

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	705	0.0	1500	705	0	1.64	58	69.9	45.2	42.4
1-2 AM	510	0.0	1500	510	0	0.53	0	70.1	59.5	43.5
2-3 AM	500	0.0	1500	500	0	0.53	0	70.1	59.5	43.5
3-4 AM	444	0.0	1500	444	0	0.53	0	70.2	59.7	43.7
4-5 AM	732	0.0	1500	732	0	0.56	0	69.8	58.9	42.7
5-6 AM	1702	0.0	1499	1702	0	2.47	59	68.6	38.0	31.6
6-7 AM	2956	0.0	1499	1622	1335	15.88+	390	67.1	11.1	30.8
7-8 AM	3404	0.0	1500	1500	1904	16.27+	400	66.5	10.8	30.8
8-9 AM	2984	0.0	1500	1500	1484	16.29+	400	67.0	10.8	30.8
9-10 AM	2791	0.0	1500	1500	1291	16.30+	400	67.3	10.8	30.8
10-11 AM	2949	0.0	1500	1500	1449	16.29+	400	67.1	10.8	30.8
11AM-NOON	3378	0.0	1500	1500	1878	16.27+	400	66.5	10.8	30.8
NOON-1PM	3859	0.0	1500	1500	2359	16.17+	400	64.5	10.8	30.8
1-2 PM	4037	0.0	1500	1500	2537	16.11+	400	63.3	10.8	30.8
2-3 PM	4812	0.0	1500	1500	3312	15.80+	400	58.0	10.8	30.8
3-4 PM	5504	0.0	1500	1500	4004	15.48+	400	53.3	10.8	30.8
4-5 PM	5954	0.0	1499	1500	4454	15.24+	400	50.2	10.8	30.8
5-6 PM	5574	0.0	1500	1500	4074	15.45+	400	52.8	10.8	30.8
6-7 PM	4035	0.0	1500	1500	2535	16.11+	400	63.3	10.8	30.8
7-8 PM	2917	0.0	1500	1500	1417	16.30+	400	67.1	10.8	30.8
8-9 PM	2203	0.0	1500	1500	703	16.34+	400	68.0	10.8	30.8
9-10 PM	2257	0.0	1500	1500	757	16.33+	400	67.9	10.8	30.8
10-11 PM	1960	0.0	1500	1500	460	16.35+	400	68.3	10.8	30.8
11PM-MID	1421	0.0	1500	1421	0	14.81+	360	69.0	11.7	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	0.0376
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0464
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$226,429
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)

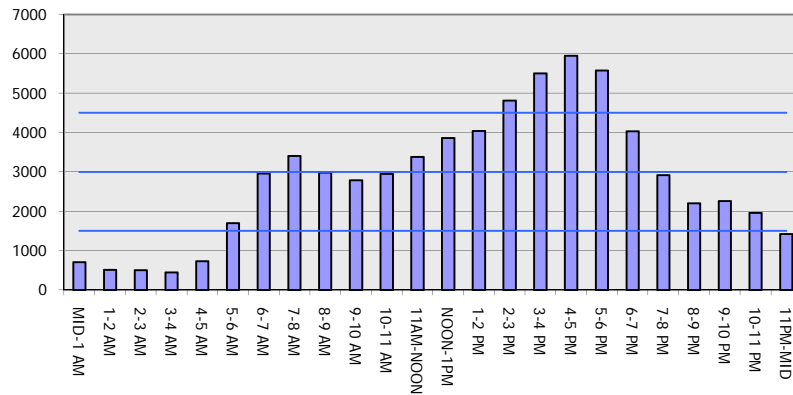
OCTOBER

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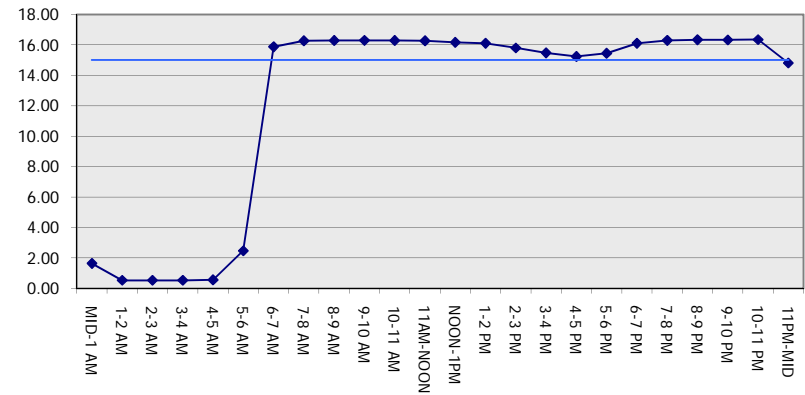
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

