

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

SATURDAY 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	1085	0.0	1499	1085	0	4.50	155	69.4	27.9	36.3	
1-2 AM	762	0.0	1500	762	0	0.56	0	69.8	58.8	42.5	
2-3 AM	778	0.0	1500	778	0	0.56	0	69.7	58.7	42.5	
3-4 AM	544	0.0	1500	544	0	0.54	0	70.0	59.4	43.3	
4-5 AM	575	0.0	1500	575	0	0.54	0	70.0	59.3	43.2	
5-6 AM	881	0.0	1500	881	0	0.57	0	69.6	58.5	42.1	
6-7 AM	1338	0.0	1499	1338	0	0.88	0	69.1	53.5	34.7	
7-8 AM	1783	0.0	1499	1783	0	4.27	107	68.5	28.6	30.8	
8-9 AM	2424	0.0	1499	1587	838	15.99+	391	67.8	11.0	30.8	
9-10 AM	2922	0.0	1499	1500	1422	16.30+	400	67.1	10.8	30.8	
10-11 AM	3333	0.0	1500	1500	1833	16.27+	400	66.6	10.8	30.8	
11AM-NOON	3661	0.0	1500	1500	2161	16.24+	400	65.8	10.8	30.8	
NOON-1PM	3920	0.0	1500	1500	2420	16.15+	400	64.1	10.8	30.8	
1-2 PM	3685	0.0	1500	1500	2185	16.23+	400	65.7	10.8	30.8	
2-3 PM	3796	0.0	1500	1500	2296	16.19+	400	64.9	10.8	30.8	
3-4 PM	3591	0.0	1500	1500	2091	16.26+	400	66.3	10.8	30.8	
4-5 PM	3529	0.0	1499	1500	2029	16.26+	400	66.3	10.8	30.8	
5-6 PM	3254	0.0	1500	1500	1754	16.28+	400	66.7	10.8	30.8	
6-7 PM	2940	0.0	1500	1500	1440	16.30+	400	67.1	10.8	30.8	
7-8 PM	2345	0.0	1500	1500	845	16.33+	400	67.8	10.8	30.8	
8-9 PM	1996	0.0	1500	1500	496	16.35+	400	68.2	10.8	30.8	
9-10 PM	1968	0.0	1500	1500	468	16.35+	400	68.3	10.8	30.8	
10-11 PM	2108	0.0	1500	1500	608	16.34+	400	68.1	10.8	30.8	
11PM-MID	1493	0.0	1500	1464	29	15.57+	379	68.9	11.2	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	0.0305
MAIN ROUTE WITH WORKS	0.0156
'DIVERSION'	0.0295
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$213,160
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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

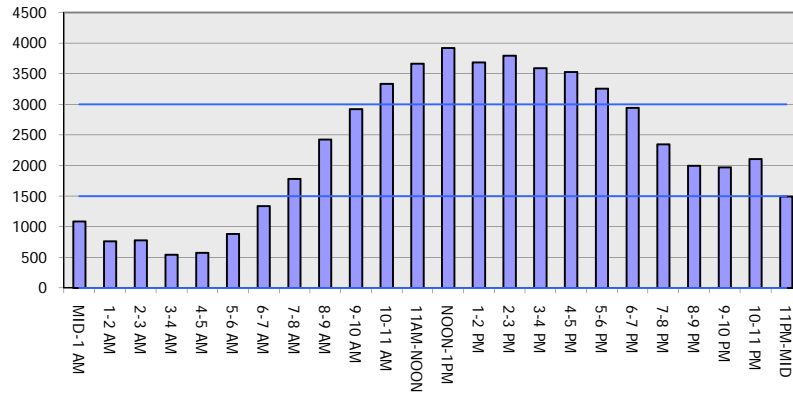
OCTOBER

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 Construction Season

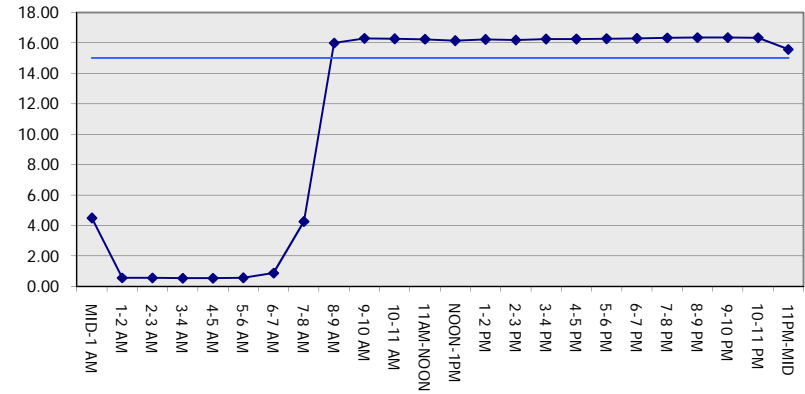
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

