

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	861	0.0	3000	861	0	0.35	0	69.7	62.3	49.7
1-2 AM	624	0.0	3000	624	0	0.36	0	70.0	62.5	49.7
2-3 AM	596	0.0	3000	596	0	0.36	0	70.0	62.5	49.7
3-4 AM	486	0.0	3000	486	0	0.36	0	70.1	62.6	49.7
4-5 AM	861	0.0	3000	861	0	0.35	0	69.7	62.3	49.7
5-6 AM	1863	0.0	3000	1863	0	0.34	0	68.4	61.7	49.7
6-7 AM	2733	0.0	3000	2733	0	0.55	0	67.3	57.2	41.8
7-8 AM	2811	0.0	2999	2811	0	0.61	0	67.3	56.3	40.4
8-9 AM	3009	0.0	2999	3009	0	0.79	3	67.0	53.5	37.3
9-10 AM	2981	0.0	3000	2981	0	0.78	3	67.0	53.7	37.5
10-11 AM	3192	0.0	3000	3192	0	2.04	81	66.8	40.4	37.3
11AM-NOON	3523	0.0	3000	3523	0	7.94	429	66.4	18.9	37.3
NOON-1PM	4010	0.0	2999	3088	923	15.81+	842	63.5	12.2	37.3
1-2 PM	4150	0.0	3000	3030	1121	15.69+	838	62.5	12.3	37.3
2-3 PM	4353	0.0	3000	3014	1339	15.72+	845	61.1	12.2	37.3
3-4 PM	5209	0.0	2999	3000	2209	15.52+	857	55.3	12.2	37.3
4-5 PM	5138	0.0	2999	3000	2138	15.56+	857	55.8	12.2	37.3
5-6 PM	5333	0.0	3000	3000	2333	15.46+	857	54.4	12.2	37.3
6-7 PM	3634	0.0	3000	2997	637	15.81+	834	66.0	12.3	37.3
7-8 PM	2957	0.0	3000	2881	76	15.40+	808	67.1	12.5	37.3
8-9 PM	2093	0.0	2999	2093	0	3.89	315	68.1	30.2	45.0
9-10 PM	2123	0.0	3000	2123	0	0.33	0	68.1	61.5	49.7
10-11 PM	2687	0.0	3000	2687	0	0.52	0	67.4	57.7	42.7
11PM-MID	1984	0.0	3000	1984	0	0.33	0	68.2	61.5	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	0.0374
MAIN ROUTE WITH WORKS	0.0277
'DIVERSION'	0.0139
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$136,363
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

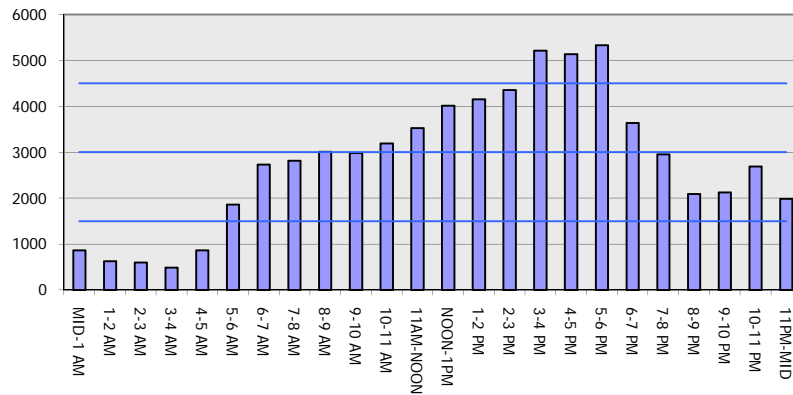
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AUGUST

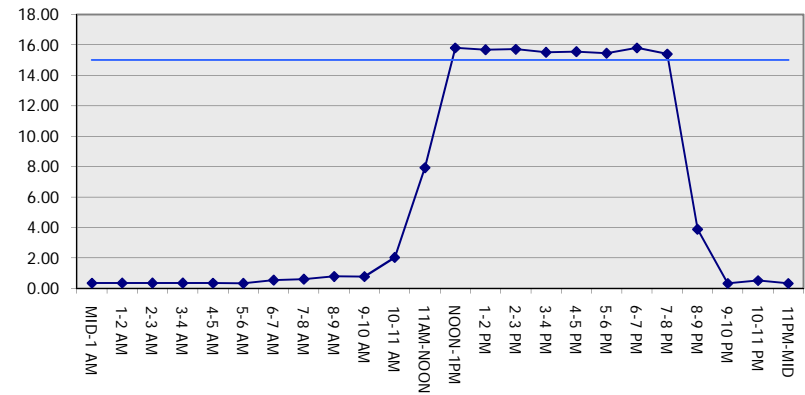
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

