

<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**

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	1052	0.0	1499	1052	0	3.98	144	69.4	30.0	36.9	
1-2 AM	757	0.0	1500	757	0	0.56	0	69.8	58.8	42.5	
2-3 AM	773	0.0	1500	773	0	0.56	0	69.8	58.7	42.5	
3-4 AM	469	0.0	1500	469	0	0.53	0	70.2	59.6	43.6	
4-5 AM	576	0.0	1500	576	0	0.54	0	70.0	59.3	43.2	
5-6 AM	947	0.0	1500	947	0	0.58	0	69.6	58.3	41.9	
6-7 AM	1276	0.0	1499	1276	0	0.80	0	69.1	54.7	36.4	
7-8 AM	1778	0.0	1499	1778	0	4.23	105	68.5	28.8	30.8	
8-9 AM	2332	0.0	1499	1595	737	15.97+	391	67.8	11.0	30.8	
9-10 AM	1964	0.0	1500	1500	464	16.35+	400	68.3	10.8	30.8	
10-11 AM	2587	0.0	1499	1500	1087	16.32+	400	67.5	10.8	30.8	
11AM-NOON	3632	0.0	1500	1500	2132	16.25+	400	66.1	10.8	30.8	
NOON-1PM	3865	0.0	1500	1500	2365	16.17+	400	64.5	10.8	30.8	
1-2 PM	3807	0.0	1500	1500	2307	16.19+	400	64.8	10.8	30.8	
2-3 PM	3770	0.0	1500	1500	2270	16.20+	400	65.1	10.8	30.8	
3-4 PM	3666	0.0	1500	1500	2166	16.24+	400	65.8	10.8	30.8	
4-5 PM	3459	0.0	1500	1500	1959	16.27+	400	66.4	10.8	30.8	
5-6 PM	3133	0.0	1500	1500	1633	16.28+	400	66.8	10.8	30.8	
6-7 PM	2751	0.0	1500	1500	1251	16.31+	400	67.3	10.8	30.8	
7-8 PM	1799	0.0	1500	1512	288	16.30+	398	68.5	10.8	30.8	
8-9 PM	1749	0.0	1499	1500	249	16.36+	399	68.6	10.8	30.8	
9-10 PM	2408	0.0	1500	1500	908	16.33+	400	67.8	10.8	30.8	
10-11 PM	1938	0.0	1500	1500	438	16.35+	400	68.3	10.8	30.8	
11PM-MID	1501	0.0	1500	1448	52	15.56+	379	68.9	11.3	30.8	

+ 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

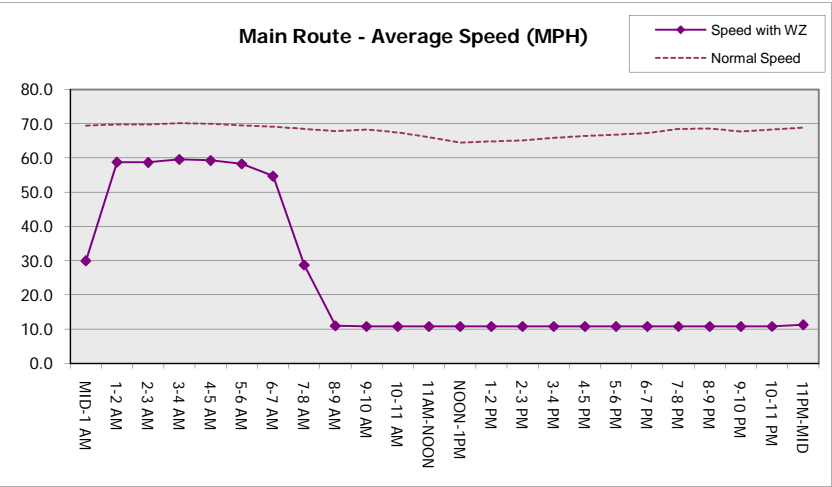
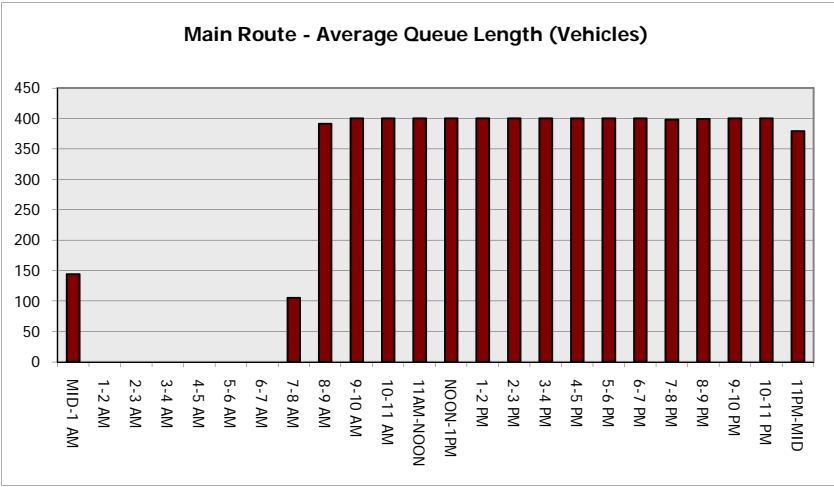
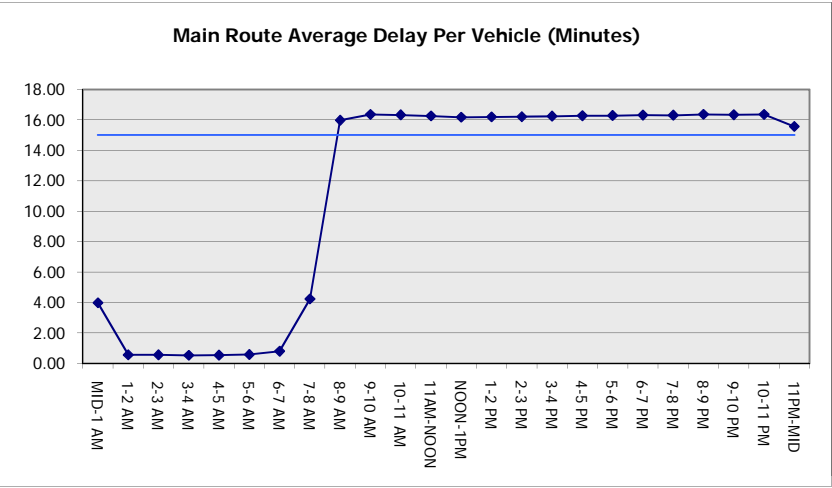
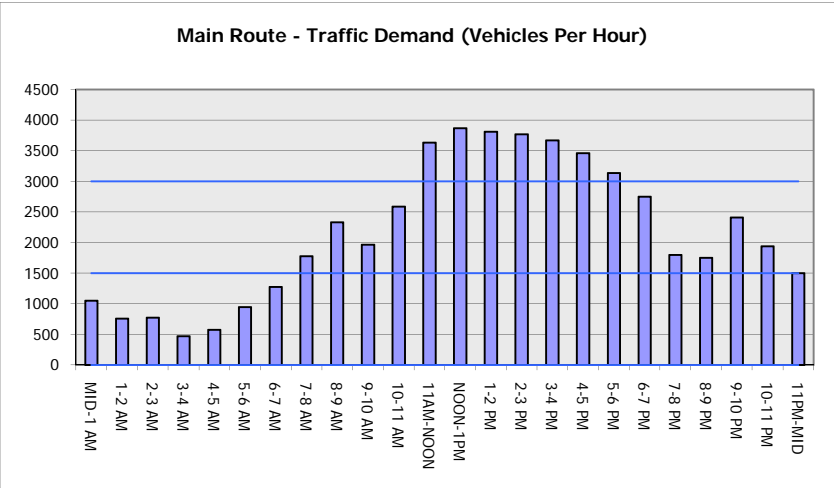
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0289
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0262
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$201,164
CONGESTED HOURS PER DAY*	16

