

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

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	1587	0.0	3000	1587	0	0.34	0	68.7	61.9	49.7	
1-2 AM	1166	0.0	3000	1166	0	0.35	0	69.3	62.2	49.7	
2-3 AM	914	0.0	3000	914	0	0.35	0	69.6	62.3	49.7	
3-4 AM	509	0.0	3000	509	0	0.36	0	70.1	62.6	49.7	
4-5 AM	465	0.0	3000	465	0	0.36	0	70.2	62.7	49.7	
5-6 AM	606	0.0	3000	606	0	0.36	0	70.0	62.5	49.7	
6-7 AM	888	0.0	3000	888	0	0.35	0	69.6	62.3	49.7	
7-8 AM	1084	0.0	3000	1084	0	0.35	0	69.4	62.2	49.7	
8-9 AM	1570	0.0	3000	1570	0	0.34	0	68.8	61.9	49.7	
9-10 AM	2359	0.0	2999	2359	0	0.38	0	67.8	60.4	47.8	
10-11 AM	3024	0.0	2999	3024	0	0.96	15	67.0	51.3	37.8	
11AM-NOON	3158	0.0	2999	3158	0	2.80	119	66.8	35.3	37.3	
NOON-1PM	3713	0.0	3000	3713	0	9.80+	548	65.5	16.6	37.3	
1-2 PM	4063	0.0	2999	2933	1130	15.82+	844	63.1	12.2	37.3	
2-3 PM	4041	0.0	2999	2983	1058	15.71+	837	63.2	12.3	37.3	
3-4 PM	4100	0.0	2999	2991	1109	15.68+	836	62.8	12.3	37.3	
4-5 PM	3964	0.0	3000	2999	965	15.70+	835	63.8	12.3	37.3	
5-6 PM	3394	0.0	3000	2999	395	15.82+	833	66.5	12.3	37.3	
6-7 PM	3238	0.0	3000	2999	239	15.82+	832	66.7	12.3	37.3	
7-8 PM	2594	0.0	2999	2594	0	12.58+	663	67.5	14.0	37.3	
8-9 PM	2275	0.0	2999	2275	0	1.99	143	67.9	41.4	45.8	
9-10 PM	1908	0.0	3000	1908	0	0.34	0	68.4	61.6	49.7	
10-11 PM	1428	0.0	3000	1428	0	0.34	0	68.9	62.0	49.7	
11PM-MID	1006	0.0	3000	1006	0	0.35	0	69.5	62.2	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	0.0295
MAIN ROUTE WITH WORKS	0.0236
'DIVERSION'	0.0063
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,346
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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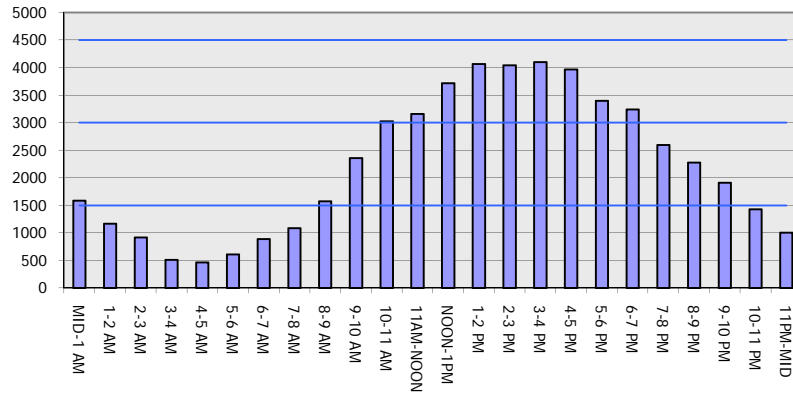
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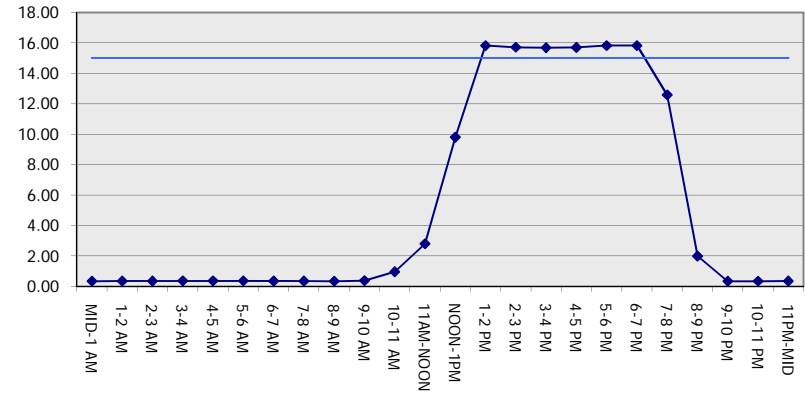
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

