

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

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	1499	1838	408	9.69+	266	67.9	16.4	30.8	
10-11 AM	2897	0.0	1499	1500	1397	16.30+	399	67.1	10.8	30.8	
11AM-NOON	3528	0.0	1499	1500	2028	16.26+	400	66.3	10.8	30.8	
NOON-1PM	3822	0.0	1500	1500	2322	16.18+	400	64.8	10.8	30.8	
1-2 PM	3923	0.0	1500	1500	2423	16.15+	400	64.0	10.8	30.8	
2-3 PM	3927	0.0	1500	1500	2427	16.15+	400	64.0	10.8	30.8	
3-4 PM	3931	0.0	1500	1500	2431	16.14+	400	64.0	10.8	30.8	
4-5 PM	3741	0.0	1500	1500	2241	16.21+	400	65.3	10.8	30.8	
5-6 PM	3464	0.0	1500	1500	1964	16.26+	400	66.4	10.8	30.8	
6-7 PM	3086	0.0	1500	1500	1586	16.29+	400	66.9	10.8	30.8	
7-8 PM	2674	0.0	OFF	2674	0	0.19	17	67.4	63.5	63.5	
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 (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	0.0281
MAIN ROUTE WITH WORKS	0.0164
'DIVERSION'	0.0248
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,054
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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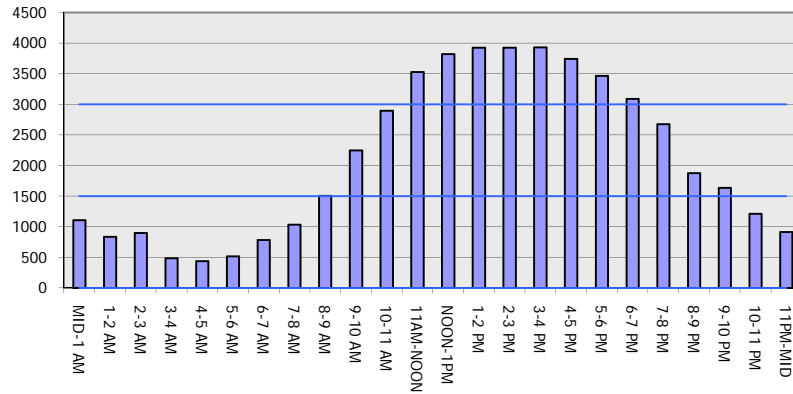
OCTOBER

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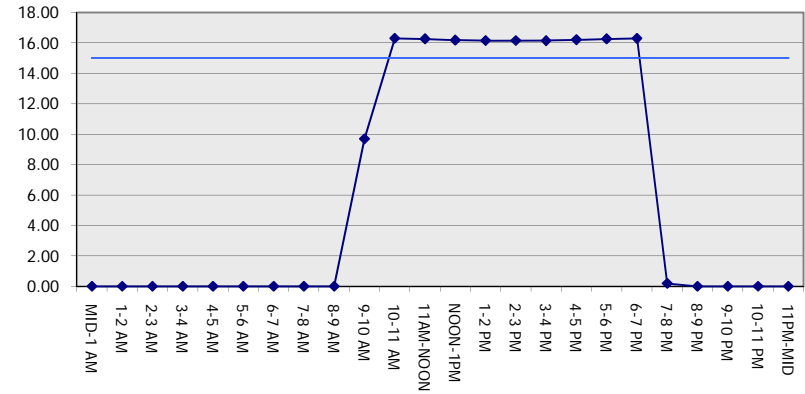
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

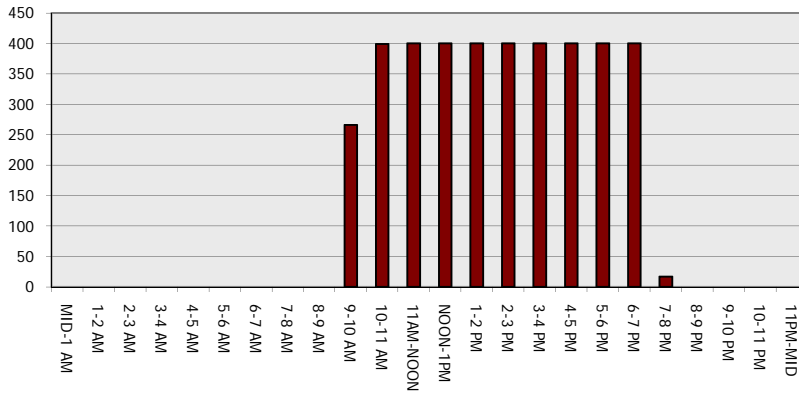
Main Route - Traffic Demand (Vehicles Per Hour)



