

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	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	1499	1675	1274	14.27+	361	67.1	12.0	35.9	
11AM-NOON	3378	0.0	1499	1744	1635	15.58+	385	66.5	11.2	30.8	
NOON-1PM	3859	0.0	1500	1500	2359	16.17+	400	64.5	10.8	30.8	
1-2 PM	4037	0.0	1500	1500	2537	16.11+	400	63.3	10.8	30.8	
2-3 PM	4812	0.0	1500	1500	3312	15.80+	400	58.0	10.8	30.8	
3-4 PM	5504	0.0	OFF	5504	0	1.99	177	53.3	35.3	35.3	
4-5 PM	5954	0.0	OFF	5954	0	0.00	0	50.2	50.2	50.2	
5-6 PM	5574	0.0	OFF	5574	0	0.00	0	52.8	52.8	52.8	
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	0.0
(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	0
(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	0.0309
'DIVERSION'	0.0143
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,591
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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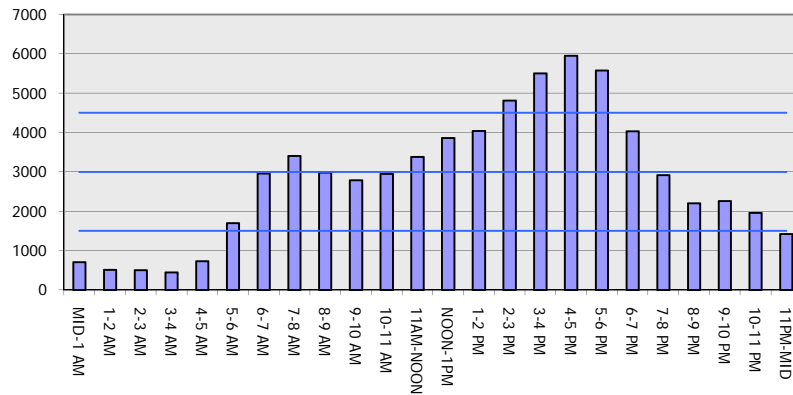
OCTOBER

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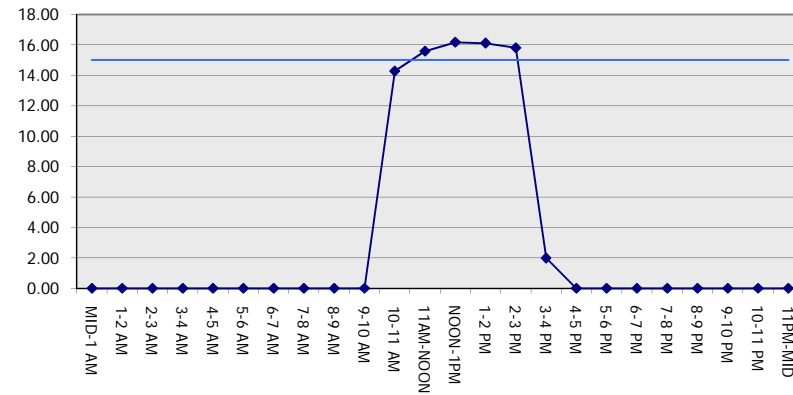
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

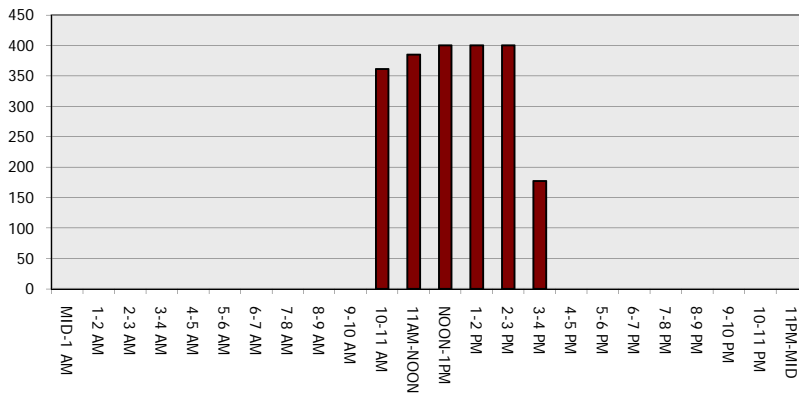
Main Route - Traffic Demand (Vehicles Per Hour)