\*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**  
**SATURDAY 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**

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	928	0.0	1499	928	0	2.37	86	69.6	39.0	39.4
1-2 AM	540	0.0	1500	540	0	0.54	0	70.0	59.4	43.3
2-3 AM	452	0.0	1500	452	0	0.53	0	70.2	59.6	43.7
3-4 AM	316	0.0	1500	316	0	0.51	0	70.2	59.9	44.2
4-5 AM	382	0.0	1500	382	0	0.52	0	70.2	59.8	44.0
5-6 AM	796	0.0	1500	796	0	0.56	0	69.7	58.7	42.4
6-7 AM	1243	0.0	1499	1243	0	0.76	0	69.2	55.4	37.5
7-8 AM	1785	0.0	1499	1785	0	4.43	111	68.5	28.0	30.8
8-9 AM	2227	0.0	1499	1593	634	15.97+	391	67.9	11.0	30.8
9-10 AM	1816	0.0	1500	1500	316	16.36+	400	68.5	10.8	30.8
10-11 AM	2320	0.0	1500	1500	820	16.33+	400	67.9	10.8	30.8
11AM-NOON	3208	0.0	1500	1500	1708	16.28+	400	66.8	10.8	30.8
NOON-1PM	3397	0.0	1500	1500	1897	16.27+	400	66.5	10.8	30.8
1-2 PM	3314	0.0	1500	1500	1814	16.27+	400	66.6	10.8	30.8
2-3 PM	3613	0.0	1500	1500	2113	16.25+	400	66.2	10.8	30.8
3-4 PM	3749	0.0	1500	1500	2249	16.21+	400	65.3	10.8	30.8
4-5 PM	3824	0.0	1500	1500	2324	16.18+	400	64.7	10.8	30.8
5-6 PM	3735	0.0	1500	1500	2235	16.21+	400	65.3	10.8	30.8
6-7 PM	3415	0.0	1500	1500	1915	16.27+	400	66.5	10.8	30.8
7-8 PM	2164	0.0	1500	1500	664	16.34+	400	68.1	10.8	30.8
8-9 PM	1972	0.0	1500	1500	472	16.35+	400	68.3	10.8	30.8
9-10 PM	2307	0.0	1500	1500	807	16.33+	400	67.9	10.8	30.8
10-11 PM	1909	0.0	1500	1500	409	16.35+	400	68.4	10.8	30.8
11PM-MID	1407	0.0	1500	1407	0	14.85+	361	69.0	11.7	30.8

+ 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	0.0283
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0263

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$200,431
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

