

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
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SUMMARY OF TRAFFIC MODEL OUTPUT	
SATURDAY	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	1085	0.0	OFF	1085	0	0.00	0	69.4	69.4	69.4	
1-2 AM	762	0.0	OFF	762	0	0.00	0	69.8	69.8	69.8	
2-3 AM	778	0.0	OFF	778	0	0.00	0	69.7	69.7	69.7	
3-4 AM	544	0.0	OFF	544	0	0.00	0	70.0	70.0	70.0	
4-5 AM	575	0.0	OFF	575	0	0.00	0	70.0	70.0	70.0	
5-6 AM	881	0.0	OFF	881	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1338	0.0	OFF	1338	0	0.00	0	69.1	69.1	69.1	
7-8 AM	1783	0.0	OFF	1783	0	0.00	0	68.5	68.5	68.5	
8-9 AM	2424	0.0	1499	1891	533	11.44+	297	67.8	14.4	30.8	
9-10 AM	2922	0.0	1500	1500	1422	16.30+	400	67.1	10.8	30.8	
10-11 AM	3333	0.0	1500	1500	1833	16.27+	400	66.6	10.8	30.8	
11AM-NOON	3661	0.0	1500	1500	2161	16.24+	400	65.8	10.8	30.8	
NOON-1PM	3920	0.0	1500	1500	2420	16.15+	400	64.1	10.8	30.8	
1-2 PM	3685	0.0	1500	1500	2185	16.23+	400	65.7	10.8	30.8	
2-3 PM	3796	0.0	1500	1500	2296	16.19+	400	64.9	10.8	30.8	
3-4 PM	3591	0.0	1500	1500	2091	16.26+	400	66.3	10.8	30.8	
4-5 PM	3529	0.0	1500	1500	2029	16.26+	400	66.3	10.8	30.8	
5-6 PM	3254	0.0	1500	1500	1754	16.28+	400	66.7	10.8	30.8	
6-7 PM	2940	0.0	OFF	2940	0	0.27	24	67.1	61.7	61.7	
7-8 PM	2345	0.0	OFF	2345	0	0.00	0	67.8	67.8	67.8	
8-9 PM	1996	0.0	OFF	1996	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1968	0.0	OFF	1968	0	0.00	0	68.3	68.3	68.3	
10-11 PM	2108	0.0	OFF	2108	0	0.00	0	68.1	68.1	68.1	
11PM-MID	1493	0.0	OFF	1493	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	0.0305
MAIN ROUTE WITH WORKS	0.0190
'DIVERSION'	0.0241
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,651
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

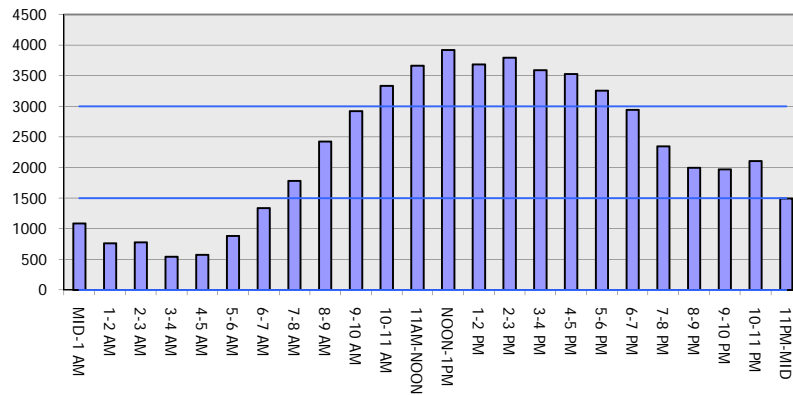
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NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

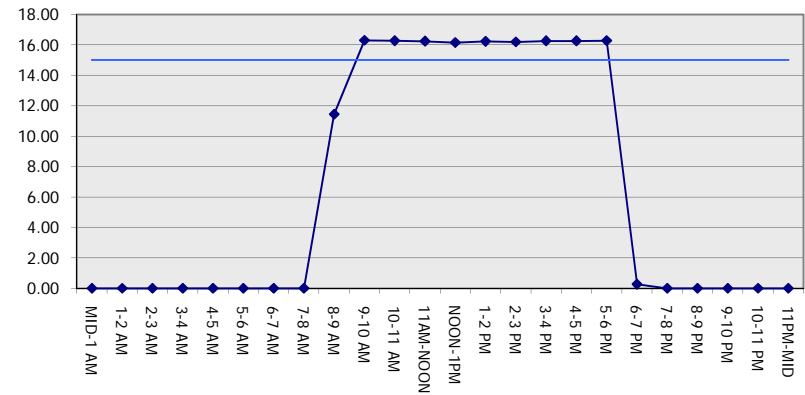
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

