

IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	736	0.0	1500	736	0	0.72	6	69.8	56.3	42.6	
1-2 AM	489	0.0	1500	489	0	0.53	0	70.1	59.6	43.5	
2-3 AM	407	0.0	1500	407	0	0.52	0	70.2	59.7	43.8	
3-4 AM	399	0.0	1500	399	0	0.52	0	70.2	59.7	43.9	
4-5 AM	818	0.0	1500	818	0	0.57	0	69.7	58.7	42.4	
5-6 AM	1802	0.0	OFF	1802	0	0.00	0	68.5	68.5	68.5	
6-7 AM	2778	0.0	OFF	2778	0	0.00	0	67.3	67.3	67.3	
7-8 AM	3210	0.0	OFF	3210	0	0.00	0	66.8	66.8	66.8	
8-9 AM	2879	0.0	OFF	2879	0	0.00	0	67.1	67.1	67.1	
9-10 AM	2820	0.0	OFF	2820	0	0.00	0	67.3	67.3	67.3	
10-11 AM	2803	0.0	OFF	2803	0	0.00	0	67.3	67.3	67.3	
11AM-NOON	3045	0.0	OFF	3045	0	0.00	0	66.9	66.9	66.9	
NOON-1PM	3365	0.0	OFF	3365	0	0.00	0	66.6	66.6	66.6	
1-2 PM	3330	0.0	OFF	3330	0	0.00	0	66.6	66.6	66.6	
2-3 PM	4271	0.0	OFF	4271	0	0.00	0	61.7	61.7	61.7	
3-4 PM	5255	0.0	OFF	5255	0	0.00	0	55.0	55.0	55.0	
4-5 PM	5702	0.0	OFF	5702	0	0.00	0	51.9	51.9	51.9	
5-6 PM	5576	0.0	OFF	5576	0	0.00	0	52.8	52.8	52.8	
6-7 PM	3799	0.0	OFF	3799	0	0.00	0	64.9	64.9	64.9	
7-8 PM	2677	0.0	1499	1643	1034	14.29+	362	67.4	12.0	36.0	
8-9 PM	2126	0.0	1499	1747	378	14.02+	351	68.1	12.2	31.5	
9-10 PM	1984	0.0	1499	1500	484	16.35+	399	68.2	10.8	30.8	
10-11 PM	1785	0.0	1500	1500	285	16.36+	399	68.5	10.8	30.8	
11PM-MID	1202	0.0	1499	1202	0	10.61	274	69.2	15.4	32.8	

"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	0.0352
MAIN ROUTE WITH WORKS	0.0333
'DIVERSION'	0.0028
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,402
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

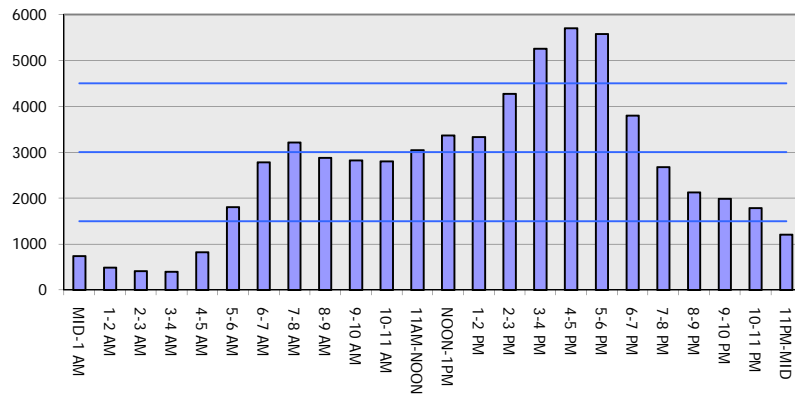
AUGUST

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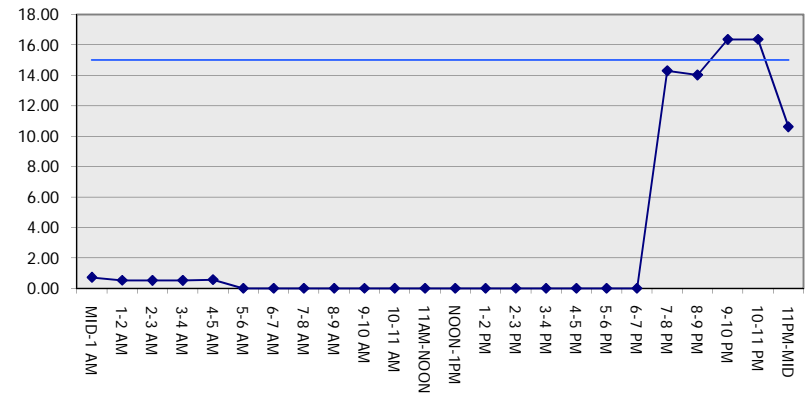
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION