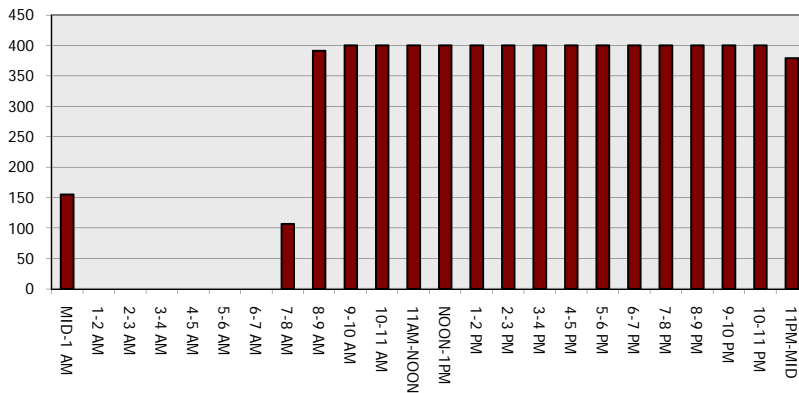
Main Route - Traffic Demand (Vehicles Per Hour)



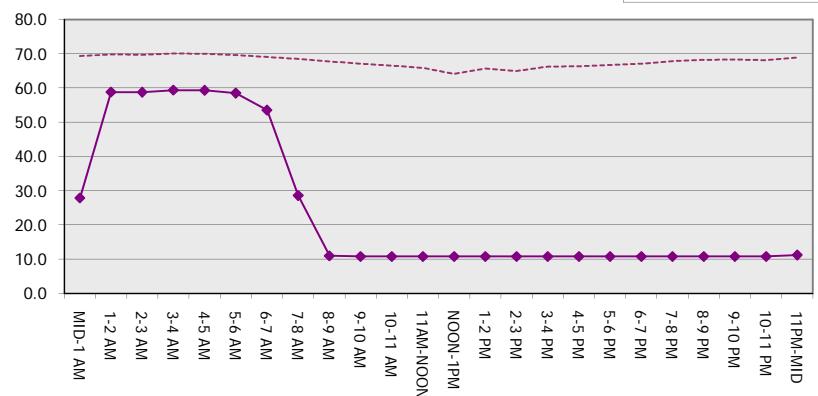
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	971	0.0	1499	971	0	4.07	160	69.6	29.6	37.1
1-2 AM	519	0.0	1500	519	0	0.53	0	70.1	59.4	43.4
2-3 AM	433	0.0	1500	433	0	0.53	0	70.2	59.7	43.8
3-4 AM	372	0.0	1500	372	0	0.52	0	70.2	59.8	44.0
4-5 AM	446	0.0	1500	446	0	0.53	0	70.2	59.7	43.7
5-6 AM	815	0.0	1500	815	0	0.57	0	69.7	58.7	42.4
6-7 AM	1254	0.0	1499	1254	0	0.77	0	69.2	55.1	37.1
7-8 AM	1721	0.0	1499	1721	0	3.40	77	68.6	32.5	30.8
8-9 AM	2307	0.0	1500	1756	551	15.41+	381	67.9	11.4	30.8
9-10 AM	2661	0.0	1500	1500	1161	16.30+	400	67.4	10.8	30.9
10-11 AM	3001	0.0	1500	1500	1501	16.29+	400	67.0	10.8	30.9
11AM-NOON	3267	0.0	1500	1500	1767	16.27+	400	66.7	10.8	30.9
NOON-1PM	3497	0.0	1500	1500	1997	16.26+	400	66.4	10.8	30.9
1-2 PM	3346	0.0	1500	1500	1846	16.27+	400	66.6	10.8	30.9
2-3 PM	3435	0.0	1500	1500	1935	16.26+	400	66.4	10.8	30.9
3-4 PM	3613	0.0	1500	1500	2113	16.25+	400	66.2	10.8	30.9
4-5 PM	3727	0.0	1500	1500	2227	16.21+	400	65.4	10.8	30.9
5-6 PM	3742	0.0	1500	1500	2242	16.20+	400	65.3	10.8	30.9
6-7 PM	3513	0.0	1500	1500	2013	16.26+	400	66.4	10.8	30.9
7-8 PM	2932	0.0	1500	1500	1432	16.29+	400	67.1	10.8	30.9
8-9 PM	2338	0.0	1500	1484	854	16.27+	398	67.8	10.8	30.9
9-10 PM	2296	0.0	1499	1500	796	16.33+	399	67.9	10.8	30.8
10-11 PM	2059	0.0	1500	1470	589	16.23+	397	68.2	10.9	30.8
11PM-MID	1614	0.0	1499	1442	172	16.12+	393	68.7	10.9	30.8

