

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

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	591	0.0	OFF	591	0	0.00	0	70.0	70.0	70.0
1-2 AM	435	0.0	OFF	435	0	0.00	0	70.2	70.2	70.2
2-3 AM	372	0.0	OFF	372	0	0.00	0	70.2	70.2	70.2
3-4 AM	385	0.0	OFF	385	0	0.00	0	70.2	70.2	70.2
4-5 AM	738	0.0	OFF	738	0	0.00	0	69.8	69.8	69.8
5-6 AM	1721	0.0	OFF	1721	0	0.00	0	68.6	68.6	68.6
6-7 AM	2945	0.0	OFF	2945	0	0.00	0	67.1	67.1	67.1
7-8 AM	3381	0.0	OFF	3381	0	0.00	0	66.5	66.5	66.5
8-9 AM	2912	0.0	OFF	2912	0	0.00	0	67.1	67.1	67.1
9-10 AM	2638	0.0	OFF	2638	0	0.00	0	67.4	67.4	67.4
10-11 AM	2649	0.0	1499	1900	749	13.22+	328	67.4	12.9	33.4
11AM-NOON	2950	0.0	1499	1500	1450	16.29+	399	67.1	10.8	30.8
NOON-1PM	3238	0.0	1500	1500	1738	16.28+	400	66.7	10.8	30.8
1-2 PM	3435	0.0	1500	1500	1935	16.27+	400	66.4	10.8	30.8
2-3 PM	4343	0.0	1500	1500	2843	15.99+	400	61.2	10.8	30.8
3-4 PM	5297	0.0	OFF	5297	0	1.34	113	54.6	40.6	40.6
4-5 PM	5621	0.0	OFF	5621	0	0.00	0	52.5	52.5	52.5
5-6 PM	5635	0.0	OFF	5635	0	0.00	0	52.4	52.4	52.4
6-7 PM	4085	0.0	OFF	4085	0	0.00	0	63.0	63.0	63.0
7-8 PM	2725	0.0	OFF	2725	0	0.00	0	67.4	67.4	67.4
8-9 PM	2171	0.0	OFF	2171	0	0.00	0	68.1	68.1	68.1
9-10 PM	1888	0.0	OFF	1888	0	0.00	0	68.4	68.4	68.4
10-11 PM	1409	0.0	OFF	1409	0	0.00	0	69.0	69.0	69.0
11PM-MID	937	0.0	OFF	937	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	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	0.0348
MAIN ROUTE WITH WORKS	0.0294
'DIVERSION'	0.0112
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,499
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)

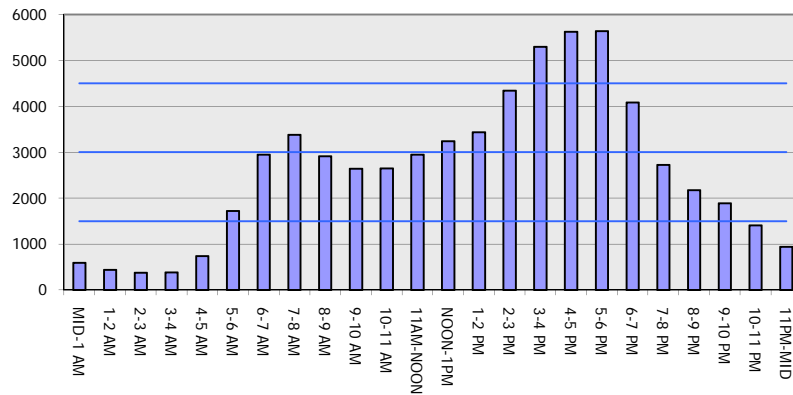
OCTOBER

Analyzed for 2009
 Construction Season

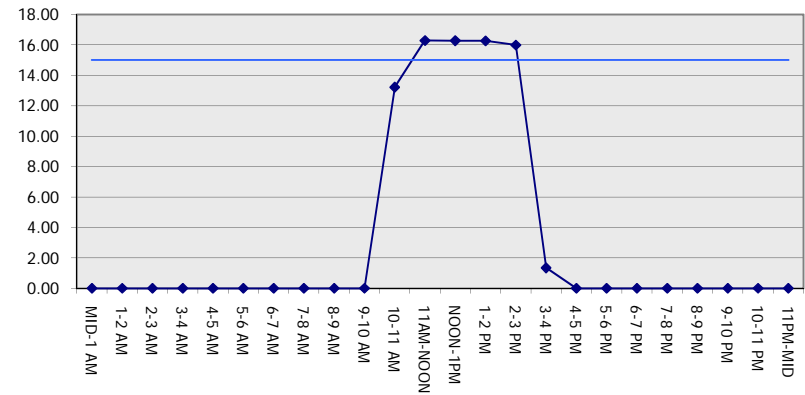
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION

