

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

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	1040	0.0	1499	1040	0	5.29	187	69.4	25.3	36.3	
1-2 AM	729	0.0	1500	729	0	0.56	0	69.8	58.9	42.7	
2-3 AM	742	0.0	1500	742	0	0.56	0	69.8	58.9	42.6	
3-4 AM	499	0.0	1500	499	0	0.53	0	70.1	59.5	43.5	
4-5 AM	587	0.0	1500	587	0	0.54	0	70.0	59.3	43.2	
5-6 AM	877	0.0	1500	877	0	0.57	0	69.6	58.5	42.1	
6-7 AM	1179	0.0	1499	1179	0	0.69	0	69.2	56.4	38.9	
7-8 AM	1540	0.0	1499	1540	0	1.68	20	68.8	44.3	31.7	
8-9 AM	2187	0.0	OFF	2187	0	0.01	0	68.0	67.7	67.7	
9-10 AM	2648	0.0	OFF	2648	0	0.00	0	67.4	67.4	67.4	
10-11 AM	3228	0.0	OFF	3228	0	0.00	0	66.7	66.7	66.7	
11AM-NOON	3525	0.0	OFF	3525	0	0.00	0	66.4	66.4	66.4	
NOON-1PM	3869	0.0	OFF	3869	0	0.00	0	64.4	64.4	64.4	
1-2 PM	3635	0.0	OFF	3635	0	0.00	0	66.0	66.0	66.0	
2-3 PM	3946	0.0	OFF	3946	0	0.00	0	63.9	63.9	63.9	
3-4 PM	3789	0.0	OFF	3789	0	0.00	0	65.0	65.0	65.0	
4-5 PM	3519	0.0	OFF	3519	0	0.00	0	66.4	66.4	66.4	
5-6 PM	3157	0.0	OFF	3157	0	0.00	0	66.8	66.8	66.8	
6-7 PM	2735	0.0	1499	1695	1040	14.00+	353	67.3	12.2	35.7	
7-8 PM	2360	0.0	1499	1761	599	15.27+	378	67.8	11.4	31.1	
8-9 PM	2270	0.0	1499	1500	770	16.33+	399	67.9	10.8	30.8	
9-10 PM	2449	0.0	1500	1500	949	16.32+	400	67.7	10.8	30.8	
10-11 PM	1947	0.0	1499	1460	486	16.20+	396	68.3	10.9	30.8	
11PM-MID	1622	0.0	1499	1469	154	16.23+	396	68.7	10.9	30.8	

"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	0.0301
MAIN ROUTE WITH WORKS	0.0268
'DIVERSION'	0.0052
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,320
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

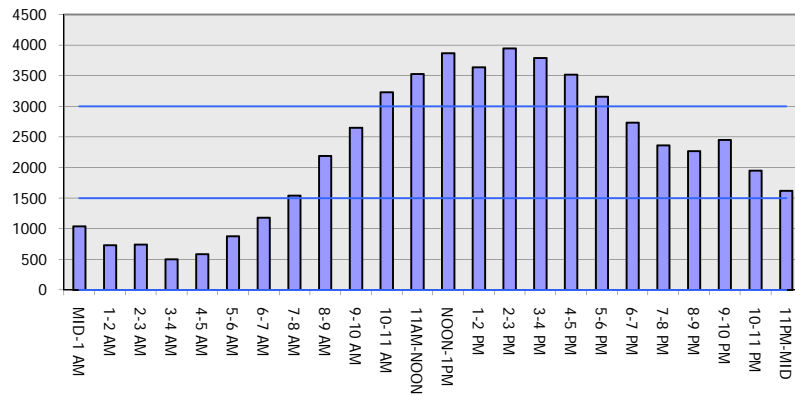
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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST

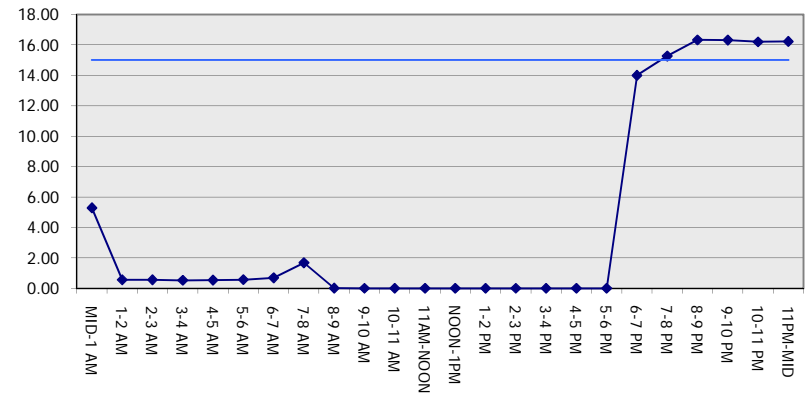
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

