

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER Analyzed for 2009 Construction Season
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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	OFF	705	0	0.00	0	69.9	69.9	69.9	
1-2 AM	510	0.0	OFF	510	0	0.00	0	70.1	70.1	70.1	
2-3 AM	500	0.0	OFF	500	0	0.00	0	70.1	70.1	70.1	
3-4 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2	
4-5 AM	732	0.0	OFF	732	0	0.00	0	69.8	69.8	69.8	
5-6 AM	1702	0.0	OFF	1702	0	0.00	0	68.6	68.6	68.6	
6-7 AM	2956	0.0	OFF	2956	0	0.00	0	67.1	67.1	67.1	
7-8 AM	3404	0.0	OFF	3404	0	0.00	0	66.5	66.5	66.5	
8-9 AM	2984	0.0	OFF	2984	0	0.00	0	67.0	67.0	67.0	
9-10 AM	2791	0.0	OFF	2791	0	0.00	0	67.3	67.3	67.3	
10-11 AM	2949	0.0	2999	2949	0	0.74	2	67.1	54.3	38.3	
11AM-NOON	3378	0.0	3000	3378	0	3.39	172	66.5	32.0	37.3	
NOON-1PM	3859	0.0	3000	3409	450	13.17+	711	64.5	13.6	37.3	
1-2 PM	4037	0.0	3000	3027	1010	15.72+	837	63.3	12.3	37.3	
2-3 PM	4812	0.0	3000	3015	1797	15.69+	855	58.0	12.2	37.3	
3-4 PM	5504	0.0	OFF	5504	0	6.20	593	53.3	20.7	20.7	
4-5 PM	5954	0.0	OFF	5954	0	3.25	322	50.2	28.3	28.3	
5-6 PM	5574	0.0	OFF	5574	0	1.21	105	52.8	40.4	40.4	
6-7 PM	4035	0.0	OFF	4035	0	0.00	0	63.3	63.3	63.3	
7-8 PM	2917	0.0	OFF	2917	0	0.00	0	67.1	67.1	67.1	
8-9 PM	2203	0.0	OFF	2203	0	0.00	0	68.0	68.0	68.0	
9-10 PM	2257	0.0	OFF	2257	0	0.00	0	67.9	67.9	67.9	
10-11 PM	1960	0.0	OFF	1960	0	0.00	0	68.3	68.3	68.3	
11PM-MID	1421	0.0	OFF	1421	0	0.00	0	69.0	69.0	69.0	

"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	0.0348
'DIVERSION'	0.0042
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,487
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

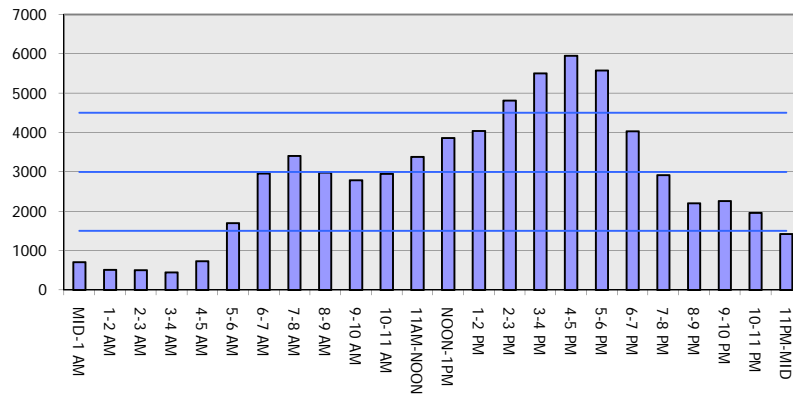
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OCTOBER

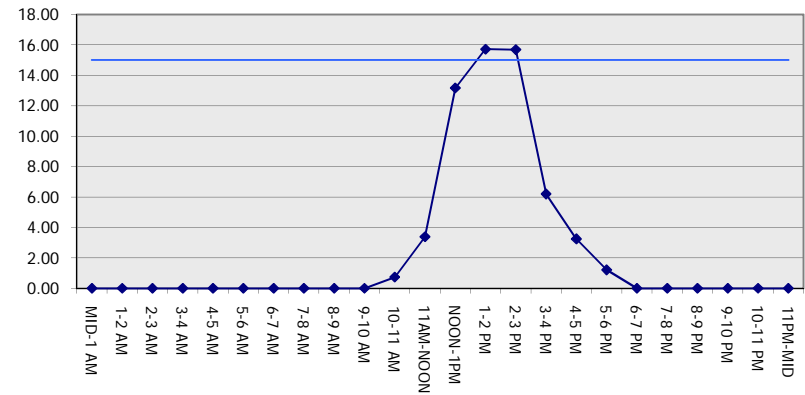
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