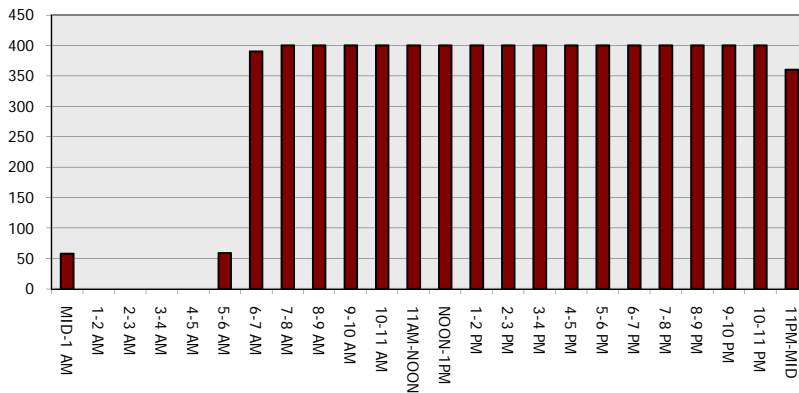
Main Route - Traffic Demand (Vehicles Per Hour)



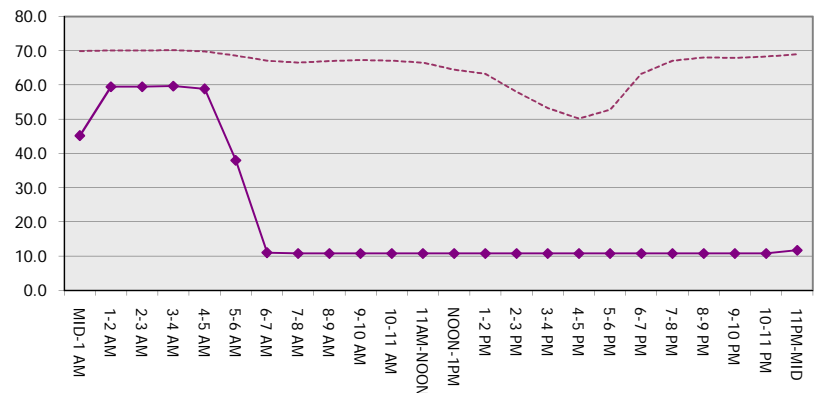
Main Route Average Delay Per Vehicle (Minutes)



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	678	0.0	1499	678	0	2.11	86	69.9	41.0	42.0
1-2 AM	399	0.0	1500	399	0	0.52	0	70.2	59.7	43.9
2-3 AM	363	0.0	1500	363	0	0.52	0	70.2	59.8	44.0
3-4 AM	399	0.0	1500	399	0	0.52	0	70.2	59.7	43.9
4-5 AM	599	0.0	1500	599	0	0.54	0	70.0	59.2	43.2
5-6 AM	1951	0.0	1499	1951	0	3.16	119	68.3	33.7	31.4
6-7 AM	4634	0.0	1499	1500	3134	15.87+	399	59.2	10.8	30.9
7-8 AM	5979	0.0	1500	1500	4479	15.22+	400	50.0	10.8	30.9
8-9 AM	4554	0.0	1500	1500	3054	15.90+	400	59.7	10.8	30.9
9-10 AM	3397	0.0	1500	1500	1897	16.26+	400	66.5	10.8	30.9
10-11 AM	3245	0.0	1500	1500	1745	16.27+	400	66.7	10.8	30.9
11AM-NOON	3447	0.0	1500	1500	1947	16.26+	400	66.4	10.8	30.9
NOON-1PM	3541	0.0	1500	1500	2041	16.25+	400	66.3	10.8	30.9
1-2 PM	3542	0.0	1500	1500	2042	16.25+	400	66.3	10.8	30.9
2-3 PM	4163	0.0	1500	1500	2663	16.05+	400	62.4	10.8	30.9
3-4 PM	4189	0.0	1500	1500	2689	16.04+	400	62.2	10.8	30.9
4-5 PM	4001	0.0	1500	1500	2501	16.11+	400	63.5	10.8	30.9
5-6 PM	4294	0.0	1500	1500	2794	16.00+	400	61.5	10.8	30.9
6-7 PM	3836	0.0	1500	1500	2336	16.17+	400	64.6	10.8	30.9
7-8 PM	3152	0.0	1500	1500	1652	16.28+	400	66.8	10.8	30.9
8-9 PM	2627	0.0	1500	1500	1127	16.31+	400	67.4	10.8	30.9
9-10 PM	2584	0.0	1500	1500	1084	16.31+	400	67.5	10.8	30.9
10-11 PM	1935	0.0	1499	1448	487	16.16+	395	68.3	10.9	30.9
11PM-MID	1519	0.0	1499	1418	102	15.88+	387	68.9	11.1	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	0.0384
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0487

