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|---|--|
| 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

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 | 563 | 0.0 | OFF | 563 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 1-2 AM | 398 | 0.0 | OFF | 398 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 370 | 0.0 | OFF | 370 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 367 | 0.0 | OFF | 367 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 750 | 0.0 | OFF | 750 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 5-6 AM | 1750 | 0.0 | OFF | 1750 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 6-7 AM | 2897 | 0.0 | OFF | 2897 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 7-8 AM | 3191 | 0.0 | OFF | 3191 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 8-9 AM | 2867 | 0.0 | OFF | 2867 | 0 | 0.00 | 0 | 67.2 | 67.2 | 67.2 |
| 9-10 AM | 2449 | 0.0 | OFF | 2449 | 0 | 0.00 | 0 | 67.7 | 67.7 | 67.7 |
| 10-11 AM | 2603 | 0.0 | 1499 | 1952 | 651 | 13.05+ | 325 | 67.5 | 13.0 | 32.3 |
| 11AM-NOON | 2905 | 0.0 | 1499 | 1500 | 1405 | 16.30+ | 399 | 67.1 | 10.8 | 30.8 |
| NOON-1PM | 3193 | 0.0 | 1500 | 1500 | 1693 | 16.28+ | 400 | 66.8 | 10.8 | 30.8 |
| 1-2 PM | 3340 | 0.0 | 1500 | 1500 | 1840 | 16.27+ | 400 | 66.6 | 10.8 | 30.8 |
| 2-3 PM | 4241 | 0.0 | 1500 | 1500 | 2741 | 16.03+ | 400 | 61.9 | 10.8 | 30.8 |
| 3-4 PM | 5009 | 0.0 | OFF | 5009 | 0 | 1.25 | 103 | 56.6 | 42.4 | 42.4 |
| 4-5 PM | 5568 | 0.0 | OFF | 5568 | 0 | 0.00 | 0 | 52.8 | 52.8 | 52.8 |
| 5-6 PM | 5550 | 0.0 | OFF | 5550 | 0 | 0.00 | 0 | 52.9 | 52.9 | 52.9 |
| 6-7 PM | 3587 | 0.0 | OFF | 3587 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 7-8 PM | 2524 | 0.0 | OFF | 2524 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 8-9 PM | 2128 | 0.0 | OFF | 2128 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 9-10 PM | 1973 | 0.0 | OFF | 1973 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 |
| 10-11 PM | 1525 | 0.0 | OFF | 1525 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 |
| 11PM-MID | 966 | 0.0 | OFF | 966 | 0 | 0.00 | 0 | 69.6 | 69.6 | 69.6 |

"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 |

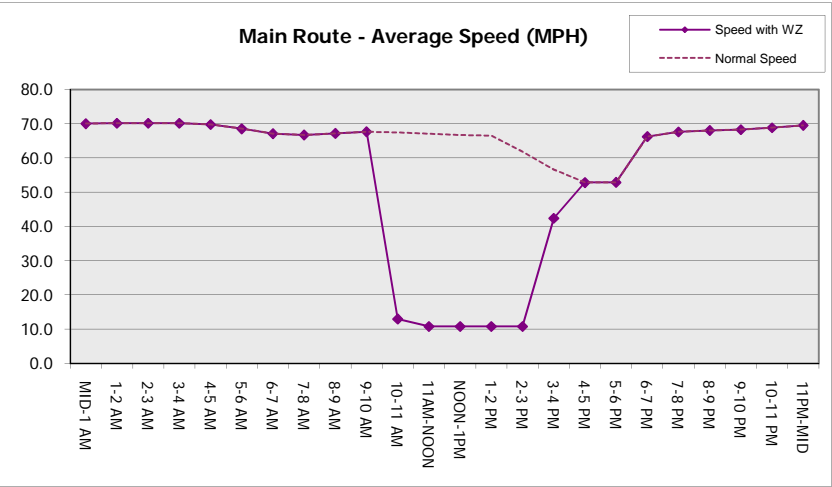
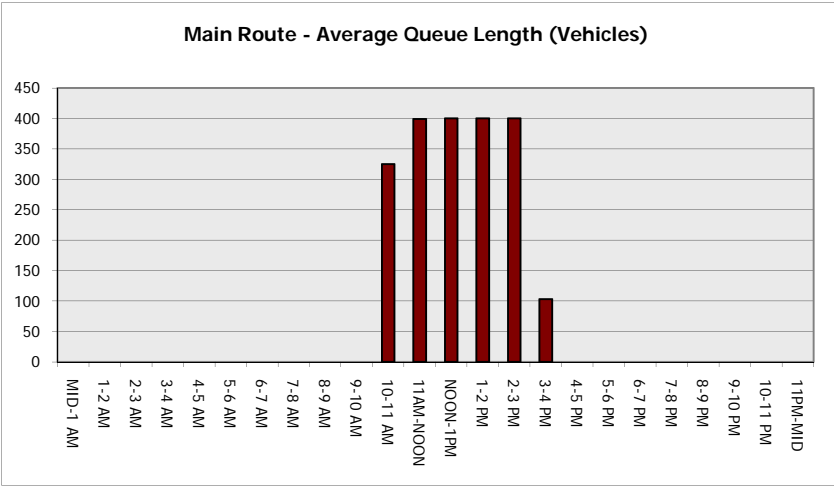
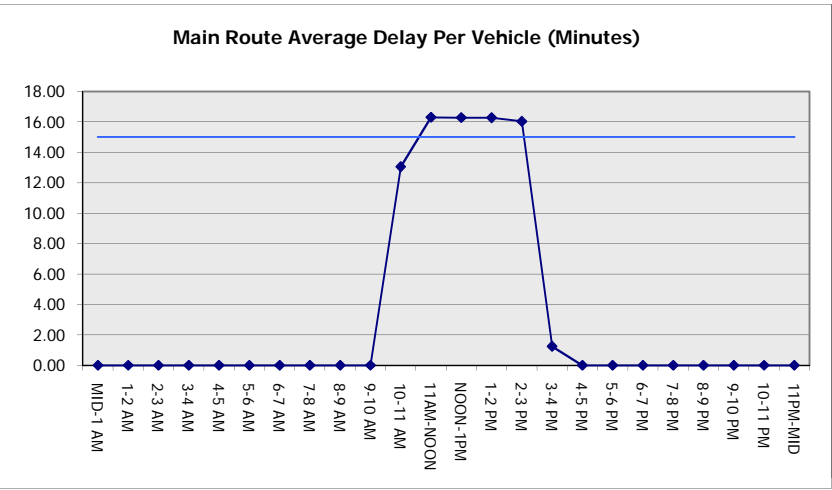
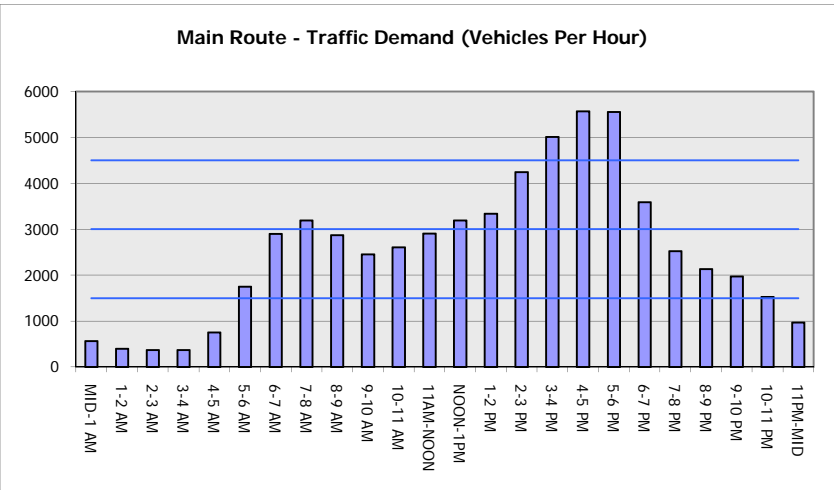
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0338 |
| MAIN ROUTE WITH WORKS | 0.0286 |
| 'DIVERSION' | 0.0107 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$56,594 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