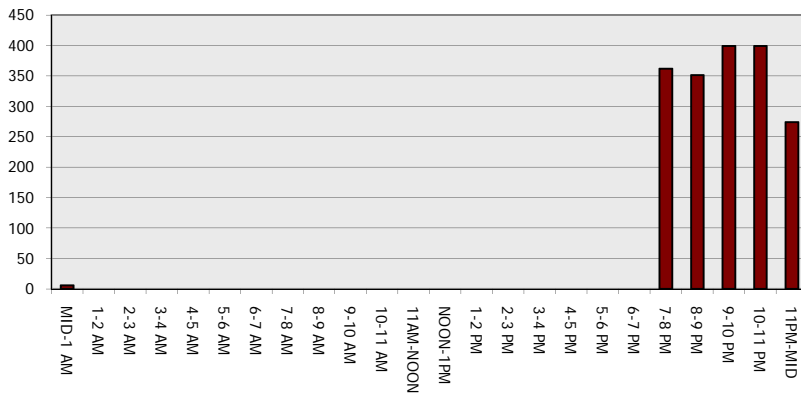
Main Route - Traffic Demand (Vehicles Per Hour)



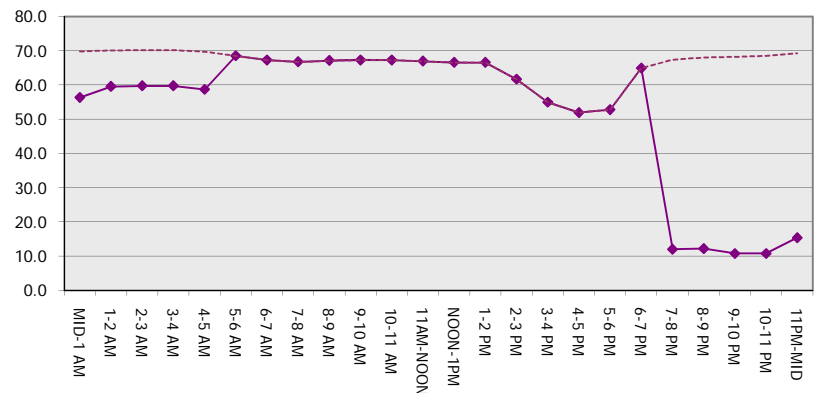
Main Route Average Delay Per Vehicle (Minutes)



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	681	0.0	1500	681	0	0.55	0	69.9	59.0	42.8
1-2 AM	372	0.0	1500	372	0	0.52	0	70.2	59.8	44.0
2-3 AM	323	0.0	1500	323	0	0.51	0	70.2	59.9	44.2
3-4 AM	326	0.0	1500	326	0	0.51	0	70.2	59.9	44.2
4-5 AM	562	0.0	1500	562	0	0.54	0	70.0	59.4	43.3
5-6 AM	1884	0.0	OFF	1884	0	0.00	0	68.4	68.4	68.4
6-7 AM	4070	0.0	OFF	4070	0	0.00	0	63.0	63.0	63.0
7-8 AM	5104	0.0	OFF	5104	0	0.00	0	56.0	56.0	56.0
8-9 AM	4352	0.0	OFF	4352	0	0.00	0	61.1	61.1	61.1
9-10 AM	2994	0.0	OFF	2994	0	0.00	0	67.0	67.0	67.0
10-11 AM	2728	0.0	OFF	2728	0	0.00	0	67.3	67.3	67.3
11AM-NOON	2923	0.0	OFF	2923	0	0.00	0	67.1	67.1	67.1
NOON-1PM	2929	0.0	OFF	2929	0	0.00	0	67.1	67.1	67.1
1-2 PM	2813	0.0	OFF	2813	0	0.00	0	67.3	67.3	67.3
2-3 PM	3093	0.0	OFF	3093	0	0.00	0	66.9	66.9	66.9
3-4 PM	3232	0.0	OFF	3232	0	0.00	0	66.7	66.7	66.7
4-5 PM	3350	0.0	OFF	3350	0	0.00	0	66.6	66.6	66.6
5-6 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
6-7 PM	2722	0.0	OFF	2722	0	0.00	0	67.4	67.4	67.4
7-8 PM	2193	0.0	1499	1901	292	11.61+	300	68.0	14.3	30.8
8-9 PM	1846	0.0	1500	1500	346	16.36+	400	68.4	10.8	30.8
9-10 PM	1792	0.0	1500	1500	292	16.36+	400	68.5	10.8	30.8
10-11 PM	1468	0.0	1500	1438	30	15.78+	385	68.9	11.1	30.8
11PM-MID	1061	0.0	1499	1061	0	4.31	153	69.4	28.6	36.6

"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	0.0313
MAIN ROUTE WITH WORKS	0.0301
'DIVERSION'	0.0012

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,401
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