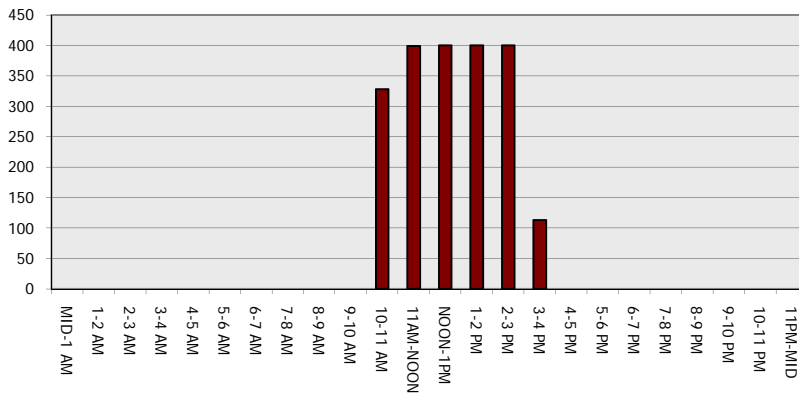
Main Route - Traffic Demand (Vehicles Per Hour)



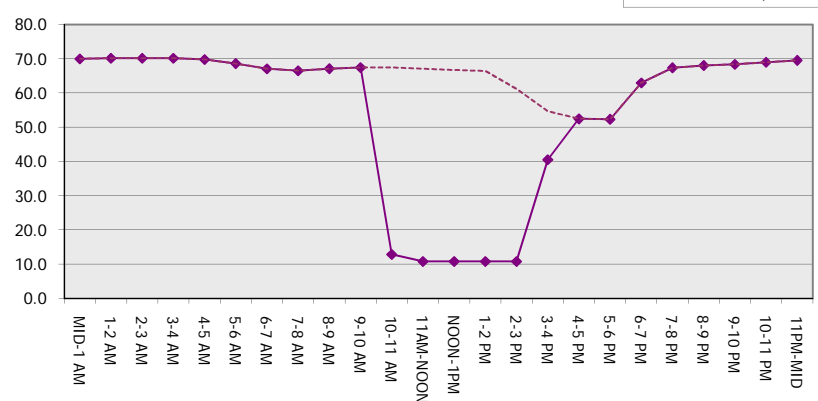
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT	
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	580	0.0	OFF	580	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	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
3-4 AM	318	0.0	OFF	318	0	0.00	0	70.2	70.2	70.2
4-5 AM	568	0.0	OFF	568	0	0.00	0	70.0	70.0	70.0
5-6 AM	1946	0.0	OFF	1946	0	0.00	0	68.3	68.3	68.3
6-7 AM	4650	0.0	OFF	4650	0	0.00	0	59.1	59.1	59.1
7-8 AM	5705	0.0	OFF	5705	0	0.00	0	51.9	51.9	51.9
8-9 AM	4654	0.0	OFF	4654	0	0.00	0	59.1	59.1	59.1
9-10 AM	3198	0.0	OFF	3198	0	0.00	0	66.8	66.8	66.8
10-11 AM	2820	0.0	1499	1675	1145	14.18+	359	67.3	12.1	35.8
11AM-NOON	2834	0.0	1499	1797	1037	15.42+	382	67.2	11.3	30.8
NOON-1PM	2914	0.0	1500	1500	1414	16.30+	400	67.1	10.8	30.8
1-2 PM	2960	0.0	1500	1500	1460	16.29+	400	67.1	10.8	30.8
2-3 PM	3222	0.0	1500	1500	1722	16.28+	400	66.8	10.8	30.8
3-4 PM	3571	0.0	OFF	3571	0	0.61	45	66.3	55.6	55.6
4-5 PM	3579	0.0	OFF	3579	0	0.00	0	66.3	66.3	66.3
5-6 PM	3679	0.0	OFF	3679	0	0.00	0	65.7	65.7	65.7
6-7 PM	3061	0.0	OFF	3061	0	0.00	0	66.9	66.9	66.9
7-8 PM	2349	0.0	OFF	2349	0	0.00	0	67.8	67.8	67.8
8-9 PM	1971	0.0	OFF	1971	0	0.00	0	68.3	68.3	68.3
9-10 PM	1883	0.0	OFF	1883	0	0.00	0	68.4	68.4	68.4
10-11 PM	1410	0.0	OFF	1410	0	0.00	0	69.0	69.0	69.0
11PM-MID	947	0.0	OFF	947	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	0.0331
MAIN ROUTE WITH WORKS	0.0288
'DIVERSION'	0.0087

