	0	63.1	63.1	63.1
10-11 AM	4339	0.0	OFF	4339	0	0.00	0	61.2	61.2	61.2
11AM-NOON	4819	0.0	OFF	4819	0	0.00	0	57.9	57.9	57.9
NOON-1PM	5320	0.0	OFF	5320	0	0.00	0	54.5	54.5	54.5
1-2 PM	5459	0.0	OFF	5459	0	0.00	0	53.6	53.6	53.6
2-3 PM	6128	0.0	OFF	6128	0	0.00	0	49.0	49.0	49.0
3-4 PM	6476	0.0	OFF	6476	0	0.00	0	46.6	46.6	46.6
4-5 PM	6399	0.0	OFF	6399	0	0.00	0	47.1	47.1	47.1
5-6 PM	5958	0.0	OFF	5958	0	0.00	0	50.2	50.2	50.2
6-7 PM	5006	0.0	OFF	5006	0	0.00	0	56.6	56.6	56.6
7-8 PM	3967	0.0	2999	3929	38	8.92+	529	63.8	17.8	37.3
8-9 PM	3366	0.0	2999	2896	471	15.66+	824	66.6	12.4	37.3
9-10 PM	3442	0.0	3000	3002	441	15.82+	833	66.4	12.3	37.3
10-11 PM	2911	0.0	3000	2877	34	15.21+	798	67.1	12.5	37.3
11PM-MID	2180	0.0	2999	2180	0	4.94	364	68.0	26.2	43.5

"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	0.0486
MAIN ROUTE WITH WORKS	0.0468
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,096
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