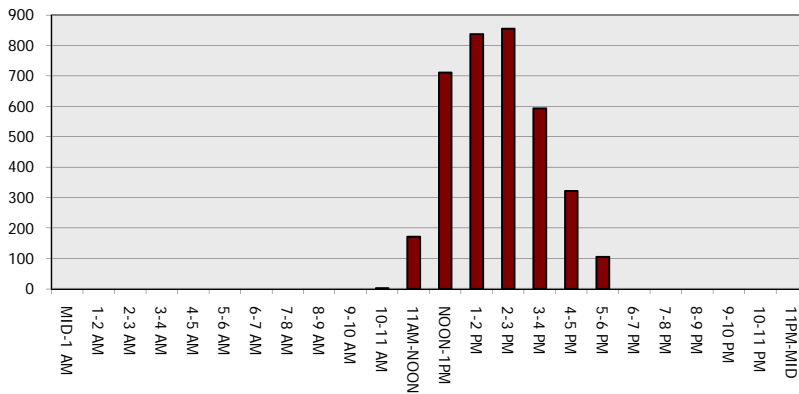
Main Route - Traffic Demand (Vehicles Per Hour)



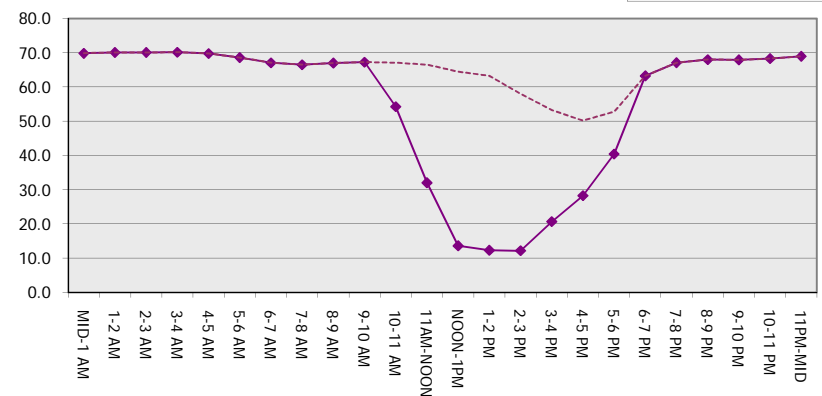
Main Route Average Delay Per Vehicle (Minutes)



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	678	0.0	OFF	678	0	0.00	0	69.9	69.9	69.9
1-2 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2
2-3 AM	363	0.0	OFF	363	0	0.00	0	70.2	70.2	70.2
3-4 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2
4-5 AM	599	0.0	OFF	599	0	0.00	0	70.0	70.0	70.0
5-6 AM	1951	0.0	OFF	1951	0	0.00	0	68.3	68.3	68.3
6-7 AM	4634	0.0	OFF	4634	0	0.00	0	59.2	59.2	59.2
7-8 AM	5979	0.0	OFF	5979	0	0.00	0	50.0	50.0	50.0
8-9 AM	4554	0.0	OFF	4554	0	0.00	0	59.7	59.7	59.7
9-10 AM	3397	0.0	OFF	3397	0	0.00	0	66.5	66.5	66.5
10-11 AM	3245	0.0	2999	3245	0	2.70	120	66.7	35.9	37.3
11AM-NOON	3447	0.0	3000	3447	0	8.64	459	66.4	17.8	37.3
NOON-1PM	3541	0.0	2999	3158	383	15.47+	815	66.3	12.4	37.3
1-2 PM	3542	0.0	2999	2997	545	15.82+	833	66.3	12.3	37.3
2-3 PM	4163	0.0	2999	2995	1168	15.69+	838	62.4	12.3	37.3
3-4 PM	4189	0.0	OFF	4189	0	2.30	195	62.2	37.0	37.0
4-5 PM	4001	0.0	OFF	4001	0	0.00	0	63.5	63.5	63.5
5-6 PM	4294	0.0	OFF	4294	0	0.00	0	61.5	61.5	61.5
6-7 PM	3836	0.0	OFF	3836	0	0.00	0	64.6	64.6	64.6
7-8 PM	3152	0.0	OFF	3152	0	0.00	0	66.8	66.8	66.8
8-9 PM	2627	0.0	OFF	2627	0	0.00	0	67.4	67.4	67.4
9-10 PM	2584	0.0	OFF	2584	0	0.00	0	67.5	67.5	67.5
10-11 PM	1935	0.0	OFF	1935	0	0.00	0	68.3	68.3	68.3
11PM-MID	1519	0.0	OFF	1519	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	0.0384
MAIN ROUTE WITH WORKS	0.0362
'DIVERSION'	0.0027