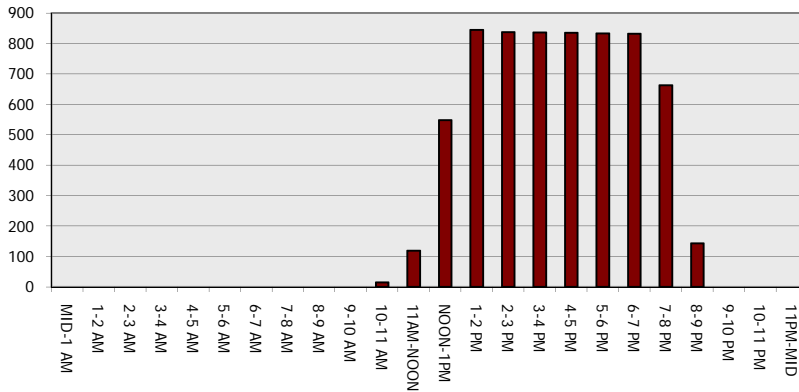
Main Route - Traffic Demand (Vehicles Per Hour)



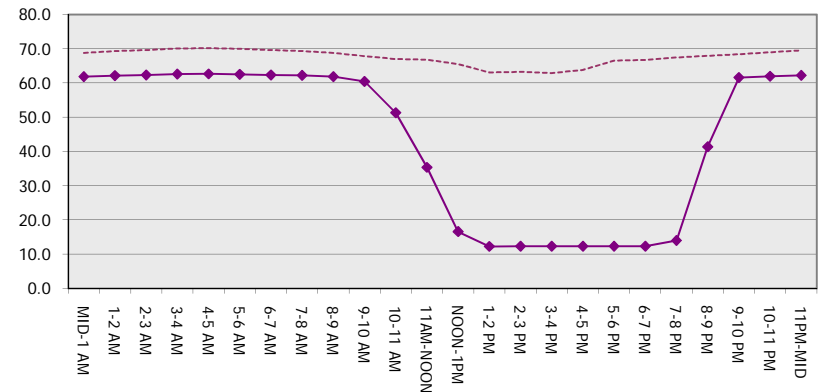
Main Route Average Delay Per Vehicle (Minutes)



