

IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY) OFF-PEAK DAY 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	2999	3289	0	2.41	108	66.6	41.0	37.3	
9-10 AM	3651	0.0	3000	3603	49	10.65+	584	65.9	17.7	37.3	
10-11 AM	4012	0.0	3000	2997	1015	15.06+	801	63.5	13.5	37.3	
11AM-NOON	4313	0.0	2999	2997	1316	14.92+	801	61.4	13.5	37.3	
NOON-1PM	4526	0.0	2999	2997	1529	14.82+	801	59.9	13.5	37.3	
1-2 PM	3977	0.0	3000	2997	979	15.07+	801	63.7	13.5	37.3	
2-3 PM	3904	0.0	2999	2998	906	15.10+	801	64.2	13.5	37.3	
3-4 PM	4301	0.0	2999	2997	1304	14.93+	801	61.5	13.5	37.3	
4-5 PM	4145	0.0	2999	2997	1148	15.00+	801	62.5	13.5	37.3	
5-6 PM	4085	0.0	2999	2997	1087	15.02+	801	63.0	13.5	37.3	
6-7 PM	3547	0.0	OFF	3547	0	1.90	153	66.3	44.5	44.5	
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	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	0.0431
MAIN ROUTE WITH WORKS	0.0347
'DIVERSION'	0.0148
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,915
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

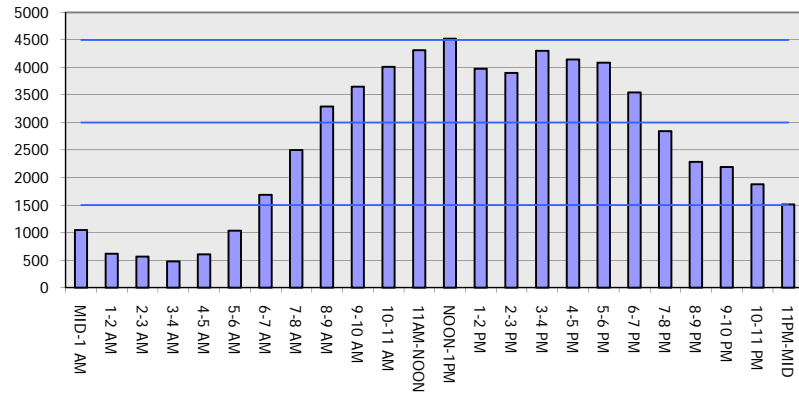
OCTOBER

Analyzed for 2009
 Construction Season

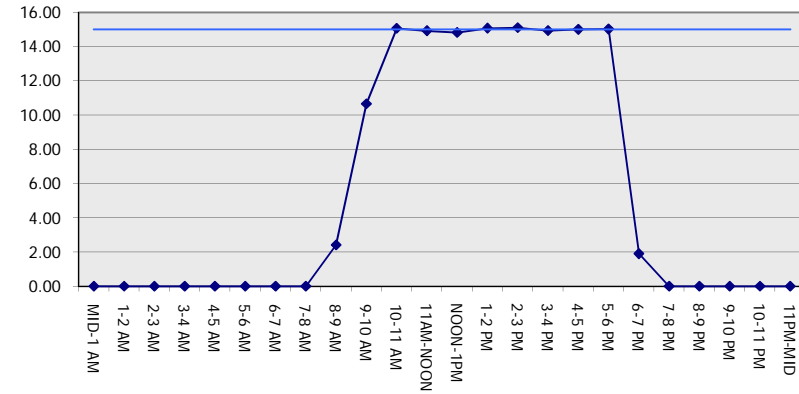
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

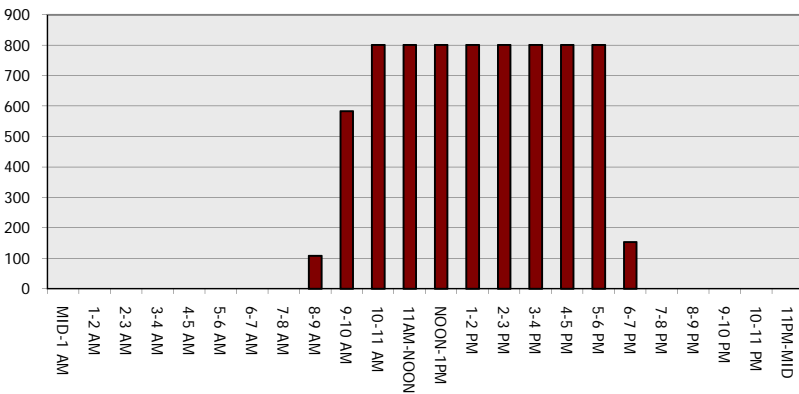
Main Route - Traffic Demand (Vehicles Per Hour)



