

<b>IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	563	0.0	1500	563	0	0.54	0	70.0	59.4	43.3	
1-2 AM	398	0.0	1500	398	0	0.52	0	70.2	59.7	43.9	
2-3 AM	370	0.0	1500	370	0	0.52	0	70.2	59.8	44.0	
3-4 AM	367	0.0	1500	367	0	0.52	0	70.2	59.8	44.0	
4-5 AM	750	0.0	1500	750	0	0.56	0	69.8	58.8	42.6	
5-6 AM	1750	0.0	1499	1750	0	2.61	64	68.6	37.0	31.0	
6-7 AM	2897	0.0	1499	1572	1325	16.04+	393	67.1	10.9	30.9	
7-8 AM	3191	0.0	1500	1500	1691	16.26+	400	66.8	10.8	31.1	
8-9 AM	2867	0.0	1500	1500	1367	16.28+	400	67.2	10.8	31.1	
9-10 AM	2449	0.0	1500	1500	949	16.30+	400	67.7	10.8	31.1	
10-11 AM	2603	0.0	1500	1500	1103	16.30+	400	67.5	10.8	31.1	
11AM-NOON	2905	0.0	1500	1500	1405	16.28+	400	67.1	10.8	31.1	
NOON-1PM	3193	0.0	1500	1500	1693	16.26+	400	66.8	10.8	31.1	
1-2 PM	3340	0.0	1500	1500	1840	16.25+	400	66.6	10.8	31.1	
2-3 PM	4241	0.0	1500	1500	2741	16.01+	400	61.9	10.8	31.1	
3-4 PM	5009	0.0	1500	1500	3509	15.70+	400	56.6	10.8	31.1	
4-5 PM	5568	0.0	1500	1500	4068	15.43+	400	52.8	10.8	31.1	
5-6 PM	5550	0.0	1500	1500	4050	15.44+	400	52.9	10.8	31.1	
6-7 PM	3587	0.0	1500	1500	2087	16.24+	400	66.3	10.8	31.1	
7-8 PM	2524	0.0	1500	1500	1024	16.30+	400	67.6	10.8	31.1	
8-9 PM	2128	0.0	1500	1515	613	16.27+	398	68.1	10.9	30.9	
9-10 PM	1973	0.0	1499	1517	457	16.28+	398	68.3	10.9	30.8	
10-11 PM	1525	0.0	1500	1488	36	15.72+	383	68.9	11.2	30.8	
11PM-MID	966	0.0	1499	966	0	3.53	139	69.6	32.0	37.7	

+ 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

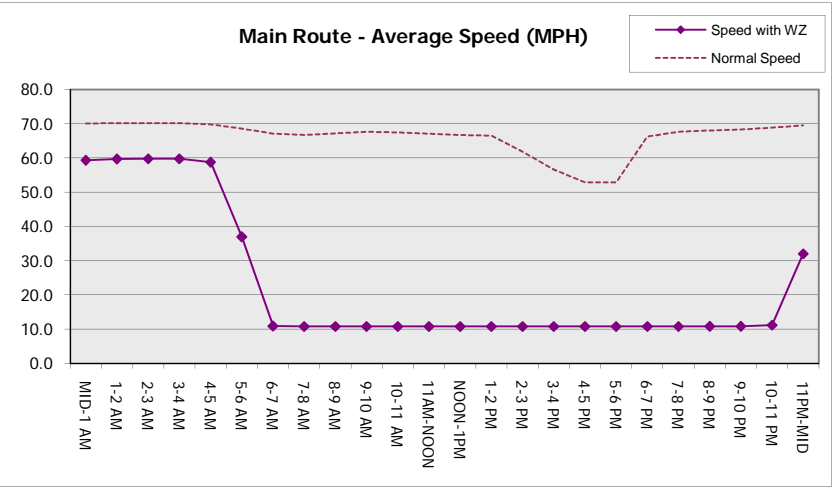
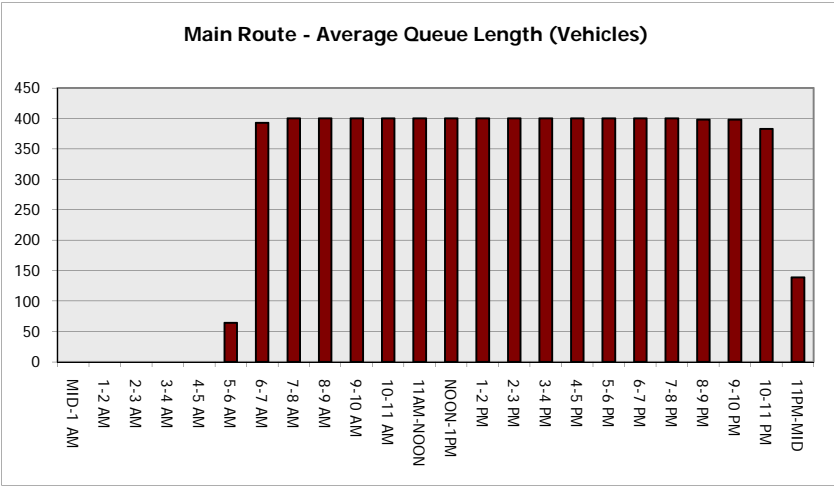
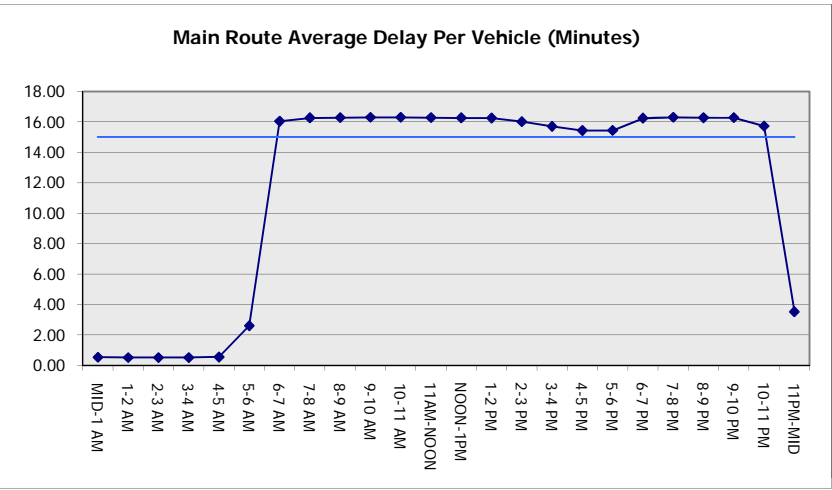
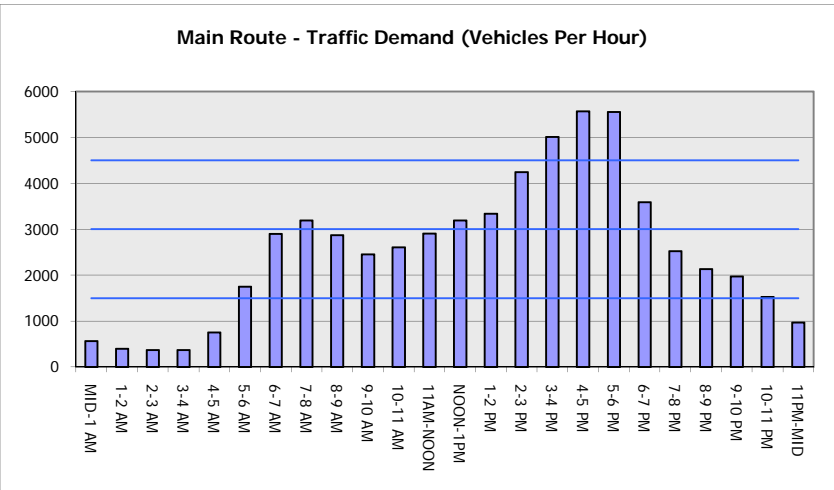
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0338
MAIN ROUTE WITH WORKS	0.0151
'DIVERSION'	0.0386
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$196,117
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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**CONTINUOUS (24 HOUR) 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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