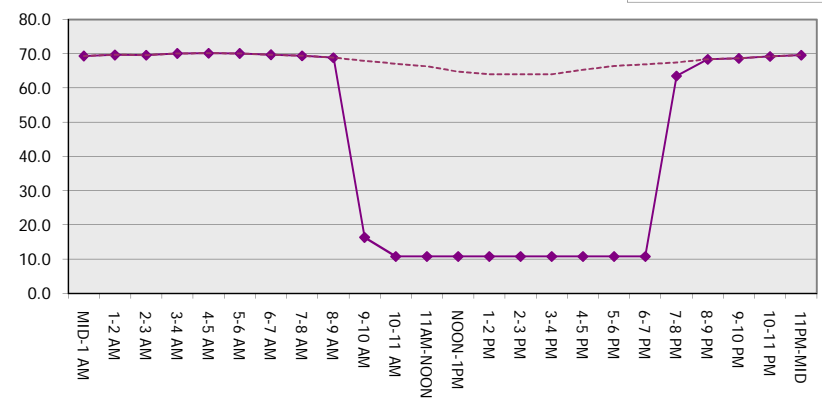
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1992	0	7.58	218	68.2	19.7	30.8	
10-11 AM	2395	0.0	1500	1454	942	16.14+	396	67.8	10.9	31.2	
11AM-NOON	2748	0.0	1500	1500	1248	16.31+	400	67.3	10.8	30.8	
NOON-1PM	3073	0.0	1500	1500	1573	16.29+	400	66.9	10.8	30.8	
1-2 PM	3136	0.0	1500	1500	1636	16.28+	400	66.8	10.8	30.8	
2-3 PM	3153	0.0	1500	1500	1653	16.28+	400	66.8	10.8	30.8	
3-4 PM	3318	0.0	1500	1500	1818	16.27+	400	66.6	10.8	30.8	
4-5 PM	3366	0.0	1500	1500	1866	16.27+	400	66.6	10.8	30.8	
5-6 PM	3325	0.0	1500	1500	1825	16.27+	400	66.6	10.8	30.8	
6-7 PM	3132	0.0	1500	1500	1632	16.28+	400	66.8	10.8	30.8	
7-8 PM	2600	0.0	OFF	2600	0	0.32	29	67.5	61.2	61.2	
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

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

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

MAIN ROUTE WITHOUT WORKS	0.0248
MAIN ROUTE WITH WORKS	0.0159
'DIVERSION'	0.0183

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$129,650
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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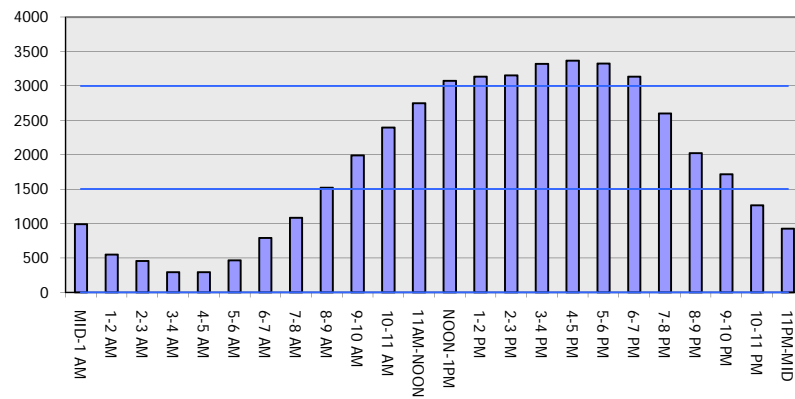
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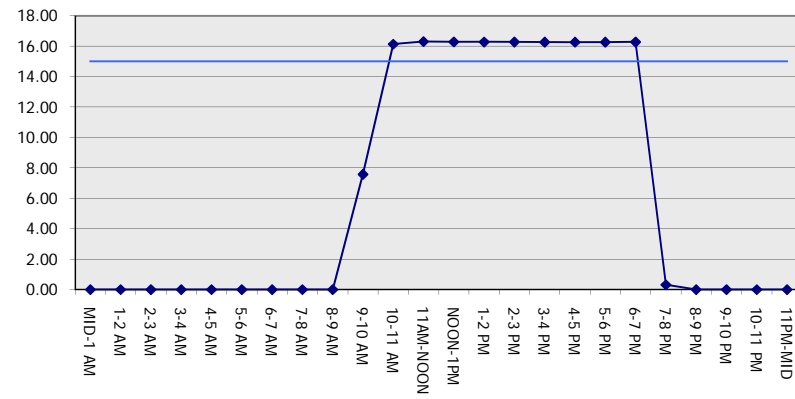
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

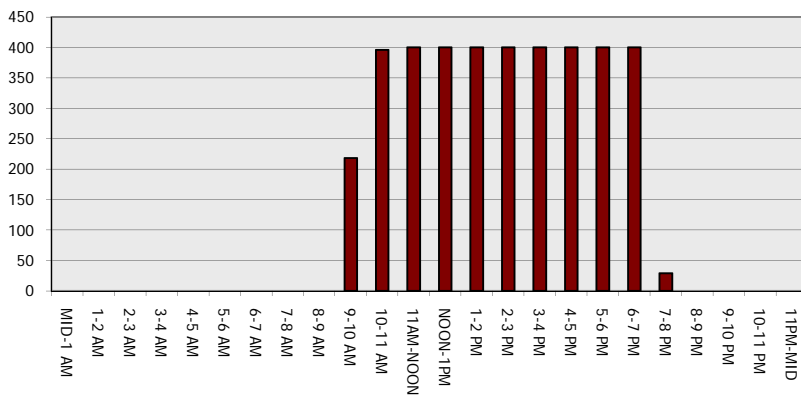
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

