

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

SUNDAY 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	995	0.0	1500	995	0	0.59	0	69.5	58.2	41.7
1-2 AM	762	0.0	1500	762	0	0.56	0	69.8	58.8	42.5
2-3 AM	871	0.0	1500	871	0	0.57	0	69.7	58.5	42.2
3-4 AM	477	0.0	1500	477	0	0.53	0	70.1	59.6	43.6
4-5 AM	387	0.0	1500	387	0	0.52	0	70.2	59.8	44.0
5-6 AM	537	0.0	1500	537	0	0.54	0	70.0	59.4	43.3
6-7 AM	795	0.0	1500	795	0	0.56	0	69.7	58.7	42.4
7-8 AM	1007	0.0	1499	1007	0	0.59	0	69.5	58.2	41.7
8-9 AM	1514	0.0	1499	1514	0	1.65	21	68.9	44.6	32.4
9-10 AM	2286	0.0	1500	1814	473	12.52+	321	67.9	13.4	30.8
10-11 AM	2787	0.0	1500	1500	1287	16.30+	400	67.3	10.8	30.8
11AM-NOON	3449	0.0	1500	1500	1949	16.27+	400	66.4	10.8	30.8
NOON-1PM	3771	0.0	1500	1500	2271	16.20+	400	65.1	10.8	30.8
1-2 PM	3798	0.0	1500	1500	2298	16.19+	400	64.9	10.8	30.8
2-3 PM	3823	0.0	1500	1500	2323	16.18+	400	64.7	10.8	30.8
3-4 PM	3735	0.0	1500	1500	2235	16.21+	400	65.3	10.8	30.8
4-5 PM	3881	0.0	1500	1500	2381	16.16+	400	64.3	10.8	30.8
5-6 PM	3290	0.0	1500	1500	1790	16.28+	400	66.6	10.8	30.8
6-7 PM	2770	0.0	1500	1500	1270	16.31+	400	67.3	10.8	30.8
7-8 PM	2430	0.0	1500	1500	930	16.32+	400	67.7	10.8	30.8
8-9 PM	2069	0.0	1500	1500	569	16.35+	400	68.2	10.8	30.8
9-10 PM	1700	0.0	1500	1500	200	16.37+	400	68.6	10.8	30.8
10-11 PM	1278	0.0	1499	1278	0	12.80+	317	69.1	13.2	31.1
11PM-MID	820	0.0	1500	820	0	1.09	24	69.7	51.2	42.2

+ 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	0.0274
MAIN ROUTE WITH WORKS	0.0144
'DIVERSION'	0.0258
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$183,632
CONGESTED HOURS PER DAY*	14

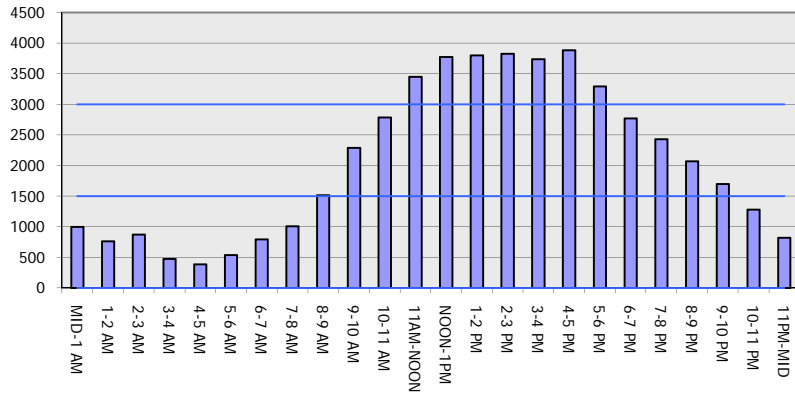
*Delays Exceeding User-Specified Maximum

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

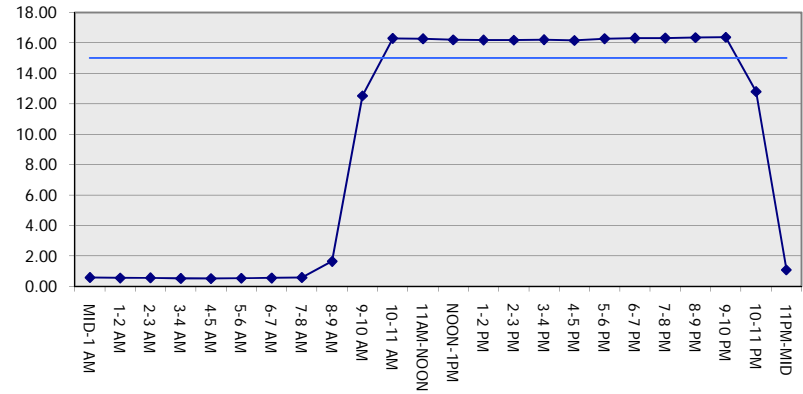
MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION