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,105
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

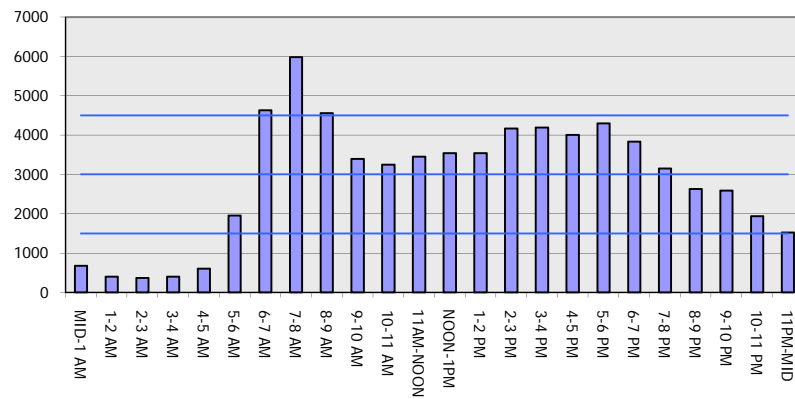
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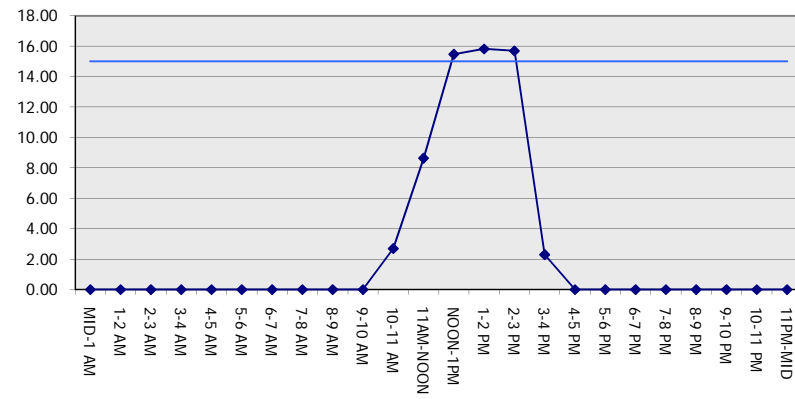
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

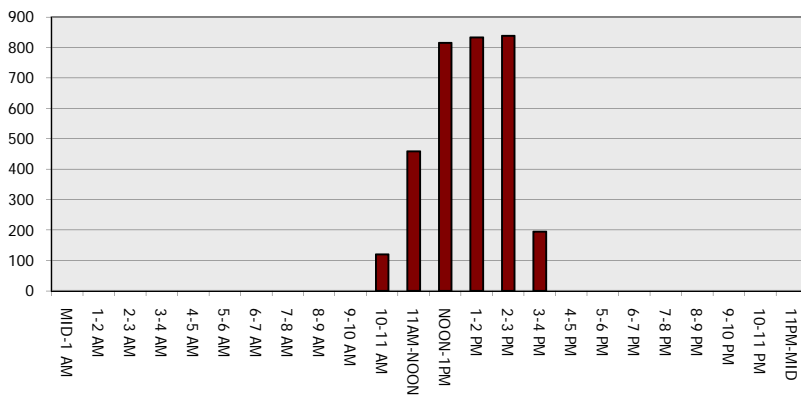
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

