

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) NIGHTTIME 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	1499	1049	0	4.83	165	69.4	30.2	36.5	
1-2 AM	616	0.0	1500	616	0	0.55	0	70.0	60.9	43.1	
2-3 AM	566	0.0	1500	566	0	0.54	0	70.0	61.0	43.3	
3-4 AM	475	0.0	1500	475	0	0.53	0	70.2	61.3	43.6	
4-5 AM	607	0.0	1500	607	0	0.54	0	70.0	61.0	43.1	
5-6 AM	1034	0.0	1499	1034	0	0.62	0	69.4	59.5	40.7	
6-7 AM	1688	0.0	1499	1688	0	2.45	48	68.6	41.5	30.8	
7-8 AM	2500	0.0	1500	1791	709	15.11+	377	67.6	13.6	31.9	
8-9 AM	3289	0.0	OFF	3289	0	0.52	42	66.6	58.8	58.8	
9-10 AM	3651	0.0	OFF	3651	0	0.00	0	65.9	65.9	65.9	
10-11 AM	4012	0.0	OFF	4012	0	0.00	0	63.5	63.5	63.5	
11AM-NOON	4313	0.0	OFF	4313	0	0.00	0	61.4	61.4	61.4	
NOON-1PM	4526	0.0	OFF	4526	0	0.00	0	59.9	59.9	59.9	
1-2 PM	3977	0.0	OFF	3977	0	0.00	0	63.7	63.7	63.7	
2-3 PM	3904	0.0	OFF	3904	0	0.00	0	64.2	64.2	64.2	
3-4 PM	4301	0.0	OFF	4301	0	0.00	0	61.5	61.5	61.5	
4-5 PM	4145	0.0	OFF	4145	0	0.00	0	62.5	62.5	62.5	
5-6 PM	4085	0.0	OFF	4085	0	0.00	0	63.0	63.0	63.0	
6-7 PM	3547	0.0	1499	1550	1997	16.43+	412	66.3	12.7	36.6	
7-8 PM	2841	0.0	1499	1589	1252	14.39+	379	67.2	14.2	36.0	
8-9 PM	2286	0.0	1499	1670	616	14.21+	362	67.9	14.3	34.2	
9-10 PM	2190	0.0	1499	1527	662	16.22+	397	68.0	12.9	30.8	
10-11 PM	1879	0.0	1500	1534	345	16.20+	396	68.4	12.9	30.8	
11PM-MID	1513	0.0	1500	1484	29	15.80+	385	68.9	13.2	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 (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	0.0381
'DIVERSION'	0.0089
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,956
CONGESTED HOURS PER DAY*	7