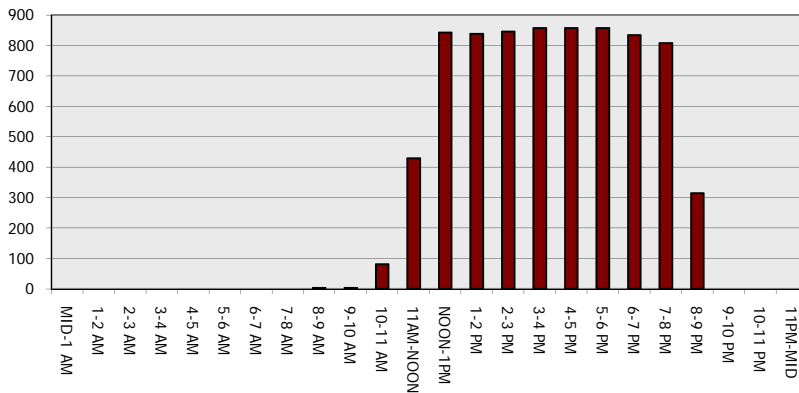
Main Route - Traffic Demand (Vehicles Per Hour)



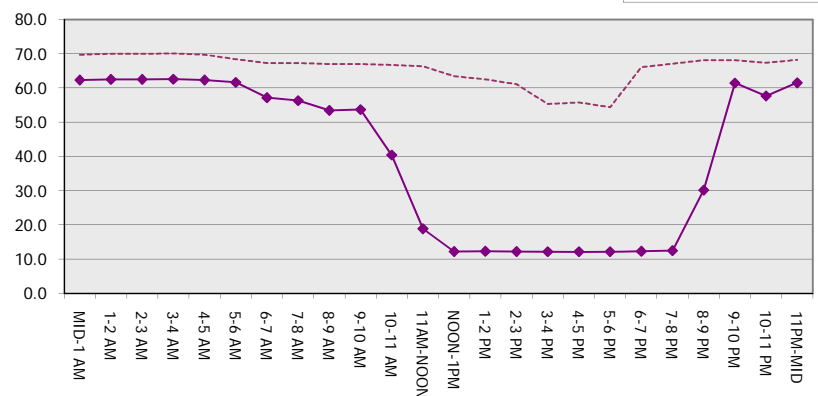
Main Route Average Delay Per Vehicle (Minutes)



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	765	0.0	3000	765	0	0.35	0	69.8	62.4	49.7
1-2 AM	402	0.0	3000	402	0	0.36	0	70.2	62.7	49.7
2-3 AM	373	0.0	3000	373	0	0.36	0	70.2	62.7	49.7
3-4 AM	371	0.0	3000	371	0	0.36	0	70.2	62.7	49.7
4-5 AM	601	0.0	3000	601	0	0.36	0	70.0	62.5	49.7
5-6 AM	1895	0.0	2999	1895	0	0.34	0	68.4	61.6	49.7
6-7 AM	4054	0.0	2999	4054	0	6.51+	436	63.2	21.9	37.3
7-8 AM	4803	0.0	3000	2842	1961	15.49+	845	58.1	12.2	37.6
8-9 AM	4193	0.0	2999	2959	1233	15.75+	843	62.2	12.2	37.3
9-10 AM	3096	0.0	3000	2947	150	15.73+	826	66.9	12.4	37.3
10-11 AM	3040	0.0	3000	3037	2	15.48+	813	66.9	12.4	37.3
11AM-NOON	3348	0.0	2999	2999	349	15.82+	833	66.6	12.3	37.3
NOON-1PM	3505	0.0	2999	2999	506	15.82+	833	66.4	12.3	37.3
1-2 PM	3658	0.0	3000	2999	659	15.80+	834	65.9	12.3	37.3
2-3 PM	3864	0.0	3000	3000	865	15.74+	834	64.5	12.3	37.3
3-4 PM	3954	0.0	3000	3000	954	15.71+	835	63.8	12.3	37.3
4-5 PM	3687	0.0	3000	3000	688	15.79+	834	65.6	12.3	37.3
5-6 PM	3756	0.0	3000	3000	756	15.77+	834	65.2	12.3	37.3
6-7 PM	3617	0.0	3000	3000	617	15.82+	833	66.1	12.3	37.3
7-8 PM	3006	0.0	3000	2915	90	15.47+	812	67.0	12.4	37.3
8-9 PM	2219	0.0	2999	2219	0	5.90	394	68.0	23.5	43.2
9-10 PM	1904	0.0	3000	1904	0	0.34	0	68.4	61.6	49.7
10-11 PM	2021	0.0	3000	2021	0	0.33	0	68.2	61.5	49.7
11PM-MID	1505	0.0	3000	1505	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	0.0354
MAIN ROUTE WITH WORKS	0.0269
'DIVERSION'	0.0114