+ 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	0.0300
MAIN ROUTE WITH WORKS	0.0151
'DIVERSION'	0.0299

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$213,745
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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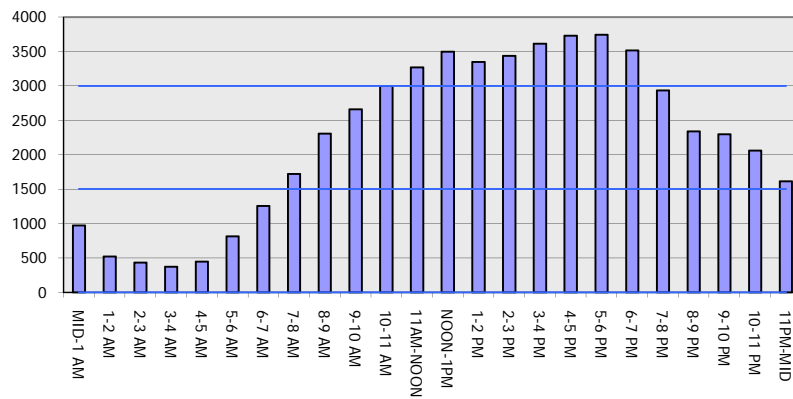
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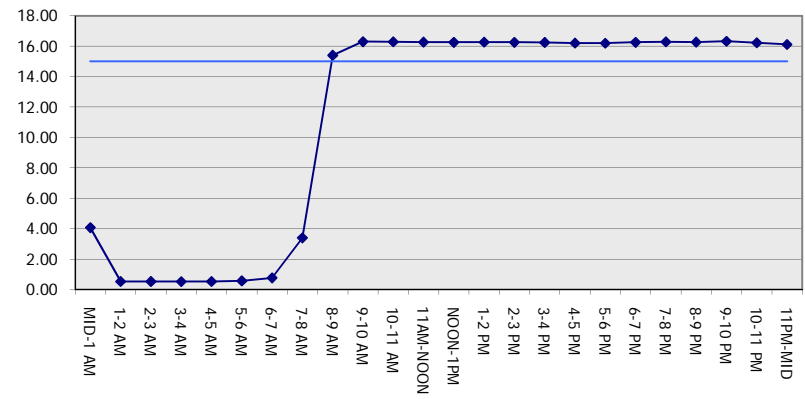
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

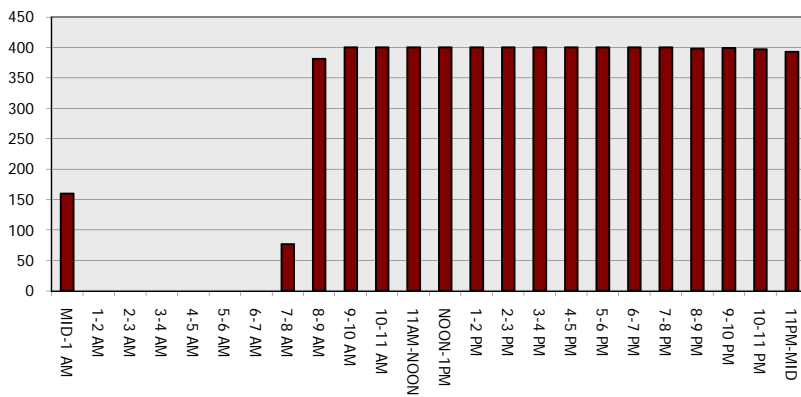
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

