

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	1105	0.0	OFF	1105	0	0.00	0	69.4	69.4	69.4
1-2 AM	838	0.0	OFF	838	0	0.00	0	69.7	69.7	69.7
2-3 AM	897	0.0	OFF	897	0	0.00	0	69.6	69.6	69.6
3-4 AM	483	0.0	OFF	483	0	0.00	0	70.1	70.1	70.1
4-5 AM	440	0.0	OFF	440	0	0.00	0	70.2	70.2	70.2
5-6 AM	519	0.0	OFF	519	0	0.00	0	70.1	70.1	70.1
6-7 AM	785	0.0	OFF	785	0	0.00	0	69.7	69.7	69.7
7-8 AM	1034	0.0	OFF	1034	0	0.00	0	69.4	69.4	69.4
8-9 AM	1504	0.0	OFF	1504	0	0.00	0	68.9	68.9	68.9
9-10 AM	2246	0.0	2999	2246	0	0.34	0	67.9	61.2	49.2
10-11 AM	2897	0.0	2999	2897	0	0.76	7	67.1	54.0	39.5
11AM-NOON	3528	0.0	3000	3528	0	4.78	263	66.3	26.5	37.3
NOON-1PM	3822	0.0	3000	3350	472	14.97+	796	64.8	12.6	37.3
1-2 PM	3923	0.0	2999	2964	959	15.79+	838	64.0	12.3	37.3
2-3 PM	3927	0.0	2999	2989	938	15.73+	835	64.0	12.3	37.3
3-4 PM	3931	0.0	2999	2994	937	15.72+	835	64.0	12.3	37.3
4-5 PM	3741	0.0	2999	2996	745	15.78+	834	65.3	12.3	37.3
5-6 PM	3464	0.0	2999	2997	467	15.82+	833	66.4	12.3	37.3
6-7 PM	3086	0.0	3000	2970	116	15.77+	829	66.9	12.4	37.3
7-8 PM	2674	0.0	OFF	2674	0	1.05	100	67.4	50.4	50.4
8-9 PM	1877	0.0	OFF	1877	0	0.00	0	68.4	68.4	68.4
9-10 PM	1634	0.0	OFF	1634	0	0.00	0	68.7	68.7	68.7
10-11 PM	1212	0.0	OFF	1212	0	0.00	0	69.2	69.2	69.2
11PM-MID	915	0.0	OFF	915	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	0.0281
MAIN ROUTE WITH WORKS	0.0235
'DIVERSION'	0.0060
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$115,456
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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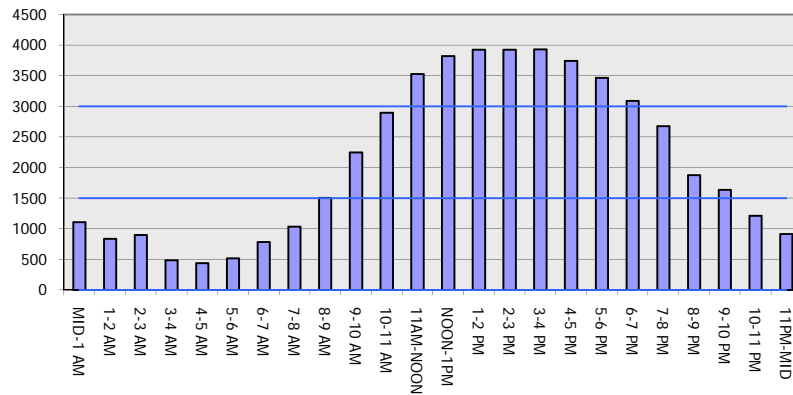
OCTOBER

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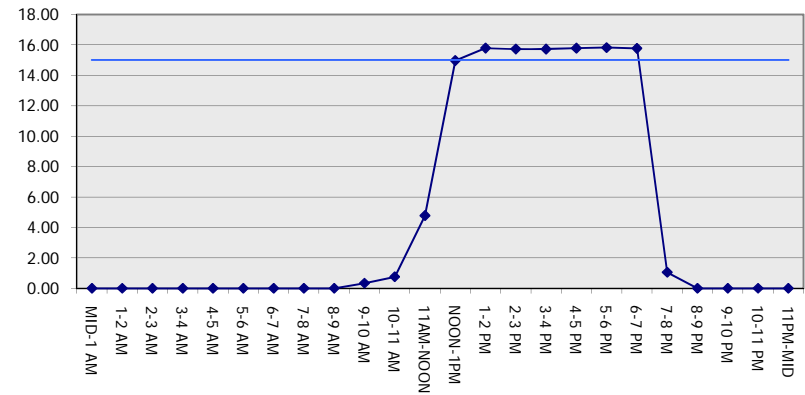
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

