

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1499	782	0	2.20	87	69.7	40.3	41.3	
1-2 AM	531	0.0	1500	531	0	0.54	0	70.0	59.4	43.4	
2-3 AM	529	0.0	1500	529	0	0.54	0	70.0	59.4	43.4	
3-4 AM	451	0.0	1500	451	0	0.53	0	70.2	59.6	43.7	
4-5 AM	809	0.0	1500	809	0	0.57	0	69.7	58.7	42.4	
5-6 AM	1784	0.0	1499	1784	0	2.90	75	68.5	35.2	30.8	
6-7 AM	2947	0.0	1499	1500	1447	16.10+	399	67.1	10.9	34.2	
7-8 AM	3295	0.0	1500	1500	1795	16.08+	400	66.6	10.9	34.2	
8-9 AM	3132	0.0	1500	1500	1632	16.09+	400	66.8	10.9	34.2	
9-10 AM	2814	0.0	1500	1500	1314	16.11+	400	67.3	10.9	34.2	
10-11 AM	2878	0.0	1500	1500	1378	16.11+	400	67.1	10.9	34.2	
11AM-NOON	3407	0.0	1500	1500	1907	16.07+	400	66.5	10.9	34.2	
NOON-1PM	3851	0.0	1500	1500	2351	15.98+	400	64.5	10.9	34.2	
1-2 PM	3968	0.0	1500	1500	2468	15.94+	400	63.7	10.9	34.2	
2-3 PM	4487	0.0	1500	1500	2987	15.74+	400	60.2	10.9	34.2	
3-4 PM	5431	0.0	1500	1500	3931	15.33+	400	53.8	10.9	34.2	
4-5 PM	5780	0.0	1499	1500	4280	15.15+	400	51.4	10.9	34.2	
5-6 PM	5059	0.0	1500	1500	3559	15.50+	400	56.3	10.9	34.2	
6-7 PM	3729	0.0	1500	1500	2229	16.02+	400	65.4	10.9	34.2	
7-8 PM	2787	0.0	1500	1522	1264	16.08+	397	67.3	10.9	33.3	
8-9 PM	2300	0.0	1500	1524	776	16.20+	397	67.9	10.9	31.4	
9-10 PM	2219	0.0	1499	1500	719	16.31+	399	68.0	10.8	31.2	
10-11 PM	2156	0.0	1500	1517	639	16.26+	398	68.1	10.9	31.0	
11PM-MID	1483	0.0	1500	1478	6	15.47+	377	68.9	11.3	30.8	

+ 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	0.0157
'DIVERSION'	0.0447
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$219,101
CONGESTED HOURS PER DAY*	18

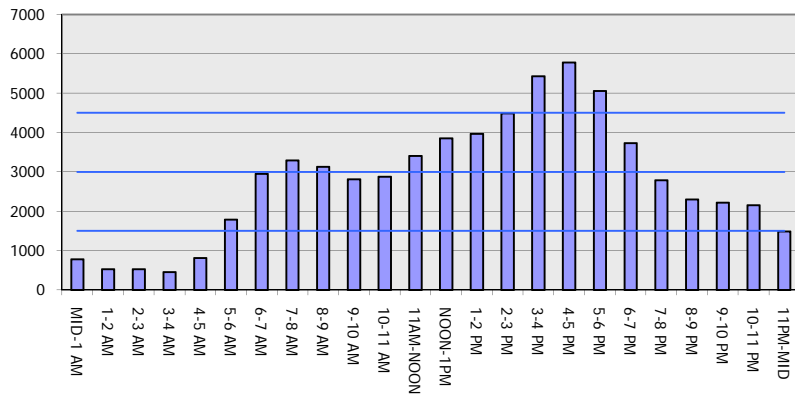
*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

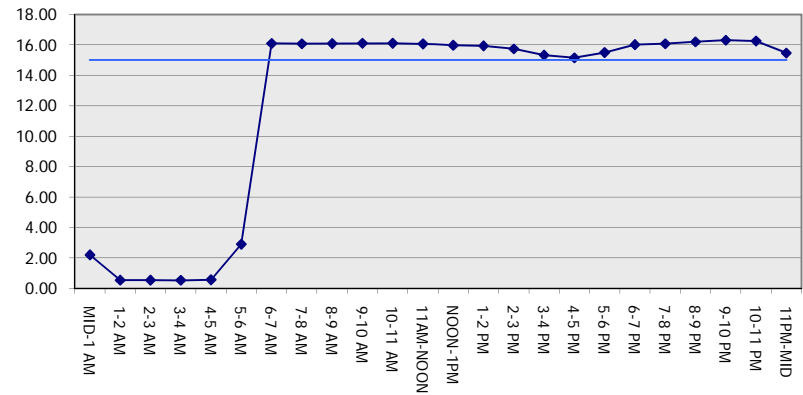
MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

