

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	782	0.0	3000	782	0	0.35	0	69.7	62.4	49.7
1-2 AM	531	0.0	3000	531	0	0.36	0	70.0	62.6	49.7
2-3 AM	529	0.0	3000	529	0	0.36	0	70.0	62.6	49.7
3-4 AM	451	0.0	3000	451	0	0.36	0	70.2	62.7	49.7
4-5 AM	809	0.0	3000	809	0	0.35	0	69.7	62.4	49.7
5-6 AM	1784	0.0	3000	1784	0	0.34	0	68.5	61.7	49.7
6-7 AM	2947	0.0	2999	2947	0	0.92	16	67.1	51.9	39.3
7-8 AM	3295	0.0	3000	3295	0	4.27	209	66.6	28.3	37.3
8-9 AM	3132	0.0	2999	3132	0	8.74	444	66.8	17.6	37.3
9-10 AM	2814	0.0	2999	2814	0	8.11	410	67.3	18.7	37.3
10-11 AM	2878	0.0	3000	2878	0	4.87	230	67.1	26.3	37.3
11AM-NOON	3407	0.0	3000	3407	0	6.88	361	66.5	20.9	37.3
NOON-1PM	3851	0.0	3000	3293	557	15.15+	805	64.5	12.5	37.3
1-2 PM	3968	0.0	2999	2971	997	15.76+	838	63.7	12.3	37.3
2-3 PM	4487	0.0	2999	2990	1497	15.76+	850	60.2	12.2	37.3
3-4 PM	5431	0.0	3000	3000	2431	15.40+	857	53.8	12.2	37.3
4-5 PM	5780	0.0	3000	3000	2780	15.19+	857	51.4	12.2	37.3
5-6 PM	5059	0.0	3000	3000	2059	15.60+	857	56.3	12.2	37.3
6-7 PM	3729	0.0	3000	2997	733	15.78+	834	65.4	12.3	37.3
7-8 PM	2787	0.0	2999	2769	18	14.64+	768	67.3	12.8	37.3
8-9 PM	2300	0.0	2999	2300	0	4.09	286	67.9	29.2	43.3
9-10 PM	2219	0.0	3000	2219	0	0.33	0	68.0	61.4	49.7
10-11 PM	2156	0.0	3000	2156	0	0.33	0	68.1	61.4	49.7
11PM-MID	1483	0.0	3000	1483	0	0.34	0	68.9	61.9	49.7

+ 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	0.0371
MAIN ROUTE WITH WORKS	0.0273
'DIVERSION'	0.0143
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,248
CONGESTED HOURS PER DAY*	8

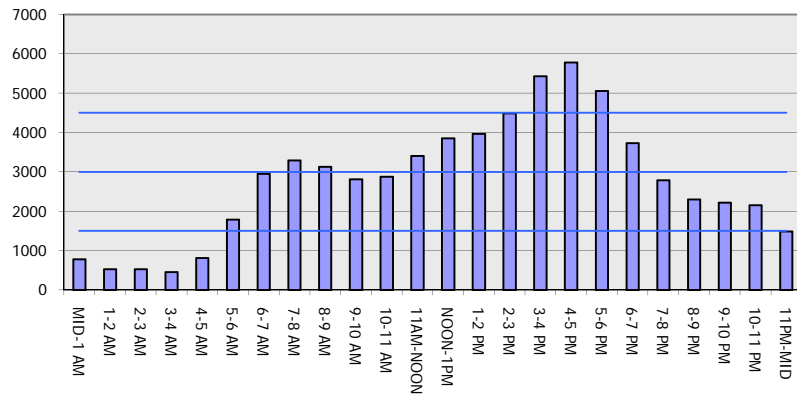
*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

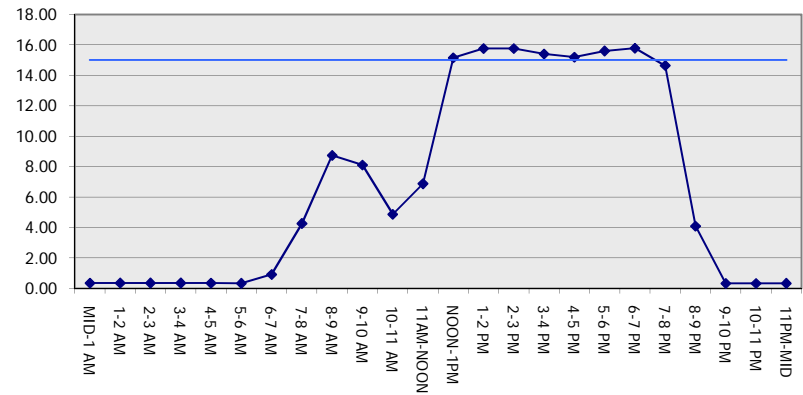
MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

