

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

SUNDAY 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	1053	0.0	OFF	1053	0	0.00	0	69.4	69.4	69.4	
1-2 AM	592	0.0	OFF	592	0	0.00	0	70.0	70.0	70.0	
2-3 AM	547	0.0	OFF	547	0	0.00	0	70.0	70.0	70.0	
3-4 AM	332	0.0	OFF	332	0	0.00	0	70.2	70.2	70.2	
4-5 AM	311	0.0	OFF	311	0	0.00	0	70.2	70.2	70.2	
5-6 AM	540	0.0	OFF	540	0	0.00	0	70.0	70.0	70.0	
6-7 AM	872	0.0	OFF	872	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1159	0.0	OFF	1159	0	0.00	0	69.3	69.3	69.3	
8-9 AM	1680	0.0	OFF	1680	0	0.00	0	68.6	68.6	68.6	
9-10 AM	2399	0.0	2999	2399	0	0.40	0	67.8	61.4	47.2	
10-11 AM	3233	0.0	2999	3233	0	1.85	73	66.7	45.1	37.3	
11AM-NOON	3796	0.0	3000	3618	178	10.32+	576	64.9	18.1	37.3	
NOON-1PM	4119	0.0	3000	2998	1121	15.01+	801	62.7	13.5	37.3	
1-2 PM	3971	0.0	3000	2999	973	15.07+	801	63.7	13.5	37.3	
2-3 PM	3854	0.0	3000	2999	855	15.12+	801	64.5	13.5	37.3	
3-4 PM	4088	0.0	3000	2998	1090	15.02+	801	62.9	13.5	37.3	
4-5 PM	3987	0.0	2999	2999	988	15.06+	801	63.6	13.5	37.3	
5-6 PM	3641	0.0	3000	3000	641	15.21+	801	66.0	13.5	37.3	
6-7 PM	3339	0.0	3000	2966	374	15.17+	797	66.6	13.6	37.3	
7-8 PM	2808	0.0	OFF	2808	0	1.09	102	67.3	52.4	52.4	
8-9 PM	2028	0.0	OFF	2028	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1801	0.0	OFF	1801	0	0.00	0	68.5	68.5	68.5	
10-11 PM	1370	0.0	OFF	1370	0	0.00	0	69.1	69.1	69.1	
11PM-MID	891	0.0	OFF	891	0	0.00	0	69.6	69.6	69.6	

"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	0.0359
MAIN ROUTE WITH WORKS	0.0296
'DIVERSION'	0.0099
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,110
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