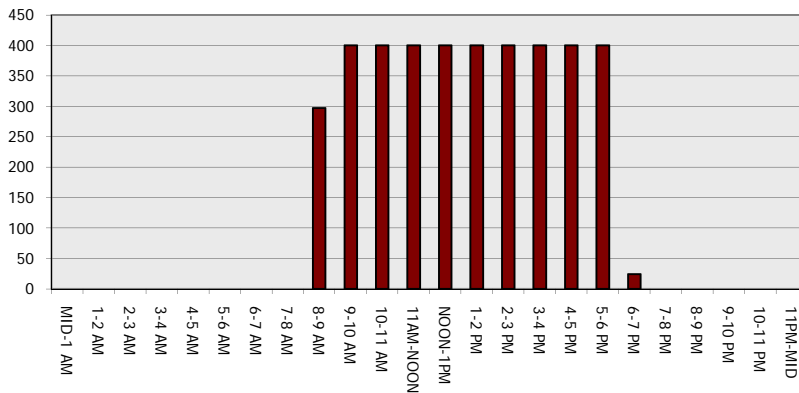
Main Route - Traffic Demand (Vehicles Per Hour)



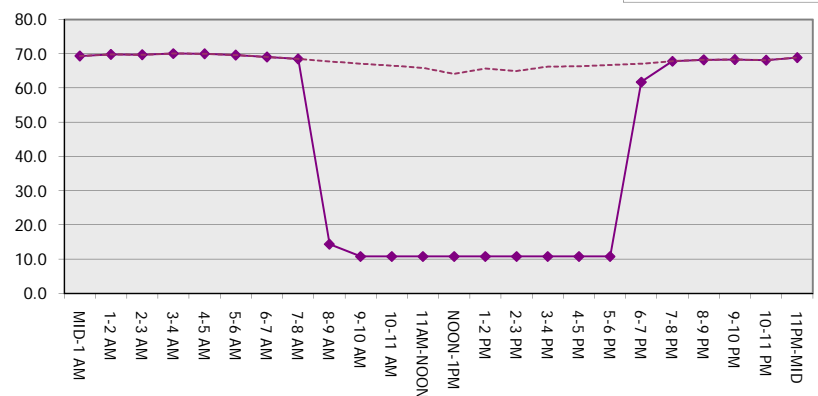
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	971	0.0	OFF	971	0	0.00	0	69.6	69.6	69.6	
1-2 AM	519	0.0	OFF	519	0	0.00	0	70.1	70.1	70.1	
2-3 AM	433	0.0	OFF	433	0	0.00	0	70.2	70.2	70.2	
3-4 AM	372	0.0	OFF	372	0	0.00	0	70.2	70.2	70.2	
4-5 AM	446	0.0	OFF	446	0	0.00	0	70.2	70.2	70.2	
5-6 AM	815	0.0	OFF	815	0	0.00	0	69.7	69.7	69.7	
6-7 AM	1254	0.0	OFF	1254	0	0.00	0	69.2	69.2	69.2	
7-8 AM	1721	0.0	OFF	1721	0	0.00	0	68.6	68.6	68.6	
8-9 AM	2307	0.0	1499	1845	462	10.74+	286	67.9	15.2	30.8	
9-10 AM	2661	0.0	1500	1500	1161	16.31+	400	67.4	10.8	30.8	
10-11 AM	3001	0.0	1500	1500	1501	16.29+	400	67.0	10.8	30.8	
11AM-NOON	3267	0.0	1500	1500	1767	16.28+	400	66.7	10.8	30.8	
NOON-1PM	3497	0.0	1500	1500	1997	16.26+	400	66.4	10.8	30.8	
1-2 PM	3346	0.0	1500	1500	1846	16.27+	400	66.6	10.8	30.8	
2-3 PM	3435	0.0	1500	1500	1935	16.27+	400	66.4	10.8	30.8	
3-4 PM	3613	0.0	1500	1500	2113	16.25+	400	66.2	10.8	30.8	
4-5 PM	3727	0.0	1500	1500	2227	16.21+	400	65.4	10.8	30.8	
5-6 PM	3742	0.0	1500	1500	2242	16.21+	400	65.3	10.8	30.8	
6-7 PM	3513	0.0	OFF	3513	0	0.33	23	66.4	60.1	60.1	
7-8 PM	2932	0.0	OFF	2932	0	0.00	0	67.1	67.1	67.1	
8-9 PM	2338	0.0	OFF	2338	0	0.00	0	67.8	67.8	67.8	
9-10 PM	2296	0.0	OFF	2296	0	0.00	0	67.9	67.9	67.9	
10-11 PM	2059	0.0	OFF	2059	0	0.00	0	68.2	68.2	68.2	
11PM-MID	1614	0.0	OFF	1614	0	0.00	0	68.7	68.7	68.7	