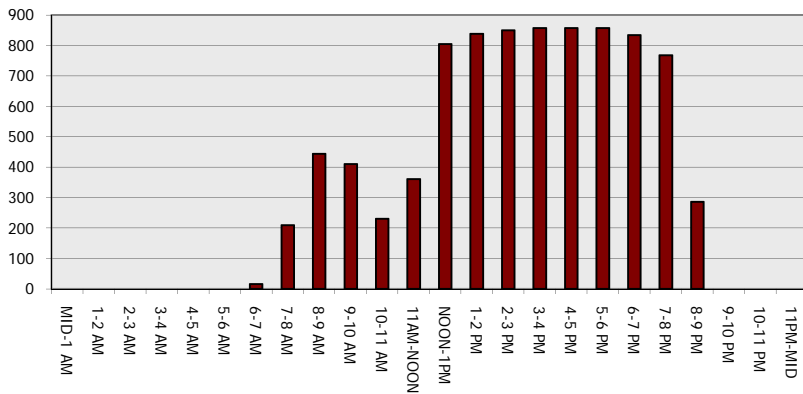
Main Route - Traffic Demand (Vehicles Per Hour)



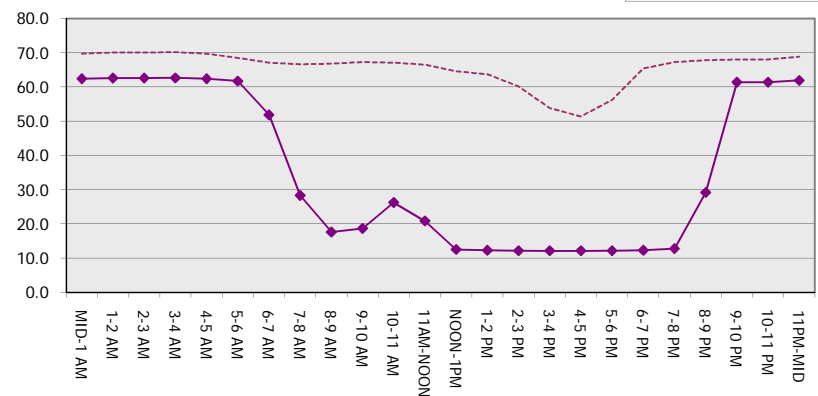
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	682	0.0	3000	682	0	0.36	0	69.9	62.5	49.7	
1-2 AM	392	0.0	3000	392	0	0.36	0	70.2	62.7	49.7	
2-3 AM	361	0.0	3000	361	0	0.36	0	70.2	62.7	49.7	
3-4 AM	355	0.0	3000	355	0	0.36	0	70.2	62.7	49.7	
4-5 AM	592	0.0	3000	592	0	0.36	0	70.0	62.5	49.7	
5-6 AM	2031	0.0	2999	2031	0	0.37	0	68.2	60.8	48.1	
6-7 AM	4423	0.0	2999	3918	505	7.96+	511	60.6	19.1	37.3	
7-8 AM	5702	0.0	3000	3000	2702	15.24+	857	51.9	12.2	37.3	
8-9 AM	4501	0.0	2999	2943	1559	15.71+	848	60.1	12.2	37.3	
9-10 AM	3245	0.0	2999	2956	289	15.75+	828	66.7	12.4	37.3	
10-11 AM	2890	0.0	2999	2890	0	14.53+	760	67.1	12.8	37.3	
11AM-NOON	3281	0.0	3000	3113	167	15.17+	798	66.6	12.5	37.3	
NOON-1PM	3348	0.0	3000	3003	345	15.82+	833	66.6	12.3	37.3	
1-2 PM	3466	0.0	3000	3002	464	15.82+	833	66.4	12.3	37.3	
2-3 PM	3819	0.0	3000	3002	817	15.75+	834	64.8	12.3	37.3	
3-4 PM	4130	0.0	3000	3009	1121	15.67+	837	62.7	12.3	37.3	
4-5 PM	4035	0.0	3000	3000	1035	15.68+	835	63.3	12.3	37.3	
5-6 PM	4068	0.0	3000	3000	1068	15.67+	835	63.1	12.3	37.3	
6-7 PM	3832	0.0	3000	3000	833	15.75+	834	64.6	12.3	37.3	
7-8 PM	3324	0.0	3000	2999	324	15.82+	832	66.6	12.3	37.3	
8-9 PM	2702	0.0	2999	2702	0	13.50+	708	67.4	13.3	37.3	
9-10 PM	2620	0.0	3000	2620	0	6.97	365	67.5	20.8	38.1	
10-11 PM	2122	0.0	3000	2122	0	0.55	16	68.1	57.8	49.6	
11PM-MID	1535	0.0	3000	1535	0	0.34	0	68.8	61.9	49.7	

+ 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	0.0376
MAIN ROUTE WITH WORKS	0.0276
'DIVERSION'	0.0145

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$196,179
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