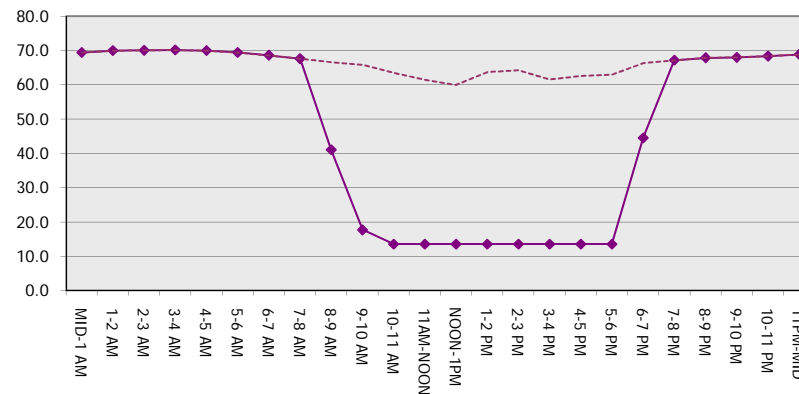
Main Route Average Delay Per Vehicle (Minutes)



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	2999	2579	0	0.45	0	67.5	60.4	45.2
9-10 AM	3074	0.0	2999	3074	0	1.11	24	66.9	52.0	37.6
10-11 AM	3549	0.0	3000	3549	0	6.25	341	66.3	25.5	37.3
11AM-NOON	4063	0.0	2999	3101	962	14.83+	790	63.1	13.7	37.3
NOON-1PM	4274	0.0	3000	3003	1271	14.94+	801	61.7	13.5	37.3
1-2 PM	3614	0.0	3000	3000	614	15.22+	801	66.1	13.5	37.3
2-3 PM	4085	0.0	3000	3002	1083	15.02+	801	63.0	13.5	37.3
3-4 PM	4319	0.0	3000	3003	1317	14.92+	801	61.4	13.5	37.3
4-5 PM	4263	0.0	3000	3003	1260	14.94+	801	61.7	13.5	37.3
5-6 PM	4135	0.0	3000	3002	1133	15.00+	801	62.6	13.5	37.3
6-7 PM	3730	0.0	OFF	3730	0	1.62	127	65.4	46.4	46.4
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	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	0.0412
MAIN ROUTE WITH WORKS	0.0340
'DIVERSION'	0.0121

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,852
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

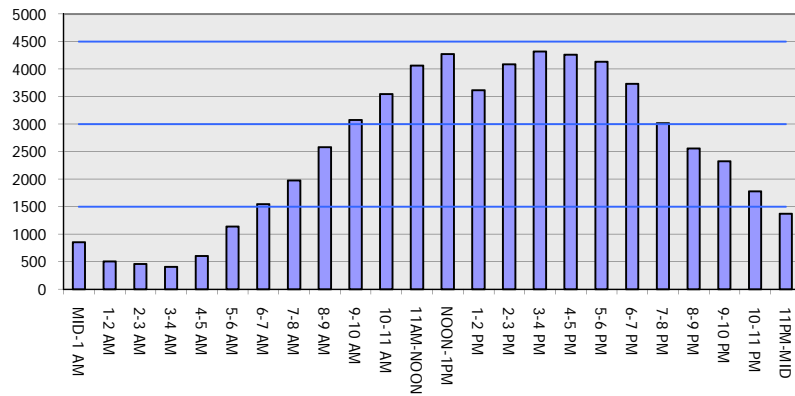
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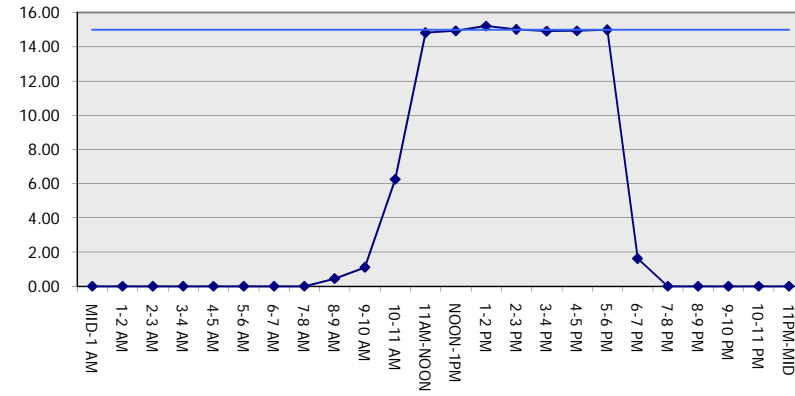
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

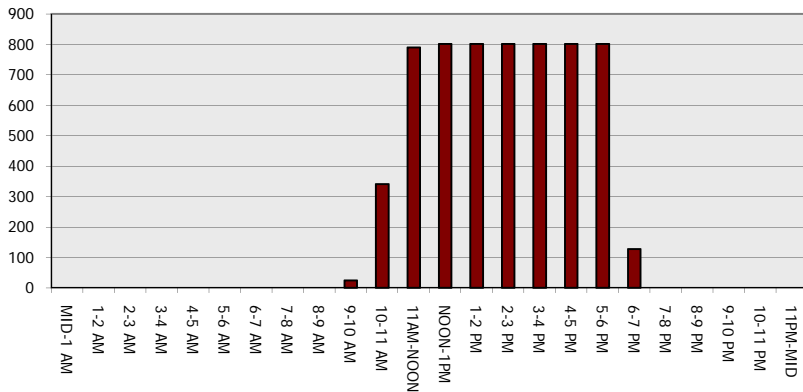
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