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	997	0.0	3000	997	0	0.35	0	69.5	62.3	49.7
1-2 AM	609	0.0	3000	609	0	0.36	0	70.0	62.5	49.7
2-3 AM	426	0.0	3000	426	0	0.36	0	70.2	62.7	49.7
3-4 AM	278	0.0	3000	278	0	0.36	0	70.2	62.7	49.7
4-5 AM	266	0.0	3000	266	0	0.36	0	70.2	62.7	49.7
5-6 AM	416	0.0	3000	416	0	0.36	0	70.2	62.7	49.7
6-7 AM	658	0.0	3000	658	0	0.36	0	69.9	62.5	49.7
7-8 AM	896	0.0	3000	896	0	0.35	0	69.6	62.3	49.7
8-9 AM	1310	0.0	3000	1310	0	0.35	0	69.1	62.0	49.7
9-10 AM	2033	0.0	3000	2033	0	0.33	0	68.2	61.5	49.7
10-11 AM	2512	0.0	2999	2512	0	0.41	0	67.6	59.7	46.7
11AM-NOON	3059	0.0	2999	3059	0	1.06	21	66.9	50.0	37.7
NOON-1PM	3437	0.0	3000	3437	0	5.68	299	66.4	23.7	37.3
1-2 PM	3251	0.0	2999	3251	0	12.66+	662	66.7	13.7	37.3
2-3 PM	3033	0.0	2999	3033	0	15.22+	798	66.9	12.5	37.3
3-4 PM	3017	0.0	3000	3017	0	15.55+	816	67.0	12.4	37.3
4-5 PM	3016	0.0	2999	2991	25	15.72+	826	67.0	12.4	37.3
5-6 PM	2729	0.0	2999	2729	0	13.16+	688	67.3	13.5	37.3
6-7 PM	2743	0.0	3000	2743	0	8.34	426	67.3	18.3	37.3
7-8 PM	2386	0.0	2999	2386	0	1.37	78	67.8	46.9	45.8
8-9 PM	2033	0.0	3000	2033	0	0.33	0	68.2	61.5	49.7
9-10 PM	1874	0.0	3000	1874	0	0.34	0	68.4	61.7	49.7
10-11 PM	1386	0.0	3000	1386	0	0.34	0	69.0	62.0	49.7
11PM-MID	1024	0.0	3000	1024	0	0.35	0	69.5	62.2	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	0.0242
MAIN ROUTE WITH WORKS	0.0213
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,093
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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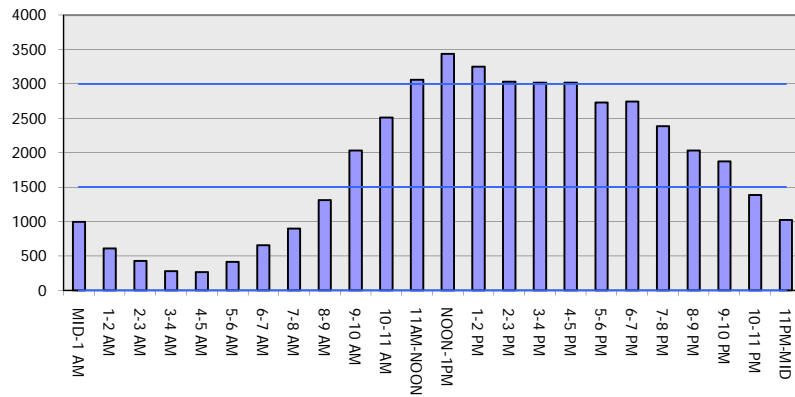
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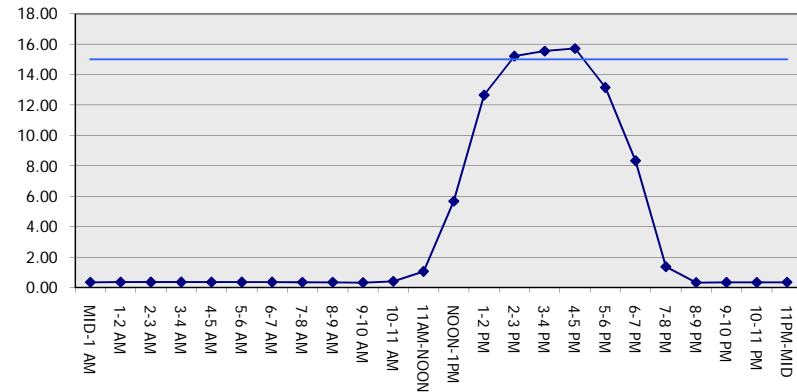
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

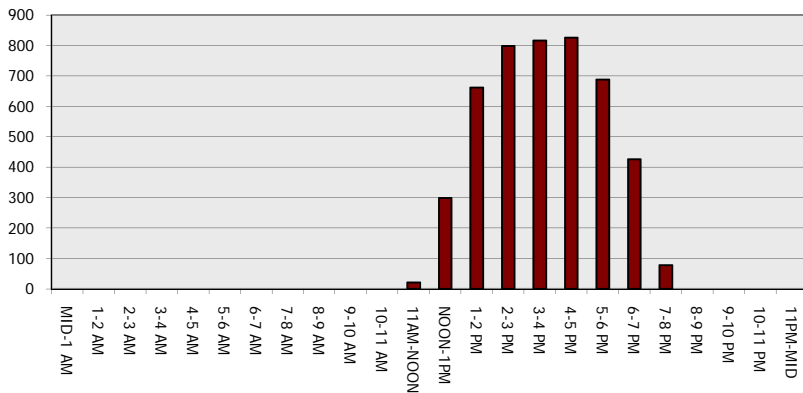
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

