

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

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	591	0.0	1500	591	0	0.54	0	70.0	59.2	43.2	
1-2 AM	435	0.0	1500	435	0	0.53	0	70.2	59.7	43.8	
2-3 AM	372	0.0	1500	372	0	0.52	0	70.2	59.8	44.0	
3-4 AM	385	0.0	1500	385	0	0.52	0	70.2	59.8	44.0	
4-5 AM	738	0.0	1500	738	0	0.56	0	69.8	58.9	42.6	
5-6 AM	1721	0.0	1499	1721	0	2.53	62	68.6	37.6	31.4	
6-7 AM	2945	0.0	1499	1598	1347	15.96+	391	67.1	11.0	30.8	
7-8 AM	3381	0.0	1500	1500	1881	16.27+	400	66.5	10.8	30.8	
8-9 AM	2912	0.0	1500	1500	1412	16.30+	400	67.1	10.8	30.8	
9-10 AM	2638	0.0	1500	1500	1138	16.31+	400	67.4	10.8	30.8	
10-11 AM	2649	0.0	1500	1500	1149	16.31+	400	67.4	10.8	30.8	
11AM-NOON	2950	0.0	1500	1500	1450	16.29+	400	67.1	10.8	30.8	
NOON-1PM	3238	0.0	1500	1500	1738	16.28+	400	66.7	10.8	30.8	
1-2 PM	3435	0.0	1500	1500	1935	16.27+	400	66.4	10.8	30.8	
2-3 PM	4343	0.0	1500	1500	2843	15.99+	400	61.2	10.8	30.8	
3-4 PM	5297	0.0	1500	1500	3797	15.59+	400	54.6	10.8	30.8	
4-5 PM	5621	0.0	1500	1500	4121	15.42+	400	52.5	10.8	30.8	
5-6 PM	5635	0.0	1500	1500	4135	15.42+	400	52.4	10.8	30.8	
6-7 PM	4085	0.0	1499	1500	2585	16.09+	400	63.0	10.8	30.8	
7-8 PM	2725	0.0	1500	1500	1225	16.31+	400	67.4	10.8	30.8	
8-9 PM	2171	0.0	1500	1500	671	16.34+	400	68.1	10.8	30.8	
9-10 PM	1888	0.0	1500	1539	349	16.18+	395	68.4	10.9	30.8	
10-11 PM	1409	0.0	1500	1409	0	15.16+	370	69.0	11.6	30.8	
11PM-MID	937	0.0	1499	937	0	2.49	92	69.6	38.1	39.2	

+ 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	0.0348
MAIN ROUTE WITH WORKS	0.0151
'DIVERSION'	0.0410
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$201,626
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)

OCTOBER

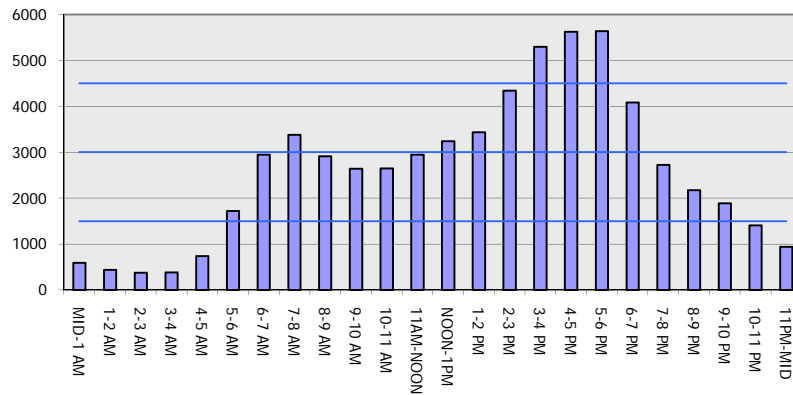
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