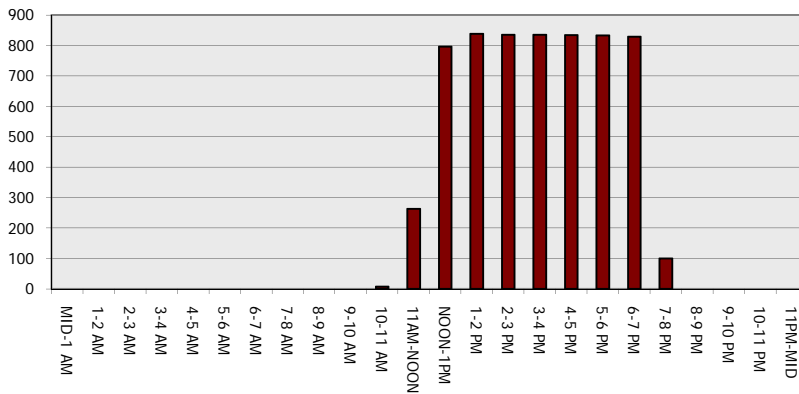
Main Route - Traffic Demand (Vehicles Per Hour)



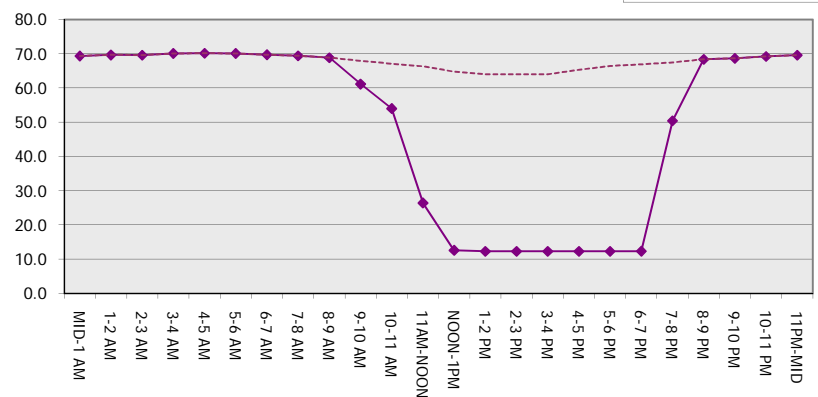
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	990	0.0	OFF	990	0	0.00	0	69.5	69.5	69.5
1-2 AM	547	0.0	OFF	547	0	0.00	0	70.0	70.0	70.0
2-3 AM	457	0.0	OFF	457	0	0.00	0	70.2	70.2	70.2
3-4 AM	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
4-5 AM	294	0.0	OFF	294	0	0.00	0	70.2	70.2	70.2
5-6 AM	464	0.0	OFF	464	0	0.00	0	70.2	70.2	70.2
6-7 AM	793	0.0	OFF	793	0	0.00	0	69.7	69.7	69.7
7-8 AM	1085	0.0	OFF	1085	0	0.00	0	69.4	69.4	69.4
8-9 AM	1520	0.0	OFF	1520	0	0.00	0	68.9	68.9	68.9
9-10 AM	1992	0.0	3000	1992	0	0.33	0	68.2	61.5	49.7
10-11 AM	2395	0.0	3000	2395	0	0.33	0	67.8	61.2	49.4
11AM-NOON	2748	0.0	2999	2748	0	0.56	0	67.3	57.0	41.5
NOON-1PM	3073	0.0	2999	3073	0	1.14	24	66.9	49.1	37.3
1-2 PM	3136	0.0	3000	3136	0	3.17	138	66.8	33.3	37.3
2-3 PM	3153	0.0	2999	3153	0	5.73	279	66.8	23.7	37.3