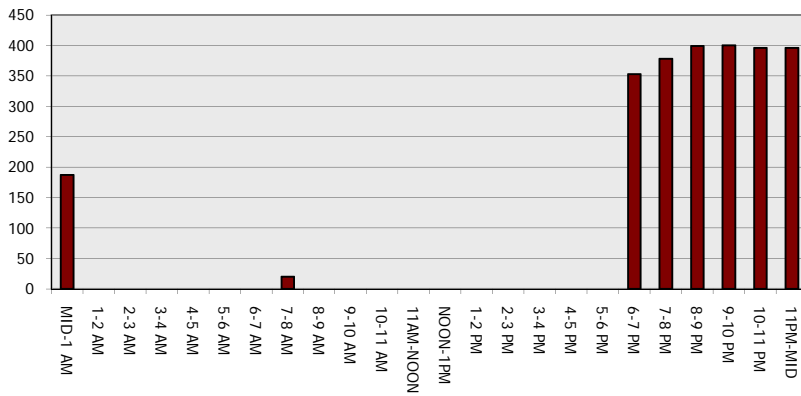
Main Route - Traffic Demand (Vehicles Per Hour)



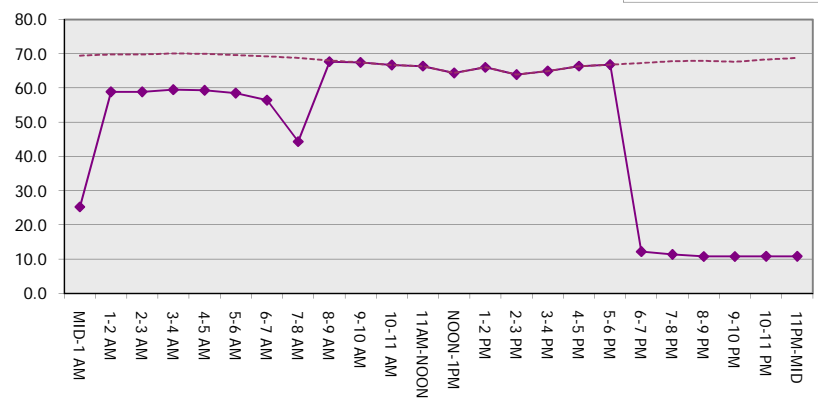
Main Route Average Delay Per Vehicle (Minutes)



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	1026	0.0	1499	1026	0	2.65	92	69.4	37.0	38.1
1-2 AM	615	0.0	1500	615	0	0.55	0	70.0	59.2	43.1
2-3 AM	504	0.0	1500	504	0	0.53	0	70.1	59.5	43.5
3-4 AM	380	0.0	1500	380	0	0.52	0	70.2	59.8	44.0
4-5 AM	390	0.0	1500	390	0	0.52	0	70.2	59.8	43.9
5-6 AM	851	0.0	1500	851	0	0.57	0	69.7	58.6	42.2
6-7 AM	1180	0.0	1499	1180	0	0.69	0	69.2	56.4	39.0
7-8 AM	1478	0.0	1499	1478	0	1.36	10	68.9	47.6	32.2
8-9 AM	2035	0.0	OFF	2035	0	0.00	0	68.2	68.1	68.1
9-10 AM	2582	0.0	OFF	2582	0	0.00	0	67.5	67.5	67.5
10-11 AM	2894	0.0	OFF	2894	0	0.00	0	67.1	67.1	67.1
11AM-NOON	3093	0.0	OFF	3093	0	0.00	0	66.9	66.9	66.9
NOON-1PM	3306	0.0	OFF	3306	0	0.00	0	66.6	66.6	66.6
1-2 PM	3467	0.0	OFF	3467	0	0.00	0	66.4	66.4	66.4
2-3 PM	3386	0.0	OFF	3386	0	0.00	0	66.5	66.5	66.5
3-4 PM	3519	0.0	OFF	3519	0	0.00	0	66.4	66.4	66.4
4-5 PM	3397	0.0	OFF	3397	0	0.00	0	66.5	66.5	66.5
5-6 PM	3472	0.0	OFF	3472	0	0.00	0	66.4	66.4	66.4
6-7 PM	3014	0.0	1499	1550	1464	16.49+	412	67.0	10.7	36.6
7-8 PM	2736	0.0	1499	1578	1159	14.35+	380	67.3	12.0	36.1
8-9 PM	2391	0.0	1499	1669	723	14.17+	364	67.8	12.2	34.9
9-10 PM	2266	0.0	1499	1543	722	16.16+	395	67.9	10.9	30.8
10-11 PM	1873	0.0	1500	1548	326	16.14+	394	68.4	10.9	30.8
11PM-MID	1381	0.0	1500	1381	0	14.55+	354	69.0	11.9	30.8

"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	0.0285
MAIN ROUTE WITH WORKS	0.0250
'DIVERSION'	0.0057

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$56,476
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