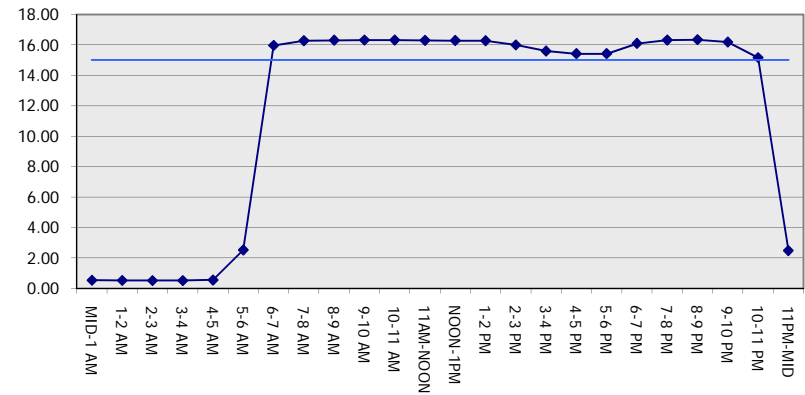
MON-THUR

WESTBOUND DIRECTION

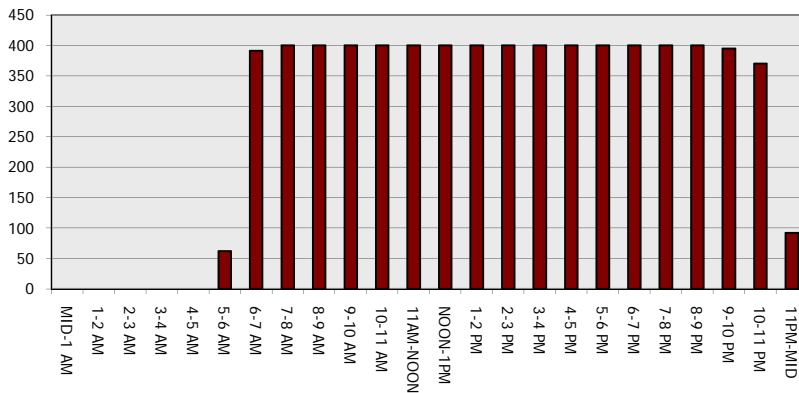
Main Route - Traffic Demand (Vehicles Per Hour)



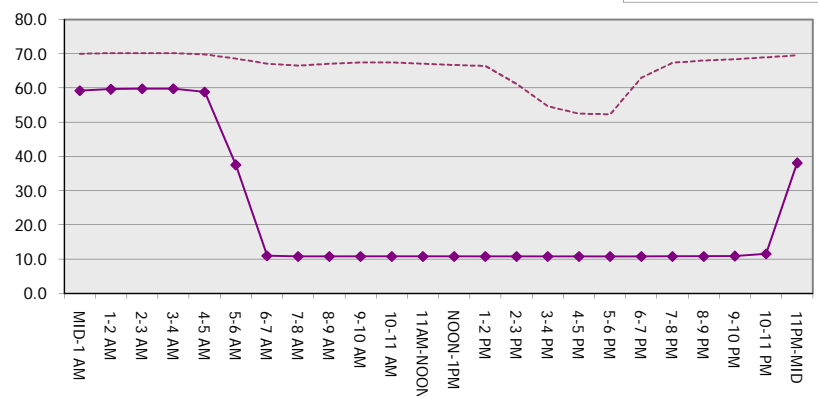
Main Route Average Delay Per Vehicle (Minutes)



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	580	0.0	1500	580	0	0.54	0	70.0	59.3	43.2	
1-2 AM	310	0.0	1500	310	0	0.51	0	70.2	59.9	44.2	
2-3 AM	291	0.0	1500	291	0	0.51	0	70.2	60.0	44.3	
3-4 AM	318	0.0	1500	318	0	0.51	0	70.2	59.9	44.2	
4-5 AM	568	0.0	1500	568	0	0.54	0	70.0	59.3	43.2	
5-6 AM	1946	0.0	1499	1946	0	3.14	119	68.3	33.8	31.5	
6-7 AM	4650	0.0	1499	1500	3150	15.86+	399	59.1	10.8	30.9	
7-8 AM	5705	0.0	1500	1500	4205	15.37+	400	51.9	10.8	30.9	
8-9 AM	4654	0.0	1500	1500	3154	15.86+	400	59.1	10.8	30.9	
9-10 AM	3198	0.0	1500	1500	1698	16.27+	400	66.8	10.8	30.9	
10-11 AM	2820	0.0	1500	1500	1320	16.29+	400	67.3	10.8	30.9	
11AM-NOON	2834	0.0	1500	1500	1334	16.29+	400	67.2	10.8	30.9	
NOON-1PM	2914	0.0	1500	1500	1414	16.29+	400	67.1	10.8	30.9	
1-2 PM	2960	0.0	1500	1500	1460	16.29+	400	67.1	10.8	30.9	
2-3 PM	3222	0.0	1500	1500	1722	16.27+	400	66.8	10.8	30.9	
3-4 PM	3571	0.0	1500	1500	2071	16.25+	400	66.3	10.8	30.9	
4-5 PM	3579	0.0	1500	1500	2079	16.25+	400	66.3	10.8	30.9	
5-6 PM	3679	0.0	1500	1500	2179	16.22+	400	65.7	10.8	30.9	
6-7 PM	3061	0.0	1500	1500	1561	16.28+	400	66.9	10.8	30.9	
7-8 PM	2349	0.0	1500	1474	875	16.23+	397	67.8	10.9	30.9	
8-9 PM	1971	0.0	1499	1479	492	16.27+	397	68.3	10.9	30.8	
9-10 PM	1883	0.0	1499	1500	383	16.36+	399	68.4	10.8	30.8	
10-11 PM	1410	0.0	1499	1341	69	14.57+	355	69.0	11.9	30.8	
11PM-MID	947	0.0	1499	947	0	2.30	81	69.6	39.5	39.3	