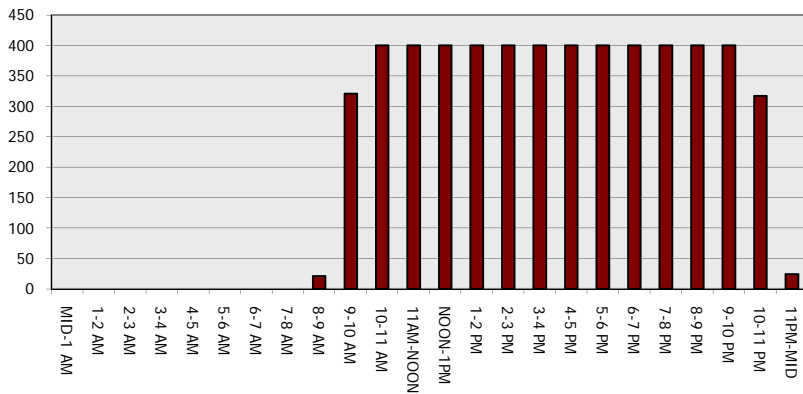
Main Route - Traffic Demand (Vehicles Per Hour)



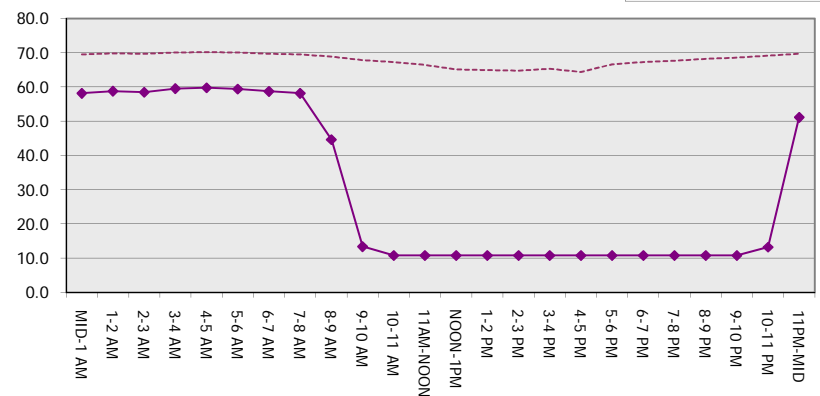
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	950	0.0	1500	950	0	0.58	0	69.6	58.3	41.9	
1-2 AM	559	0.0	1500	559	0	0.54	0	70.0	59.4	43.3	
2-3 AM	392	0.0	1500	392	0	0.52	0	70.2	59.7	43.9	
3-4 AM	285	0.0	1500	285	0	0.51	0	70.2	60.0	44.3	
4-5 AM	249	0.0	1500	249	0	0.50	0	70.2	60.1	44.5	
5-6 AM	406	0.0	1500	406	0	0.52	0	70.2	59.7	43.8	
6-7 AM	662	0.0	1500	662	0	0.55	0	69.9	59.1	42.9	
7-8 AM	925	0.0	1499	925	0	0.58	0	69.6	58.4	41.9	
8-9 AM	1460	0.0	1499	1460	0	1.33	10	68.9	47.9	32.7	
9-10 AM	1919	0.0	1500	1919	0	8.23	223	68.4	18.6	30.8	
10-11 AM	2334	0.0	1500	1500	834	16.33+	400	67.8	10.8	30.8	
11AM-NOON	2911	0.0	1500	1500	1411	16.30+	400	67.1	10.8	30.8	
NOON-1PM	3286	0.0	1500	1500	1786	16.28+	400	66.6	10.8	30.8	
1-2 PM	3194	0.0	1500	1500	1694	16.28+	400	66.8	10.8	30.8	
2-3 PM	3090	0.0	1500	1500	1590	16.29+	400	66.9	10.8	30.8	
3-4 PM	3370	0.0	1500	1500	1870	16.27+	400	66.6	10.8	30.8	
4-5 PM	3404	0.0	1500	1500	1904	16.27+	400	66.5	10.8	30.8	
5-6 PM	3240	0.0	1500	1500	1740	16.28+	400	66.7	10.8	30.8	
6-7 PM	2937	0.0	1500	1500	1437	16.30+	400	67.1	10.8	30.8	
7-8 PM	2692	0.0	1500	1500	1192	16.31+	400	67.4	10.8	30.8	
8-9 PM	2291	0.0	1500	1500	791	16.33+	400	67.9	10.8	30.8	
9-10 PM	2017	0.0	1499	1464	553	16.21+	396	68.2	10.9	30.8	
10-11 PM	1520	0.0	1499	1429	91	15.94+	388	68.9	11.1	30.8	
11PM-MID	966	0.0	1499	966	0	3.31	130	69.6	33.2	38.3	

+ 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	0.0251
MAIN ROUTE WITH WORKS	0.0138
'DIVERSION'	0.0218

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$170,541
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