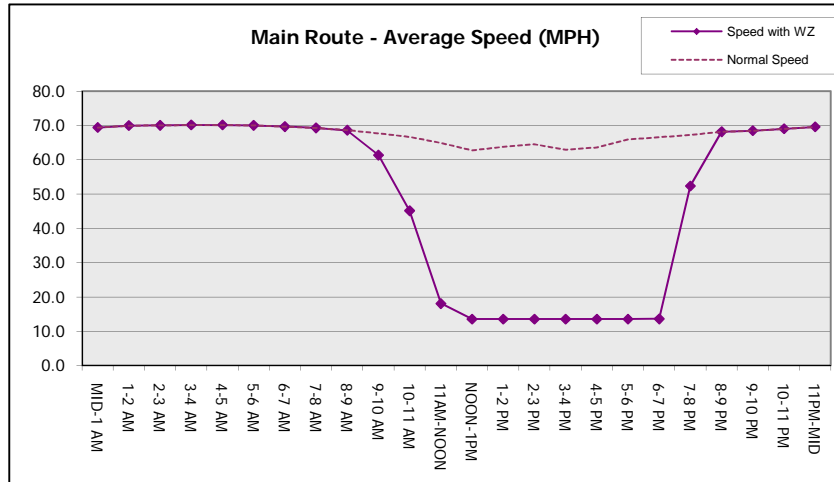
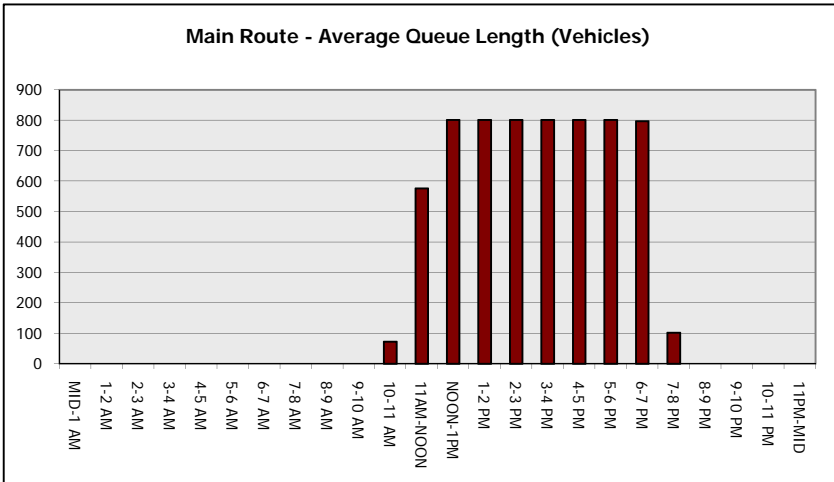
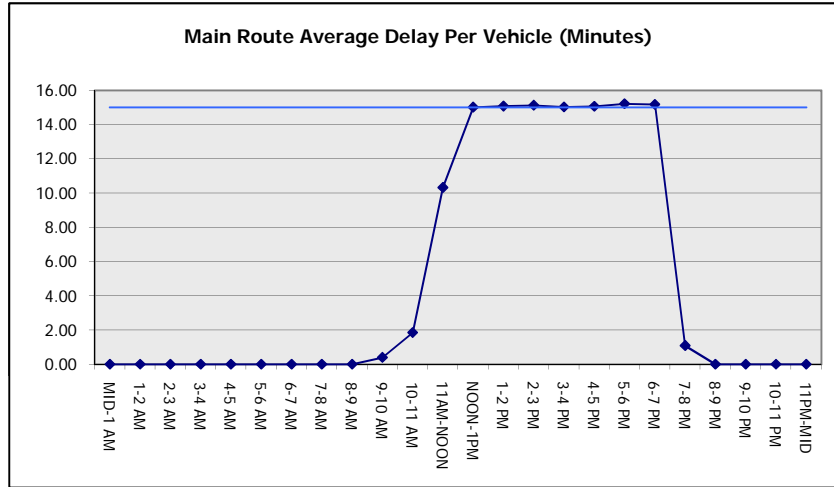
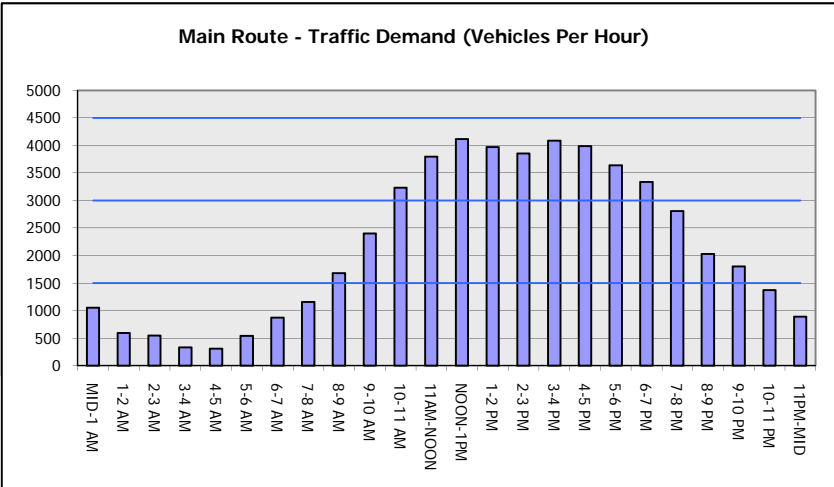
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	892	0.0	OFF	892	0	0.00	0	69.6	69.6	69.6
1-2 AM	520	0.0	OFF	520	0	0.00	0	70.1	70.1	70.1
2-3 AM	431	0.0	OFF	431	0	0.00	0	70.2	70.2	70.2
3-4 AM	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2
4-5 AM	396	0.0	OFF	396	0	0.00	0	70.2	70.2	70.2
5-6 AM	695	0.0	OFF	695	0	0.00	0	69.9	69.9	69.9
6-7 AM	871	0.0	OFF	871	0	0.00	0	69.7	69.7	69.7
7-8 AM	1219	0.0	OFF	1219	0	0.00	0	69.2	69.2	69.2
8-9 AM	1672	0.0	OFF	1672	0	0.00	0	68.7	68.7	68.7
9-10 AM	2402	0.0	2999	2402	0	0.39	0	67.8	61.5	47.4
10-11 AM	2991	0.0	2999	2991	0	0.96	17	67.0	53.7	38.5
11AM-NOON	3563	0.0	3000	3563	0	5.71	314	66.3	26.9	37.3
NOON-1PM	4126	0.0	2999	3123	1003	14.76+	788	62.7	13.7	37.3
1-2 PM	4234	0.0	3000	3003	1231	14.96+	801	61.9	13.5	37.3
2-3 PM	4268	0.0	3000	3003	1265	14.94+	801	61.7	13.5	37.3
3-4 PM	4524	0.0	3000	3002	1522	14.82+	801	59.9	13.5	37.3
4-5 PM	4316	0.0	3000	3003	1314	14.92+	801	61.4	13.5	37.3
5-6 PM	3844	0.0	3000	3001	843	15.12+	801	64.6	13.5	37.3
6-7 PM	3726	0.0	3000	3000	726	15.17+	801	65.4	13.5	37.3
7-8 PM	2996	0.0	OFF	2996	0	1.08	97	67.0	52.3	52.3
8-9 PM	2162	0.0	OFF	2162	0	0.00	0	68.1	68.1	68.1
9-10 PM	1585	0.0	OFF	1585	0	0.00	0	68.7	68.7	68.7
10-11 PM	1119	0.0	OFF	1119	0	0.00	0	69.4	69.4	69.4
11PM-MID	789	0.0	OFF	789	0	0.00	0	69.7	69.7	69.7

