

IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	660	0.0	1500	660	0	0.55	0	69.9	59.1	42.9	
1-2 AM	420	0.0	1500	420	0	0.52	0	70.2	59.7	43.8	
2-3 AM	411	0.0	1500	411	0	0.52	0	70.2	59.7	43.8	
3-4 AM	527	0.0	1500	527	0	0.54	0	70.0	59.4	43.4	
4-5 AM	1244	0.0	1499	1244	0	1.33	18	69.2	48.1	36.5	
5-6 AM	3774	0.0	OFF	3774	0	0.04	1	65.1	64.3	64.3	
6-7 AM	5520	0.0	OFF	5520	0	0.00	0	53.2	53.2	53.2	
7-8 AM	4976	0.0	OFF	4976	0	0.00	0	56.9	56.9	56.9	
8-9 AM	4985	0.0	OFF	4985	0	0.00	0	56.8	56.8	56.8	
9-10 AM	4622	0.0	OFF	4622	0	0.00	0	59.3	59.3	59.3	
10-11 AM	4377	0.0	OFF	4377	0	0.00	0	61.0	61.0	61.0	
11AM-NOON	4308	0.0	OFF	4308	0	0.00	0	61.4	61.4	61.4	
NOON-1PM	4426	0.0	OFF	4426	0	0.00	0	60.6	60.6	60.6	
1-2 PM	4602	0.0	OFF	4602	0	0.00	0	59.4	59.4	59.4	
2-3 PM	5042	0.0	OFF	5042	0	0.00	0	56.4	56.4	56.4	
3-4 PM	5174	0.0	OFF	5174	0	0.00	0	55.5	55.5	55.5	
4-5 PM	5160	0.0	OFF	5160	0	0.00	0	55.6	55.6	55.6	
5-6 PM	4887	0.0	OFF	4887	0	0.00	0	57.4	57.4	57.4	
6-7 PM	4378	0.0	OFF	4378	0	0.00	0	60.9	60.9	60.9	
7-8 PM	3124	0.0	1499	1550	1574	16.48+	412	66.9	10.7	36.6	
8-9 PM	2614	0.0	1499	1671	943	13.75+	360	67.5	12.4	35.5	
9-10 PM	2456	0.0	1499	1702	754	15.64+	385	67.7	11.2	30.8	
10-11 PM	1792	0.0	1500	1479	313	16.27+	397	68.5	10.9	30.8	
11PM-MID	1057	0.0	1499	1057	0	6.56	217	69.4	21.9	35.8	

"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	0.0448
MAIN ROUTE WITH WORKS	0.0421
'DIVERSION'	0.0046
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,574
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

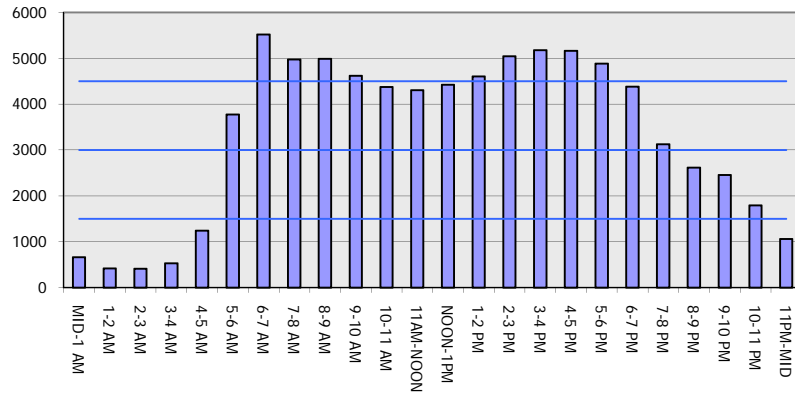
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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

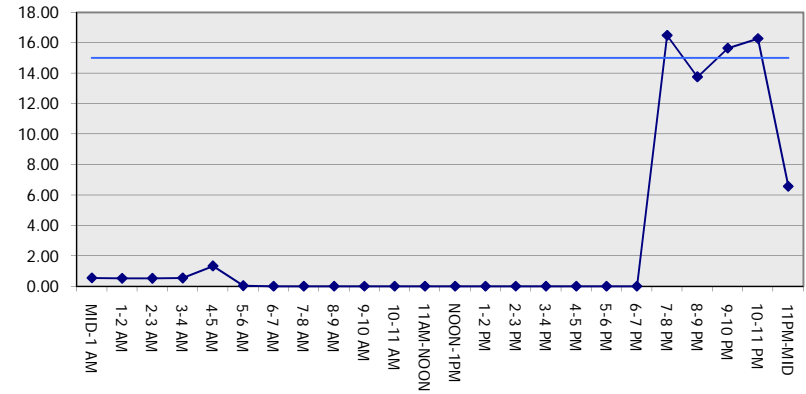
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION

