

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	782	0.0	OFF	782	0	0.00	0	69.7	69.7	69.7	
1-2 AM	531	0.0	OFF	531	0	0.00	0	70.0	70.0	70.0	
2-3 AM	529	0.0	OFF	529	0	0.00	0	70.0	70.0	70.0	
3-4 AM	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2	
4-5 AM	809	0.0	OFF	809	0	0.00	0	69.7	69.7	69.7	
5-6 AM	1784	0.0	OFF	1784	0	0.00	0	68.5	68.5	68.5	
6-7 AM	2947	0.0	OFF	2947	0	0.00	0	67.1	67.1	67.1	
7-8 AM	3295	0.0	OFF	3295	0	0.00	0	66.6	66.6	66.6	
8-9 AM	3132	0.0	OFF	3132	0	0.00	0	66.8	66.8	66.8	
9-10 AM	2814	0.0	OFF	2814	0	0.00	0	67.3	67.3	67.3	
10-11 AM	2878	0.0	1499	1743	1135	13.90+	349	67.1	12.3	35.5	
11AM-NOON	3407	0.0	1499	1525	1882	15.95+	397	66.5	11.0	35.1	
NOON-1PM	3851	0.0	1500	1500	2351	15.92+	400	64.5	10.9	35.5	
1-2 PM	3968	0.0	1500	1500	2468	15.88+	400	63.7	10.9	35.5	
2-3 PM	4487	0.0	1500	1500	2987	15.69+	400	60.2	10.9	35.5	
3-4 PM	5431	0.0	OFF	5431	0	0.77	63	53.8	44.9	44.9	
4-5 PM	5780	0.0	OFF	5780	0	0.00	0	51.4	51.4	51.4	
5-6 PM	5059	0.0	OFF	5059	0	0.00	0	56.3	56.3	56.3	
6-7 PM	3729	0.0	OFF	3729	0	0.00	0	65.4	65.4	65.4	
7-8 PM	2787	0.0	OFF	2787	0	0.00	0	67.3	67.3	67.3	
8-9 PM	2300	0.0	OFF	2300	0	0.00	0	67.9	67.9	67.9	
9-10 PM	2219	0.0	OFF	2219	0	0.00	0	68.0	68.0	68.0	
10-11 PM	2156	0.0	OFF	2156	0	0.00	0	68.1	68.1	68.1	
11PM-MID	1483	0.0	OFF	1483	0	0.00	0	68.9	68.9	68.9	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0371
MAIN ROUTE WITH WORKS	0.0305
'DIVERSION'	0.0140
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,152
CONGESTED HOURS PER DAY*	5

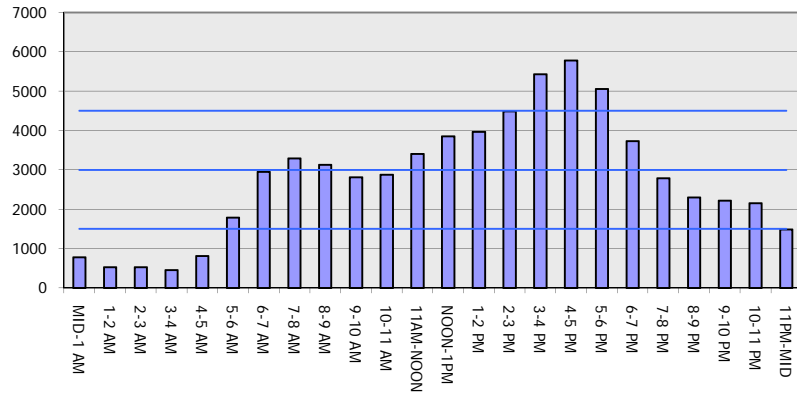
*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

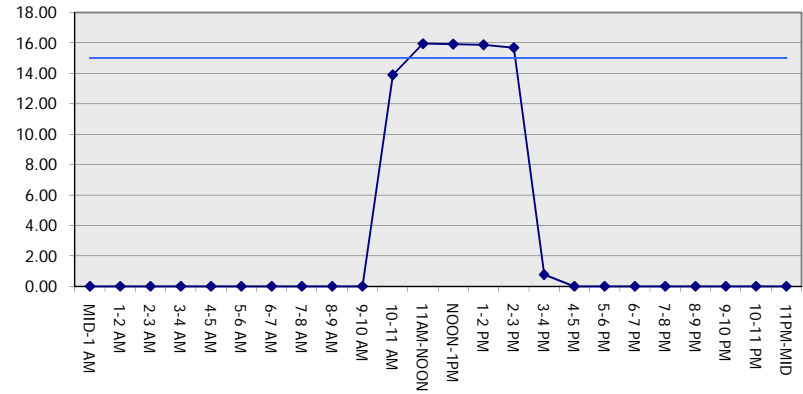
MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