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$179,906
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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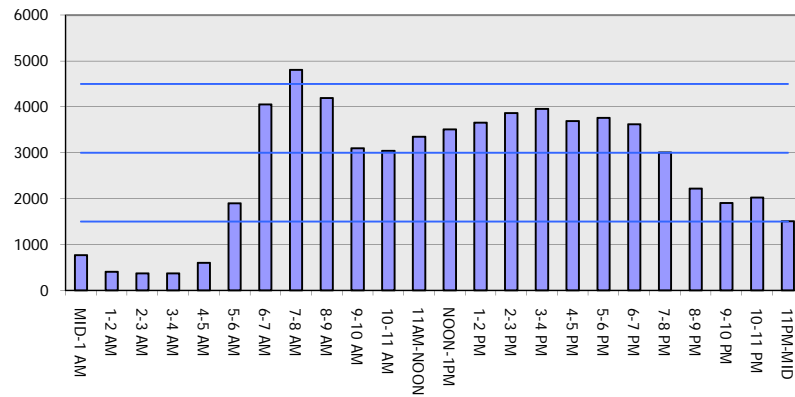
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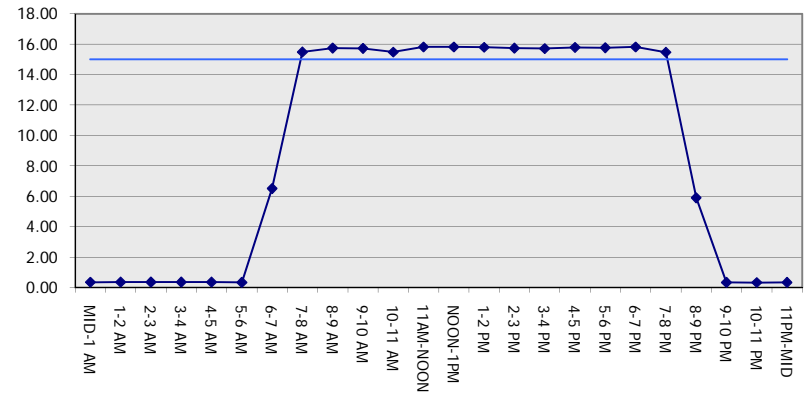
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

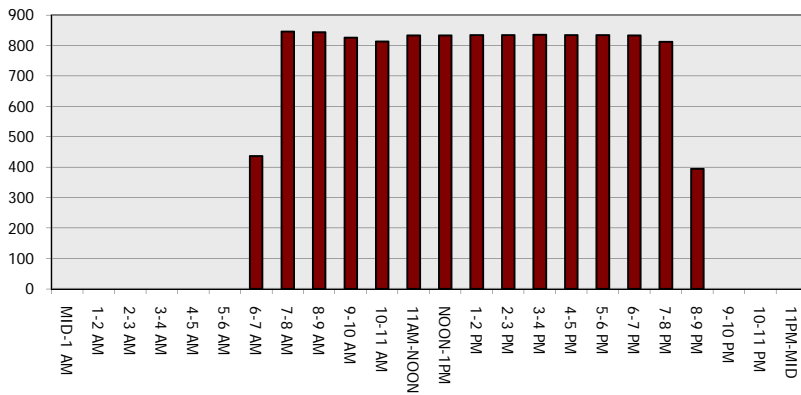
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