+ 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	0.0331
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0376

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$193,013
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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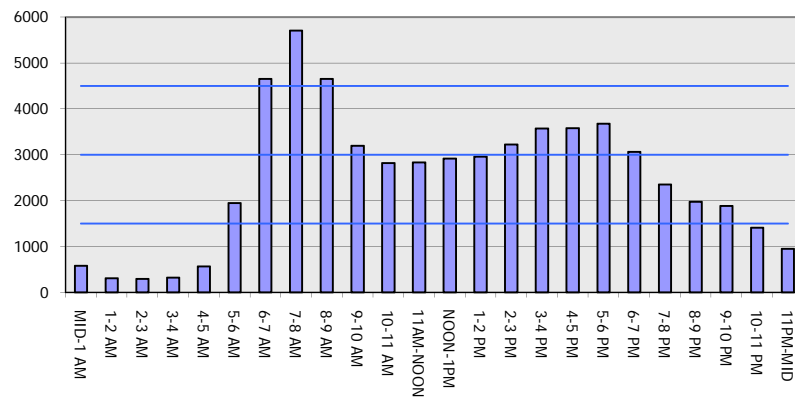
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

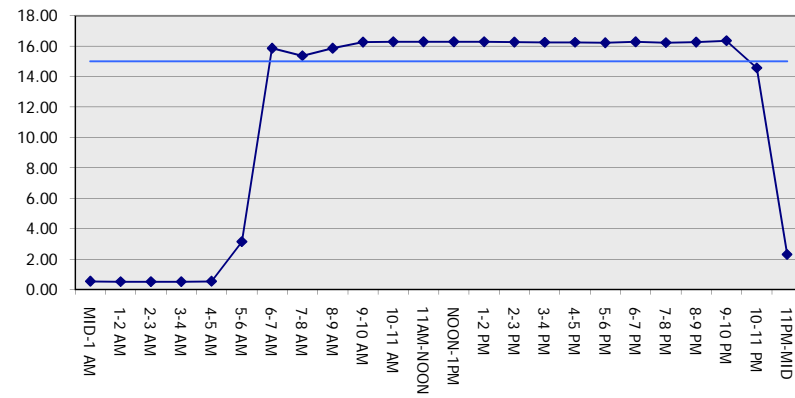
MON-THUR

EASTBOUND DIRECTION

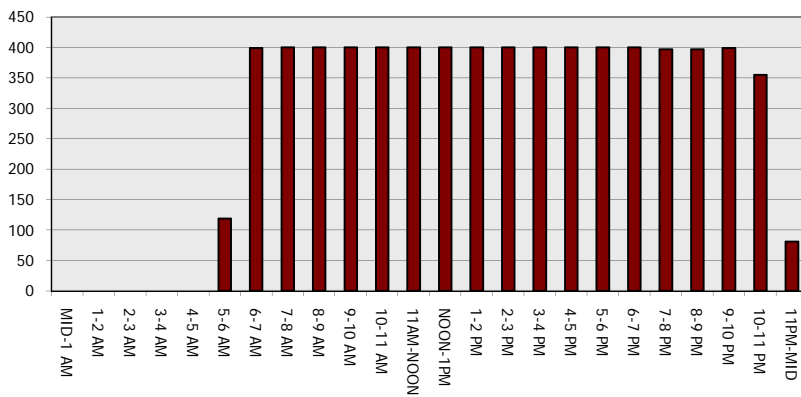
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