<b>IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	604	0.0	1500	604	0	0.54	0	70.0	59.2	43.1	
1-2 AM	310	0.0	1500	310	0	0.51	0	70.2	59.9	44.2	
2-3 AM	277	0.0	1500	277	0	0.51	0	70.2	60.0	44.4	
3-4 AM	315	0.0	1500	315	0	0.51	0	70.2	59.9	44.2	
4-5 AM	532	0.0	1500	532	0	0.54	0	70.0	59.4	43.4	
5-6 AM	2008	0.0	1499	2008	0	3.43	129	68.2	32.3	30.8	
6-7 AM	4512	0.0	1500	1500	3012	15.81+	400	60.1	10.9	32.8	
7-8 AM	5580	0.0	1500	1500	4080	15.33+	400	52.7	10.9	32.8	
8-9 AM	4409	0.0	1500	1500	2909	15.85+	400	60.7	10.9	32.8	
9-10 AM	2791	0.0	1500	1456	1335	16.05+	396	67.3	10.9	32.8	
10-11 AM	2671	0.0	1499	1500	1171	16.31+	399	67.4	10.8	30.8	
11AM-NOON	2756	0.0	1500	1500	1256	16.31+	400	67.3	10.8	30.8	
NOON-1PM	2889	0.0	1500	1500	1389	16.30+	400	67.1	10.8	30.8	
1-2 PM	2901	0.0	1500	1500	1401	16.30+	400	67.1	10.8	30.8	
2-3 PM	3273	0.0	1500	1500	1773	16.28+	400	66.7	10.8	30.8	
3-4 PM	3470	0.0	1500	1500	1970	16.26+	400	66.4	10.8	30.8	
4-5 PM	3532	0.0	1500	1500	2032	16.26+	400	66.3	10.8	30.8	
5-6 PM	3721	0.0	1500	1500	2221	16.22+	400	65.5	10.8	30.8	
6-7 PM	2905	0.0	1500	1500	1405	16.30+	400	67.1	10.8	30.8	
7-8 PM	2387	0.0	1500	1500	887	16.33+	400	67.8	10.8	30.8	
8-9 PM	2107	0.0	1499	1484	623	16.29+	398	68.1	10.8	30.8	
9-10 PM	2025	0.0	1499	1491	533	16.31+	399	68.2	10.8	30.8	
10-11 PM	1463	0.0	1499	1355	107	14.85+	362	68.9	11.7	30.8	
11PM-MID	993	0.0	1499	993	0	2.85	105	69.5	35.8	38.1	

+ 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	0.0325
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0362

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$189,509
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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