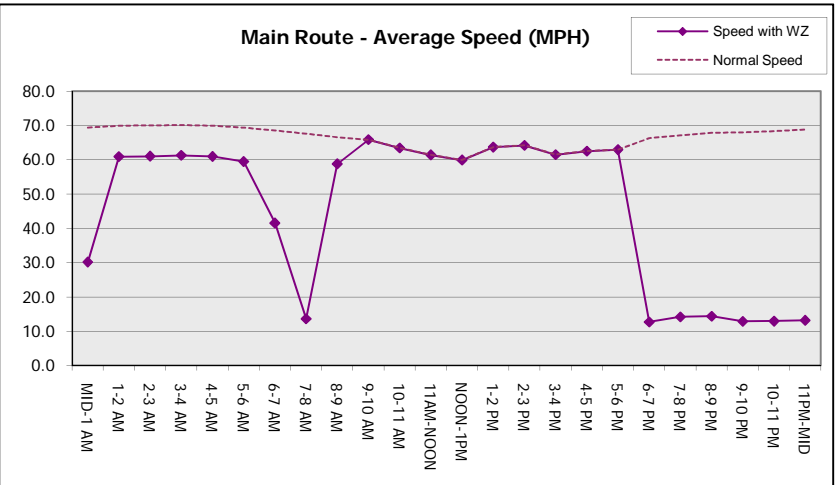
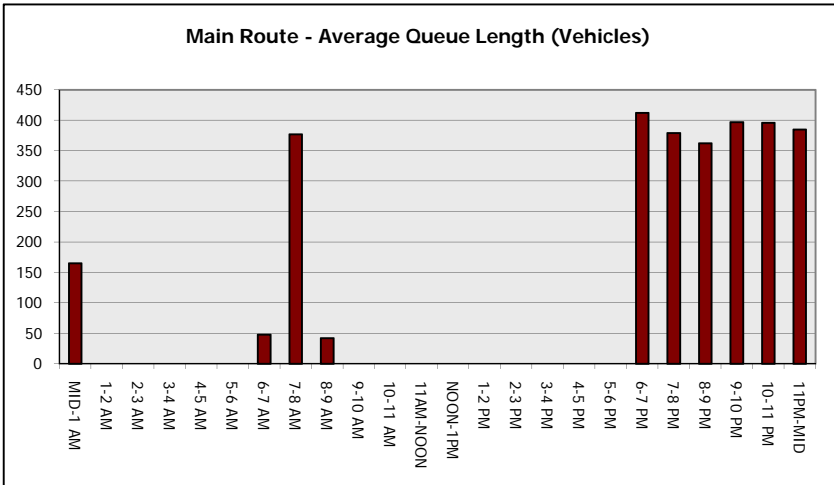
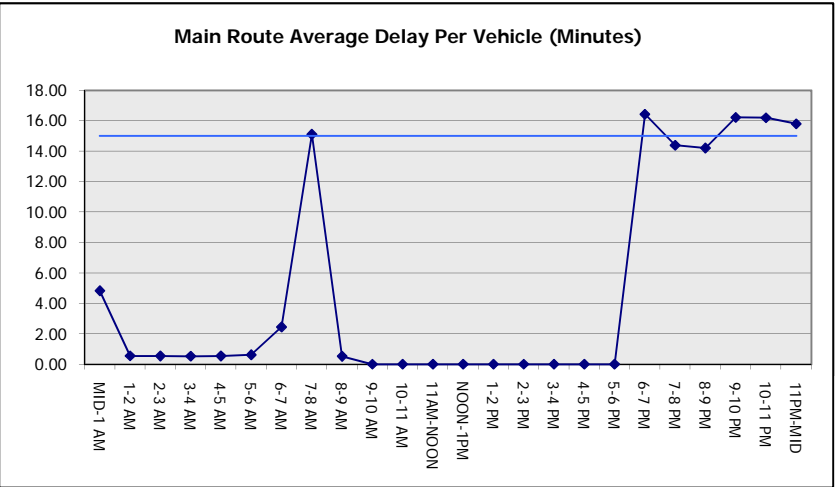
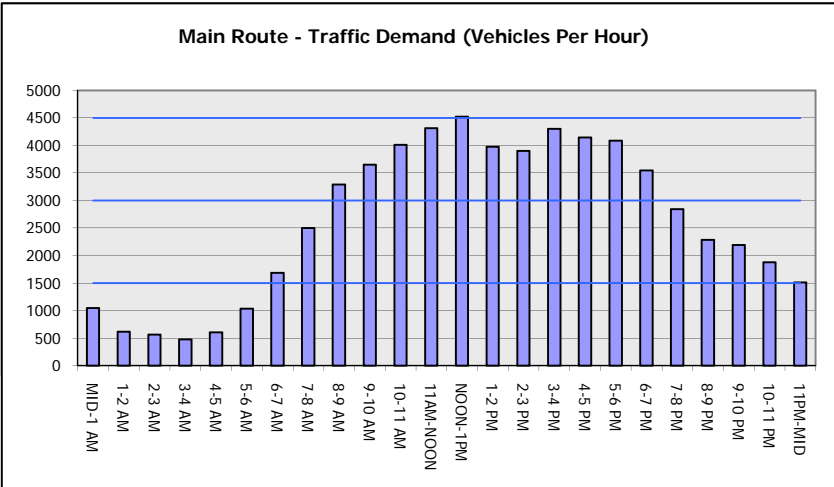
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION