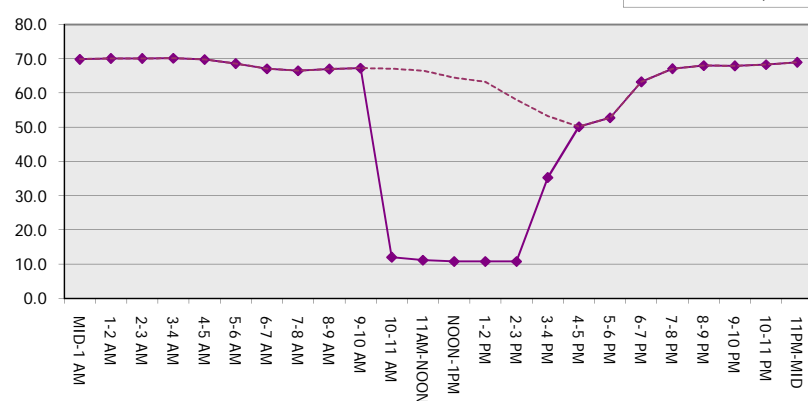
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1550	1695	16.48+	412	66.7	10.7	36.6
11AM-NOON	3447	0.0	1499	1648	1800	14.38+	379	66.4	12.0	35.9
NOON-1PM	3541	0.0	1499	1636	1905	15.87+	390	66.3	11.0	30.8
1-2 PM	3542	0.0	1500	1500	2042	16.25+	400	66.3	10.8	30.9
2-3 PM	4163	0.0	1500	1500	2663	16.06+	400	62.4	10.8	30.9
3-4 PM	4189	0.0	OFF	4189	0	0.44	30	62.2	55.1	55.1
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	0.0323
'DIVERSION'	0.0130

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,424
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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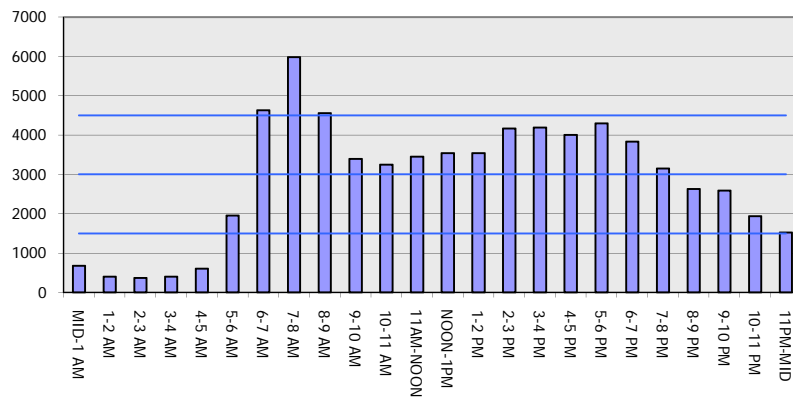
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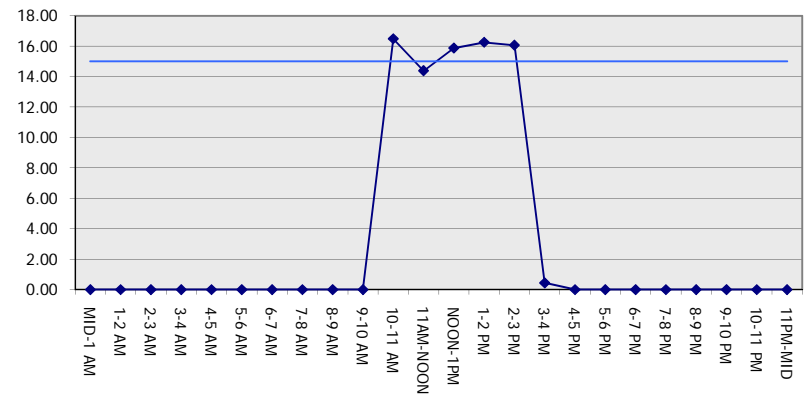
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

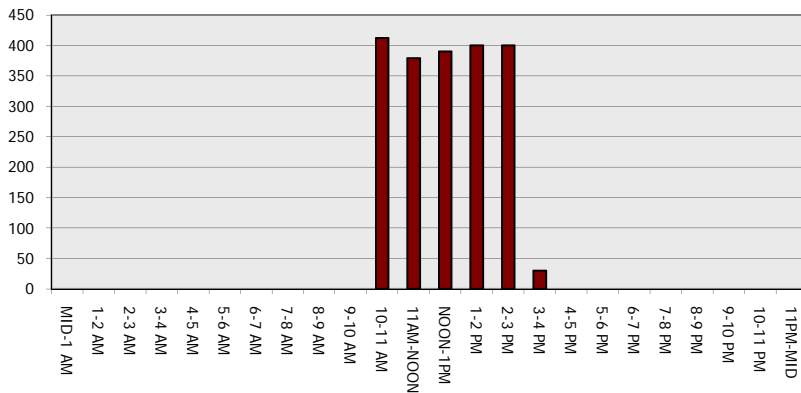
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

