

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	736	0.0	1500	736	0	0.75	7	69.8	56.0	42.6	
1-2 AM	489	0.0	1500	489	0	0.53	0	70.1	59.6	43.5	
2-3 AM	407	0.0	1500	407	0	0.52	0	70.2	59.7	43.8	
3-4 AM	399	0.0	1500	399	0	0.52	0	70.2	59.7	43.9	
4-5 AM	818	0.0	1500	818	0	0.57	0	69.7	58.7	42.4	
5-6 AM	1802	0.0	1499	1802	0	3.39	90	68.5	32.5	30.8	
6-7 AM	2778	0.0	1499	1500	1278	16.18+	399	67.3	10.9	32.9	
7-8 AM	3210	0.0	1500	1500	1710	16.15+	400	66.8	10.9	32.9	
8-9 AM	2879	0.0	1500	1500	1379	16.17+	400	67.1	10.9	32.9	
9-10 AM	2820	0.0	1500	1500	1320	16.18+	400	67.3	10.9	32.9	
10-11 AM	2803	0.0	1500	1500	1303	16.18+	400	67.3	10.9	32.9	
11AM-NOON	3045	0.0	1500	1500	1545	16.16+	400	66.9	10.9	32.9	
NOON-1PM	3365	0.0	1500	1500	1865	16.15+	400	66.6	10.9	32.9	
1-2 PM	3330	0.0	1500	1500	1830	16.15+	400	66.6	10.9	32.9	
2-3 PM	4271	0.0	1499	1500	2771	15.90+	400	61.7	10.9	32.9	
3-4 PM	5255	0.0	1500	1500	3755	15.48+	400	55.0	10.9	32.9	
4-5 PM	5702	0.0	1500	1500	4202	15.26+	400	51.9	10.9	32.9	
5-6 PM	5576	0.0	1500	1500	4076	15.32+	400	52.8	10.9	32.9	
6-7 PM	3799	0.0	1500	1500	2299	16.07+	400	64.9	10.9	32.9	
7-8 PM	2677	0.0	1500	1500	1177	16.19+	400	67.4	10.9	32.9	
8-9 PM	2126	0.0	1500	1551	574	16.14+	394	68.1	10.9	30.8	
9-10 PM	1984	0.0	1500	1500	484	16.35+	400	68.2	10.8	30.8	
10-11 PM	1785	0.0	1500	1546	239	16.15+	394	68.5	10.9	30.8	
11PM-MID	1202	0.0	1499	1202	0	10.98	283	69.2	15.0	32.7	

+ 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	0.0352
MAIN ROUTE WITH WORKS	0.0154
'DIVERSION'	0.0410
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$203,537
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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

AUGUST

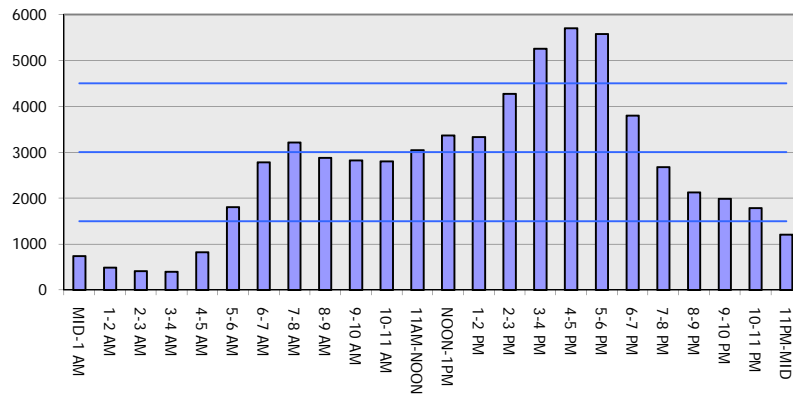
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