"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	0.0367
MAIN ROUTE WITH WORKS	0.0293
'DIVERSION'	0.0125

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$126,448
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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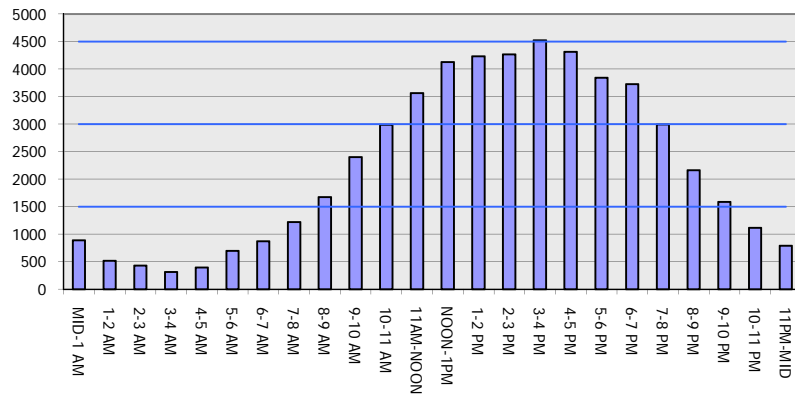
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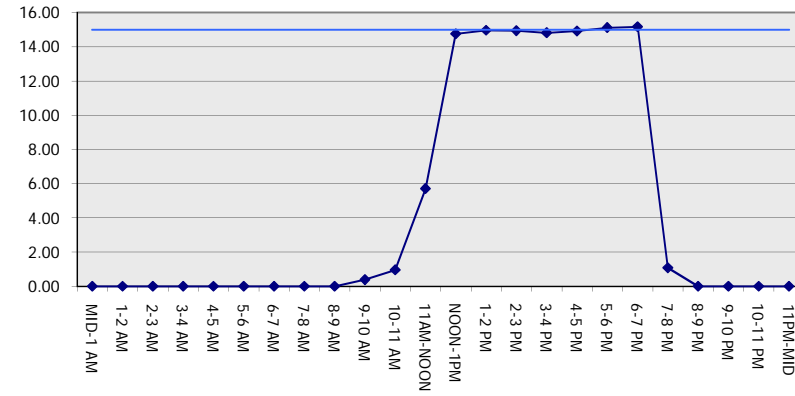
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

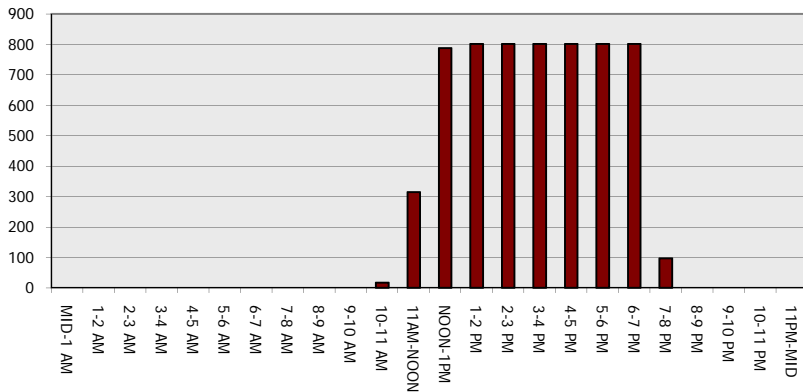
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