"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	0.0300
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0222

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$142,826
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

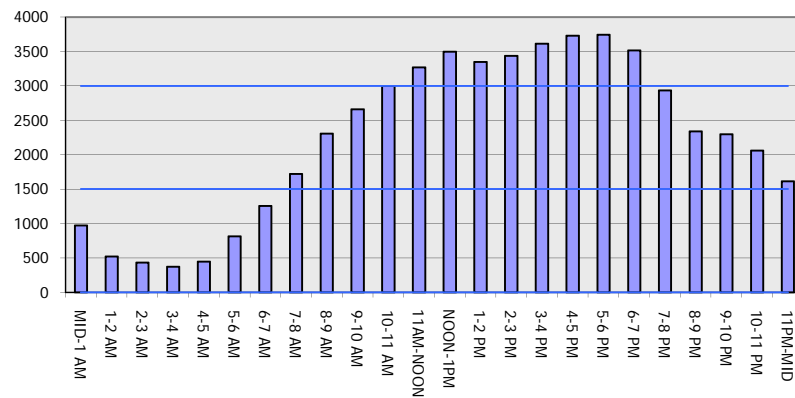
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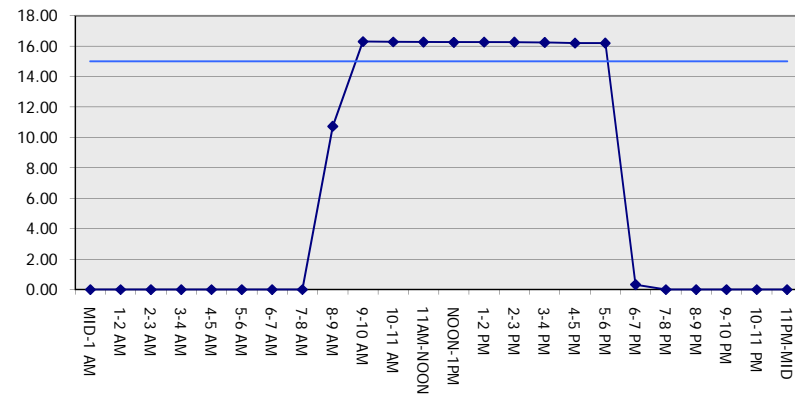
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

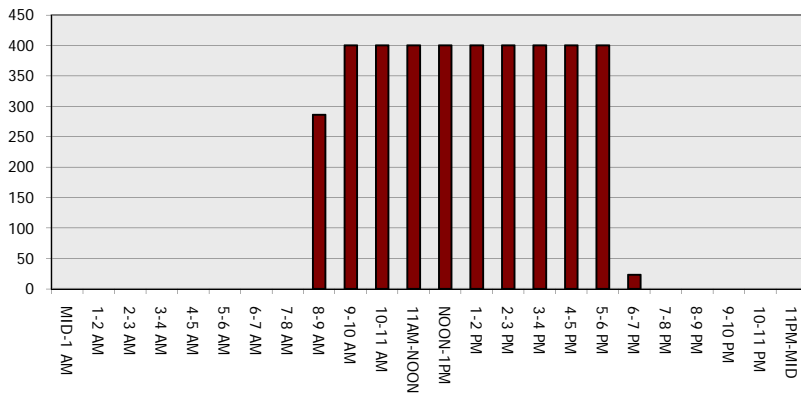
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