3-4 PM	3318	0.0	3000	3318	0	9.85	513	66.6	16.2	37.3
4-5 PM	3366	0.0	3000	3179	187	15.23+	801	66.6	12.5	37.3
5-6 PM	3325	0.0	2999	2995	330	15.82+	832	66.6	12.3	37.3
6-7 PM	3132	0.0	2999	2969	163	15.77+	829	66.8	12.4	37.3
7-8 PM	2600	0.0	OFF	2600	0	1.04	99	67.5	50.5	50.5
8-9 PM	2023	0.0	OFF	2023	0	0.00	0	68.2	68.2	68.2
9-10 PM	1718	0.0	OFF	1718	0	0.00	0	68.6	68.6	68.6
10-11 PM	1266	0.0	OFF	1266	0	0.00	0	69.2	69.2	69.2
11PM-MID	927	0.0	OFF	927	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	0.0248
MAIN ROUTE WITH WORKS	0.0225
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,213
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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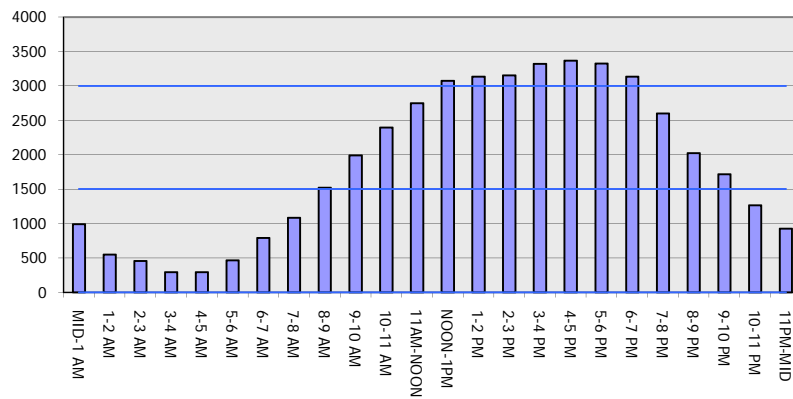
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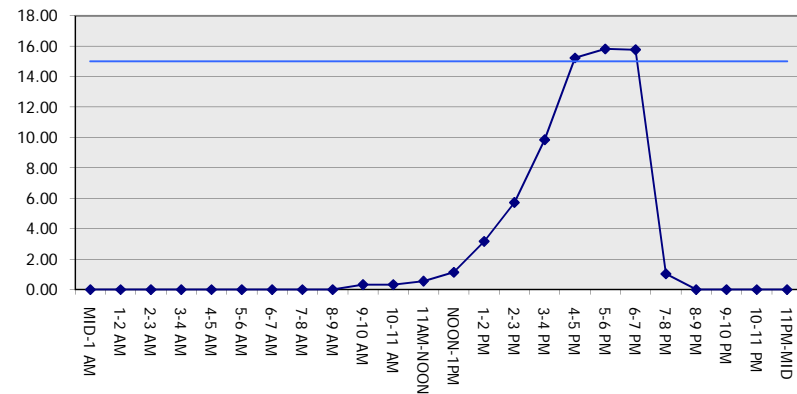
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

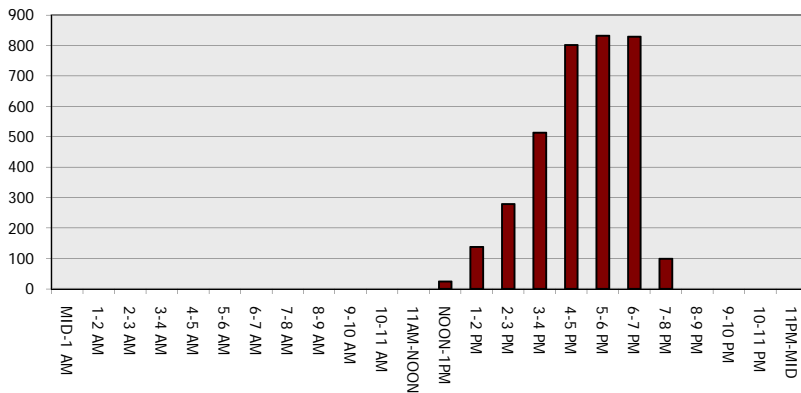
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