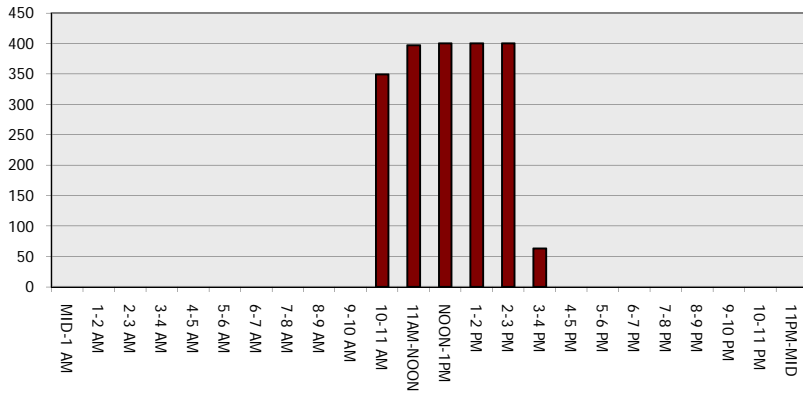
Main Route - Traffic Demand (Vehicles Per Hour)



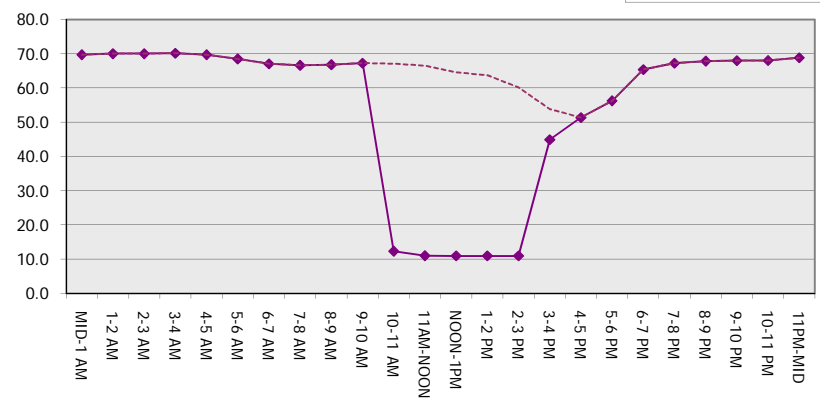
Main Route Average Delay Per Vehicle (Minutes)



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	682	0.0	OFF	682	0	0.00	0	69.9	69.9	69.9
1-2 AM	392	0.0	OFF	392	0	0.00	0	70.2	70.2	70.2
2-3 AM	361	0.0	OFF	361	0	0.00	0	70.2	70.2	70.2
3-4 AM	355	0.0	OFF	355	0	0.00	0	70.2	70.2	70.2
4-5 AM	592	0.0	OFF	592	0	0.00	0	70.0	70.0	70.0
5-6 AM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2
6-7 AM	4423	0.0	OFF	4423	0	0.00	0	60.6	60.6	60.6
7-8 AM	5702	0.0	OFF	5702	0	0.00	0	51.9	51.9	51.9
8-9 AM	4501	0.0	OFF	4501	0	0.00	0	60.1	60.1	60.1
9-10 AM	3245	0.0	OFF	3245	0	0.00	0	66.7	66.7	66.7
10-11 AM	2890	0.0	1499	1660	1231	14.32+	363	67.1	12.0	36.0
11AM-NOON	3281	0.0	1499	1796	1484	15.46+	384	66.6	11.3	30.8
NOON-1PM	3348	0.0	1500	1500	1848	16.27+	400	66.6	10.8	30.8
1-2 PM	3466	0.0	1500	1500	1966	16.26+	400	66.4	10.8	30.8
2-3 PM	3819	0.0	1500	1500	2319	16.18+	400	64.8	10.8	30.8
3-4 PM	4130	0.0	OFF	4130	0	0.73	55	62.7	51.4	51.4
4-5 PM	4035	0.0	OFF	4035	0	0.00	0	63.3	63.3	63.3
5-6 PM	4068	0.0	OFF	4068	0	0.00	0	63.1	63.1	63.1
6-7 PM	3832	0.0	OFF	3832	0	0.00	0	64.6	64.6	64.6
7-8 PM	3324	0.0	OFF	3324	0	0.00	0	66.6	66.6	66.6
8-9 PM	2702	0.0	OFF	2702	0	0.00	0	67.4	67.4	67.4
9-10 PM	2620	0.0	OFF	2620	0	0.00	0	67.5	67.5	67.5
10-11 PM	2122	0.0	OFF	2122	0	0.00	0	68.1	68.1	68.1
11PM-MID	1535	0.0	OFF	1535	0	0.00	0	68.8	68.8	68.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0321
'DIVERSION'	0.0114

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,572
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