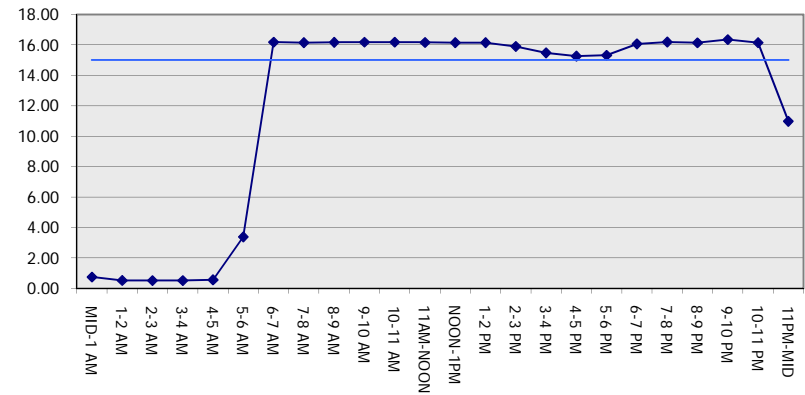
MON-THUR

WESTBOUND DIRECTION

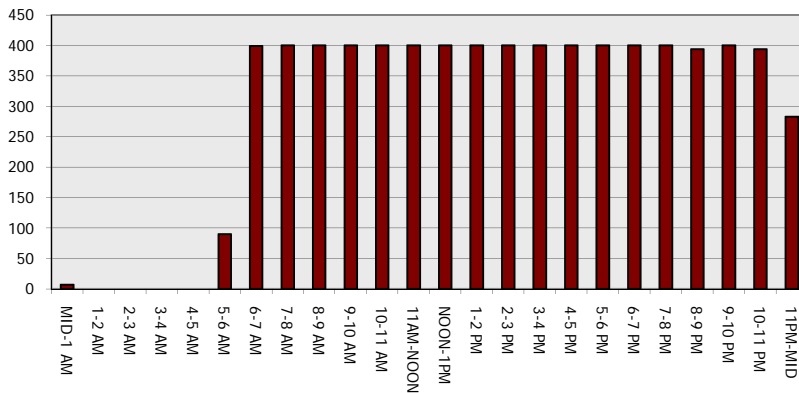
Main Route - Traffic Demand (Vehicles Per Hour)



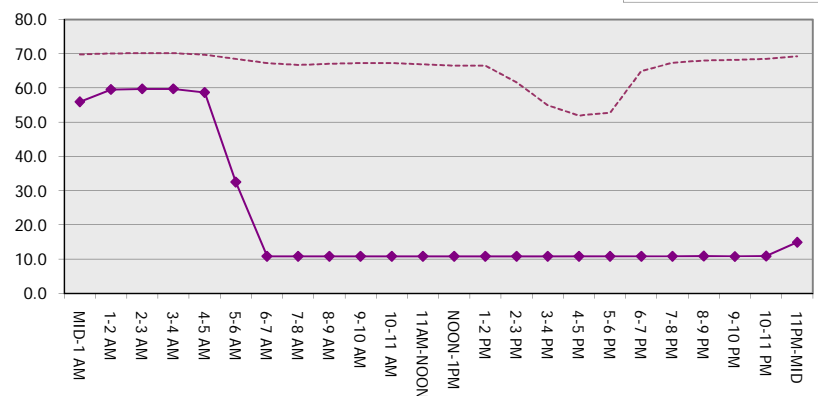
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	681	0.0	1500	681	0	0.55	0	69.9	59.0	42.8
1-2 AM	372	0.0	1500	372	0	0.52	0	70.2	59.8	44.0
2-3 AM	323	0.0	1500	323	0	0.51	0	70.2	59.9	44.2
3-4 AM	326	0.0	1500	326	0	0.51	0	70.2	59.9	44.2
4-5 AM	562	0.0	1500	562	0	0.54	0	70.0	59.4	43.3
5-6 AM	1884	0.0	1499	1884	0	3.01	102	68.4	34.5	31.4
6-7 AM	4070	0.0	1499	1500	2570	16.10+	399	63.0	10.8	30.8
7-8 AM	5104	0.0	1500	1500	3604	15.68+	400	56.0	10.8	30.8
8-9 AM	4352	0.0	1500	1500	2852	15.99+	400	61.1	10.8	30.8
9-10 AM	2994	0.0	1500	1500	1494	16.29+	400	67.0	10.8	30.8
10-11 AM	2728	0.0	1500	1500	1228	16.31+	400	67.3	10.8	30.8
11AM-NOON	2923	0.0	1500	1500	1423	16.30+	400	67.1	10.8	30.8
NOON-1PM	2929	0.0	1500	1500	1429	16.30+	400	67.1	10.8	30.8
1-2 PM	2813	0.0	1500	1500	1313	16.30+	400	67.3	10.8	30.8
2-3 PM	3093	0.0	1500	1500	1593	16.29+	400	66.9	10.8	30.8
3-4 PM	3232	0.0	1500	1500	1732	16.28+	400	66.7	10.8	30.8
4-5 PM	3350	0.0	1500	1500	1850	16.27+	400	66.6	10.8	30.8
5-6 PM	3392	0.0	1500	1500	1892	16.27+	400	66.5	10.8	30.8
6-7 PM	2722	0.0	1500	1500	1222	16.31+	400	67.4	10.8	30.8
7-8 PM	2193	0.0	1500	1500	693	16.34+	400	68.0	10.8	30.8
8-9 PM	1846	0.0	1500	1500	346	16.36+	400	68.4	10.8	30.8
9-10 PM	1792	0.0	1500	1500	292	16.36+	400	68.5	10.8	30.8
10-11 PM	1468	0.0	1499	1430	38	15.77+	384	68.9	11.2	30.8
11PM-MID	1061	0.0	1499	1061	0	4.34	154	69.4	28.5	36.5

+ 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	0.0313
MAIN ROUTE WITH WORKS	0.0150
'DIVERSION'	0.0330

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$182,276
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