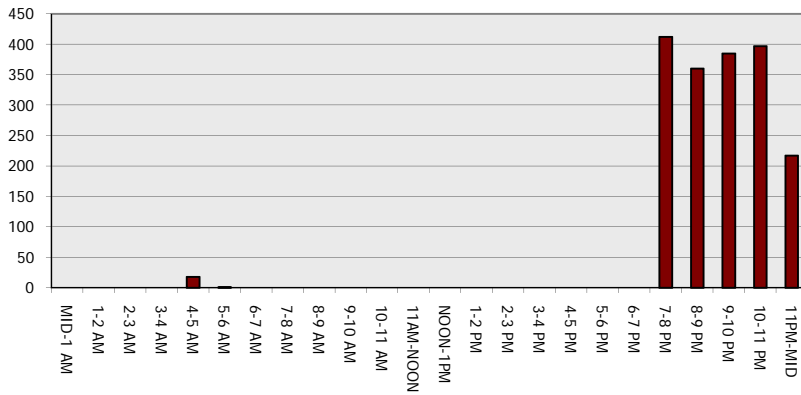
Main Route - Traffic Demand (Vehicles Per Hour)



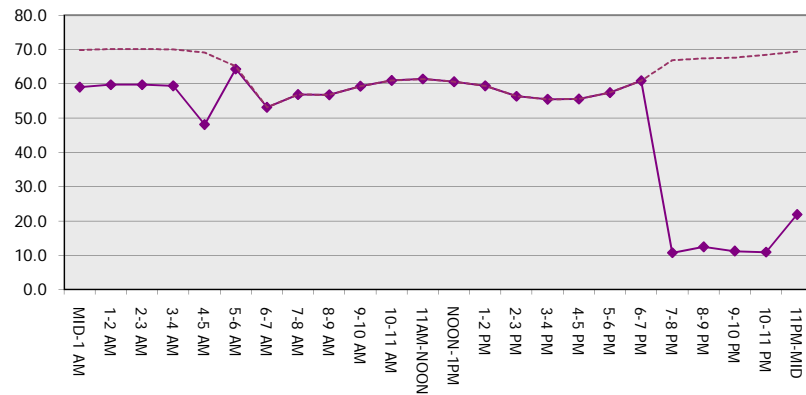
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	638	0.0	1500	638	0	1.50	53	69.9	46.6	42.7	
1-2 AM	446	0.0	1500	446	0	0.53	0	70.2	59.7	43.7	
2-3 AM	407	0.0	1500	407	0	0.52	0	70.2	59.7	43.8	
3-4 AM	522	0.0	1500	522	0	0.54	0	70.1	59.4	43.4	
4-5 AM	953	0.0	1499	953	0	0.61	0	69.6	57.9	41.2	
5-6 AM	2171	0.0	OFF	2171	0	0.00	0	68.1	68.1	68.1	
6-7 AM	4142	0.0	OFF	4142	0	0.00	0	62.5	62.5	62.5	
7-8 AM	4734	0.0	OFF	4734	0	0.00	0	58.5	58.5	58.5	
8-9 AM	4263	0.0	OFF	4263	0	0.00	0	61.7	61.7	61.7	
9-10 AM	3753	0.0	OFF	3753	0	0.00	0	65.2	65.2	65.2	
10-11 AM	3789	0.0	OFF	3789	0	0.00	0	65.0	65.0	65.0	
11AM-NOON	4137	0.0	OFF	4137	0	0.00	0	62.6	62.6	62.6	
NOON-1PM	4368	0.0	OFF	4368	0	0.00	0	61.0	61.0	61.0	
1-2 PM	4625	0.0	OFF	4625	0	0.00	0	59.2	59.2	59.2	
2-3 PM	5714	0.0	OFF	5714	0	0.00	0	51.8	51.8	51.8	
3-4 PM	6529	0.0	OFF	6529	0	0.00	0	46.3	46.3	46.3	
4-5 PM	6554	0.0	OFF	6554	0	0.00	0	46.1	46.1	46.1	
5-6 PM	6208	0.0	OFF	6208	0	0.00	0	48.4	48.4	48.4	
6-7 PM	5192	0.0	OFF	5192	0	0.00	0	55.4	55.4	55.4	
7-8 PM	3763	0.0	1499	1550	2214	16.40+	412	65.1	10.7	36.6	
8-9 PM	3159	0.0	1499	1621	1539	14.35+	378	66.8	12.0	35.9	
9-10 PM	2688	0.0	1499	1805	883	15.41+	382	67.4	11.3	30.8	
10-11 PM	1808	0.0	1499	1435	372	16.12+	394	68.5	10.9	30.8	
11PM-MID	1405	0.0	1499	1370	35	15.10+	369	69.0	11.6	30.8	

"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	0.0456
MAIN ROUTE WITH WORKS	0.0421
'DIVERSION'	0.0065

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,846
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