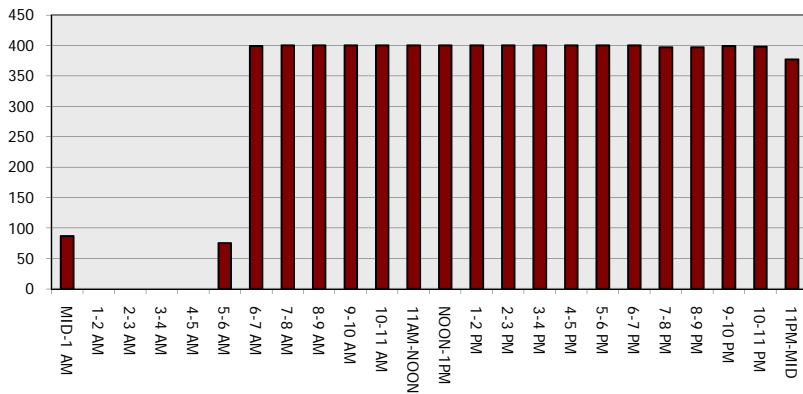
Main Route - Traffic Demand (Vehicles Per Hour)



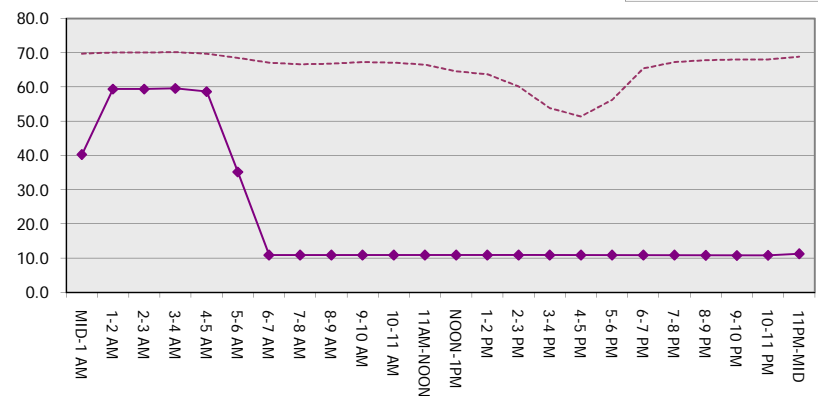
Main Route Average Delay Per Vehicle (Minutes)



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	1500	682	0	1.96	77	69.9	42.2	42.2
1-2 AM	392	0.0	1500	392	0	0.52	0	70.2	59.7	43.9
2-3 AM	361	0.0	1500	361	0	0.52	0	70.2	59.8	44.0
3-4 AM	355	0.0	1500	355	0	0.52	0	70.2	59.9	44.1
4-5 AM	592	0.0	1500	592	0	0.54	0	70.0	59.2	43.2
5-6 AM	2031	0.0	1499	2031	0	3.93	145	68.2	29.9	30.8
6-7 AM	4423	0.0	1500	1500	2923	15.76+	400	60.6	10.9	34.3
7-8 AM	5702	0.0	1500	1500	4202	15.18+	400	51.9	10.9	34.3
8-9 AM	4501	0.0	1500	1500	3001	15.73+	400	60.1	10.9	34.3
9-10 AM	3245	0.0	1500	1463	1782	15.97+	397	66.7	11.0	34.3
10-11 AM	2890	0.0	1499	1500	1391	16.23+	399	67.1	10.9	31.9
11AM-NOON	3281	0.0	1500	1500	1781	16.21+	400	66.6	10.9	31.9
NOON-1PM	3348	0.0	1500	1500	1848	16.20+	400	66.6	10.9	31.9
1-2 PM	3466	0.0	1500	1500	1966	16.20+	400	66.4	10.9	31.9
2-3 PM	3819	0.0	1500	1500	2319	16.12+	400	64.8	10.9	31.9
3-4 PM	4130	0.0	1500	1500	2630	16.01+	400	62.7	10.9	31.9
4-5 PM	4035	0.0	1500	1500	2535	16.04+	400	63.3	10.9	31.9
5-6 PM	4068	0.0	1500	1500	2568	16.03+	400	63.1	10.9	31.9
6-7 PM	3832	0.0	1500	1500	2332	16.11+	400	64.6	10.9	31.9
7-8 PM	3324	0.0	1500	1500	1824	16.20+	400	66.6	10.9	31.9
8-9 PM	2702	0.0	1500	1500	1202	16.24+	400	67.4	10.9	31.9
9-10 PM	2620	0.0	1500	1490	1129	16.21+	399	67.5	10.9	31.9
10-11 PM	2122	0.0	1499	1463	658	16.20+	396	68.1	10.9	31.1
11PM-MID	1535	0.0	1499	1376	159	15.36+	374	68.8	11.4	30.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0376
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0467

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$225,985
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