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,171
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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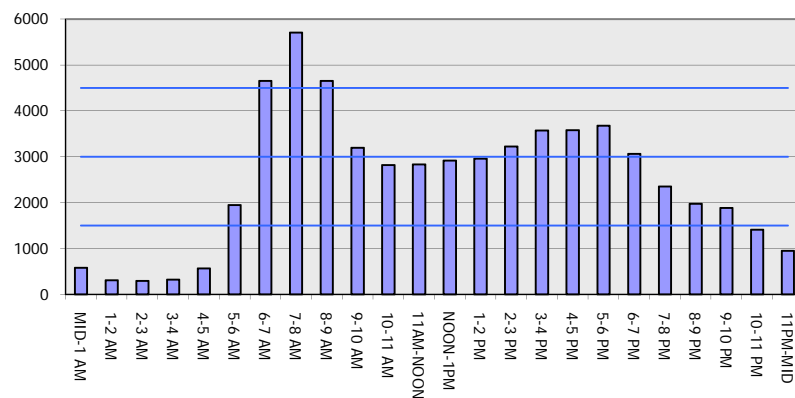
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

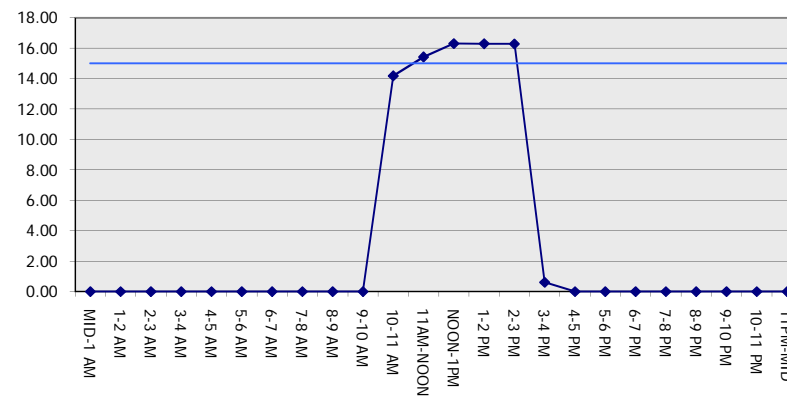
MON-THUR

EASTBOUND DIRECTION

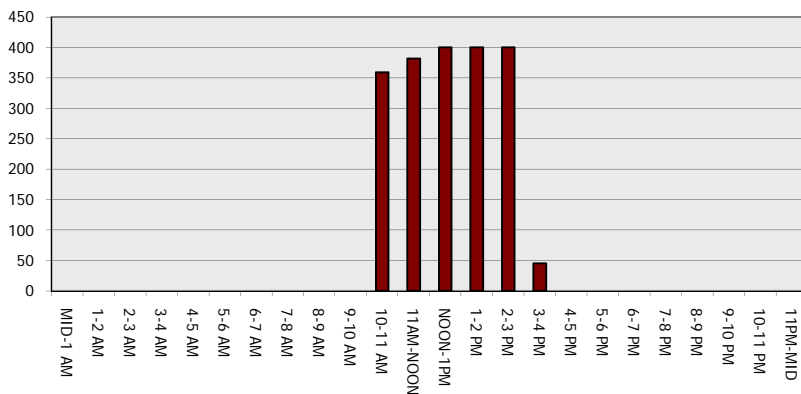
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