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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	1500	854	0	1.98	63	69.7	45.4	41.2
1-2 AM	504	0.0	1500	504	0	0.53	0	70.1	61.2	43.5
2-3 AM	459	0.0	1500	459	0	0.53	0	70.2	61.4	43.7
3-4 AM	409	0.0	1500	409	0	0.52	0	70.2	61.4	43.8
4-5 AM	602	0.0	1500	602	0	0.54	0	70.0	61.0	43.1
5-6 AM	1137	0.0	1499	1137	0	0.68	0	69.3	58.6	39.2
6-7 AM	1549	0.0	1499	1549	0	1.69	19	68.8	47.4	31.4
7-8 AM	1976	0.0	1500	1871	106	10.07+	265	68.2	18.6	30.8
8-9 AM	2579	0.0	OFF	2579	0	0.32	29	67.5	62.2	62.2
9-10 AM	3074	0.0	OFF	3074	0	0.00	0	66.9	66.9	66.9
10-11 AM	3549	0.0	OFF	3549	0	0.00	0	66.3	66.3	66.3
11AM-NOON	4063	0.0	OFF	4063	0	0.00	0	63.1	63.1	63.1
NOON-1PM	4274	0.0	OFF	4274	0	0.00	0	61.7	61.7	61.7
1-2 PM	3614	0.0	OFF	3614	0	0.00	0	66.1	66.1	66.1
2-3 PM	4085	0.0	OFF	4085	0	0.00	0	63.0	63.0	63.0
3-4 PM	4319	0.0	OFF	4319	0	0.00	0	61.4	61.4	61.4
4-5 PM	4263	0.0	OFF	4263	0	0.00	0	61.7	61.7	61.7
5-6 PM	4135	0.0	OFF	4135	0	0.00	0	62.6	62.6	62.6
6-7 PM	3730	0.0	1499	1550	2180	16.38+	412	65.4	12.7	36.6
7-8 PM	3015	0.0	1499	1606	1409	14.39+	379	67.0	14.2	36.0
8-9 PM	2561	0.0	1499	1765	796	14.87+	373	67.6	13.8	32.4
9-10 PM	2325	0.0	1499	1500	825	16.32+	399	67.8	12.8	30.8
10-11 PM	1779	0.0	1500	1492	287	16.32+	399	68.5	12.9	30.8
11PM-MID	1370	0.0	1499	1347	23	14.62+	357	69.1	14.0	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 (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	0.0363
'DIVERSION'	0.0089

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,050
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

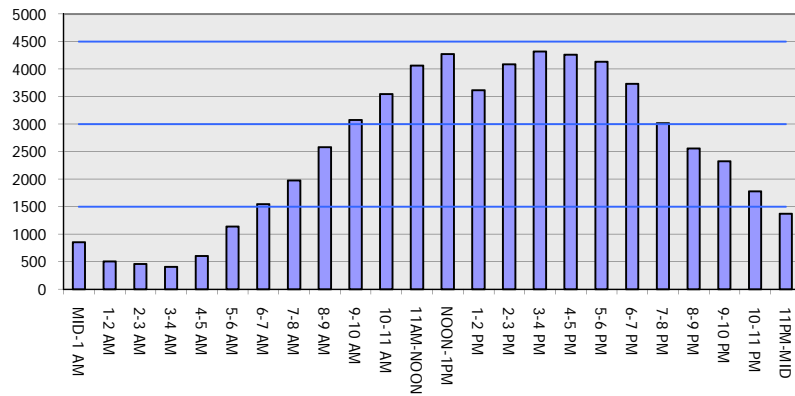
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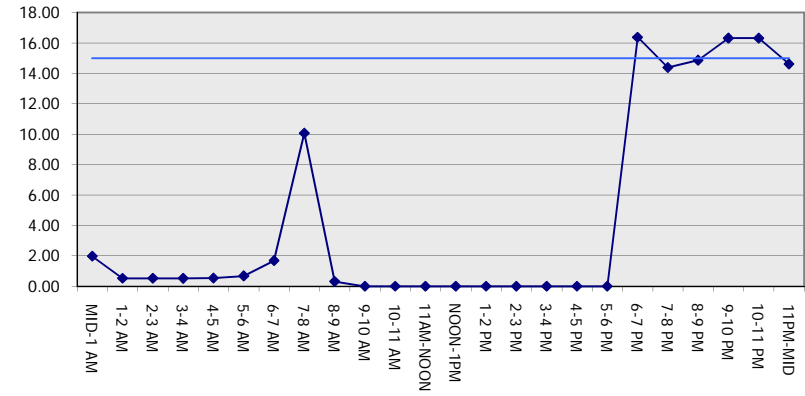
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

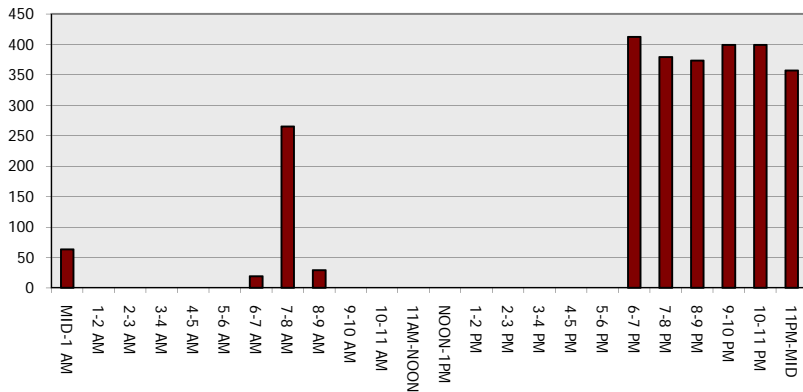
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