| | |
|---|--|
| 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

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 | 604 | 0.0 | OFF | 604 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 1-2 AM | 310 | 0.0 | OFF | 310 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 277 | 0.0 | OFF | 277 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 315 | 0.0 | OFF | 315 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 532 | 0.0 | OFF | 532 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 5-6 AM | 2008 | 0.0 | OFF | 2008 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 6-7 AM | 4512 | 0.0 | OFF | 4512 | 0 | 0.00 | 0 | 60.1 | 60.1 | 60.1 |
| 7-8 AM | 5580 | 0.0 | OFF | 5580 | 0 | 0.00 | 0 | 52.7 | 52.7 | 52.7 |
| 8-9 AM | 4409 | 0.0 | OFF | 4409 | 0 | 0.00 | 0 | 60.7 | 60.7 | 60.7 |
| 9-10 AM | 2791 | 0.0 | OFF | 2791 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 10-11 AM | 2671 | 0.0 | 1499 | 1838 | 833 | 13.39+ | 333 | 67.4 | 12.7 | 34.7 |
| 11AM-NOON | 2756 | 0.0 | 1499 | 1500 | 1256 | 16.31+ | 399 | 67.3 | 10.8 | 30.8 |
| NOON-1PM | 2889 | 0.0 | 1500 | 1500 | 1389 | 16.30+ | 400 | 67.1 | 10.8 | 30.8 |
| 1-2 PM | 2901 | 0.0 | 1500 | 1500 | 1401 | 16.30+ | 400 | 67.1 | 10.8 | 30.8 |
| 2-3 PM | 3273 | 0.0 | 1500 | 1500 | 1773 | 16.28+ | 400 | 66.7 | 10.8 | 30.8 |
| 3-4 PM | 3470 | 0.0 | OFF | 3470 | 0 | 0.30 | 22 | 66.4 | 60.6 | 60.6 |
| 4-5 PM | 3532 | 0.0 | OFF | 3532 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 5-6 PM | 3721 | 0.0 | OFF | 3721 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |
| 6-7 PM | 2905 | 0.0 | OFF | 2905 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 7-8 PM | 2387 | 0.0 | OFF | 2387 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 8-9 PM | 2107 | 0.0 | OFF | 2107 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 9-10 PM | 2025 | 0.0 | OFF | 2025 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 10-11 PM | 1463 | 0.0 | OFF | 1463 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 |
| 11PM-MID | 993 | 0.0 | OFF | 993 | 0 | 0.00 | 0 | 69.5 | 69.5 | 69.5 |

"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 | 0.0325 |
| MAIN ROUTE WITH WORKS | 0.0283 |
| 'DIVERSION' | 0.0086 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$49,577 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