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$234,401
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

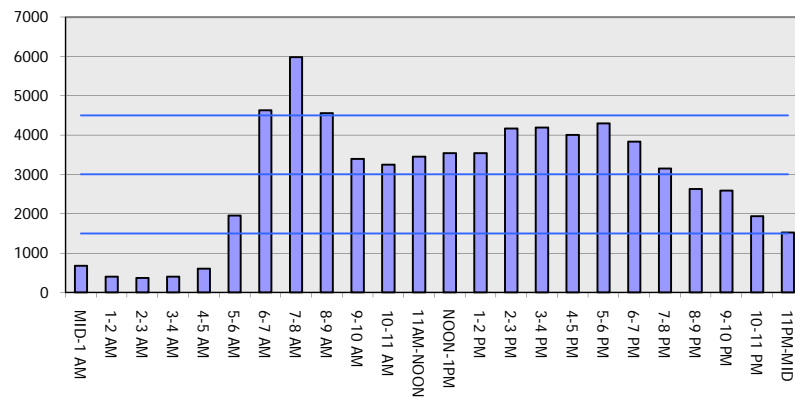
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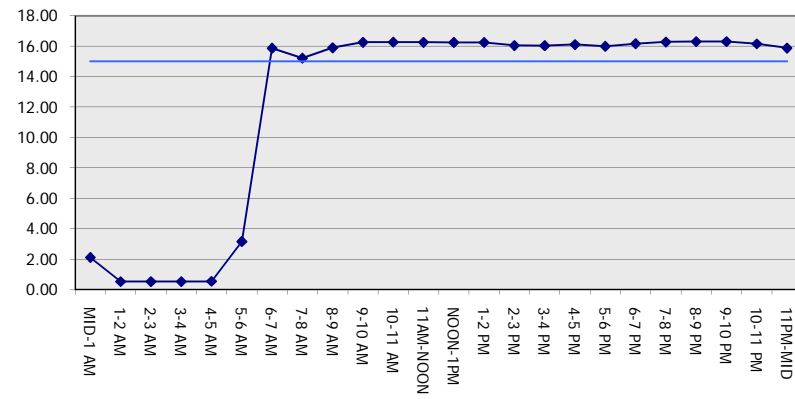
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

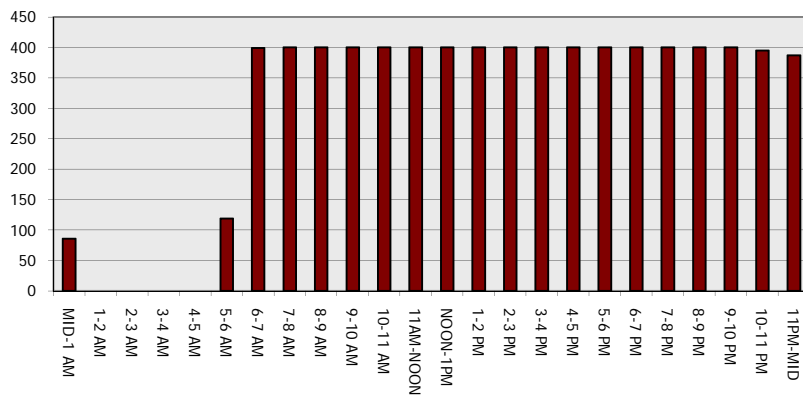
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

