

<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>AUGUST</b>
	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	1587	0.0	1499	1587	0	2.45	38	68.7	38.2	30.8	
1-2 AM	1166	0.0	1500	1166	0	1.12	15	69.3	50.5	38.4	
2-3 AM	914	0.0	1500	914	0	0.58	0	69.6	58.4	42.0	
3-4 AM	509	0.0	1500	509	0	0.53	0	70.1	59.5	43.5	
4-5 AM	465	0.0	1500	465	0	0.53	0	70.2	59.6	43.7	
5-6 AM	606	0.0	1500	606	0	0.54	0	70.0	59.2	43.1	
6-7 AM	888	0.0	1500	888	0	0.57	0	69.6	58.5	42.1	
7-8 AM	1084	0.0	1499	1084	0	0.63	0	69.4	57.5	40.6	
8-9 AM	1570	0.0	1499	1570	0	1.87	28	68.8	42.6	31.7	
9-10 AM	2359	0.0	1500	1839	521	13.50+	341	67.8	12.7	30.8	
10-11 AM	3024	0.0	1500	1500	1524	16.29+	400	67.0	10.8	30.8	
11AM-NOON	3158	0.0	1500	1500	1658	16.28+	400	66.8	10.8	30.8	
NOON-1PM	3713	0.0	1500	1500	2213	16.22+	400	65.5	10.8	30.8	
1-2 PM	4063	0.0	1500	1500	2563	16.10+	400	63.1	10.8	30.8	
2-3 PM	4041	0.0	1500	1500	2541	16.11+	400	63.2	10.8	30.8	
3-4 PM	4100	0.0	1500	1500	2600	16.08+	400	62.8	10.8	30.8	
4-5 PM	3964	0.0	1500	1500	2464	16.13+	400	63.8	10.8	30.8	
5-6 PM	3394	0.0	1500	1500	1894	16.27+	400	66.5	10.8	30.8	
6-7 PM	3238	0.0	1500	1500	1738	16.28+	400	66.7	10.8	30.8	
7-8 PM	2594	0.0	1500	1500	1094	16.32+	400	67.5	10.8	30.8	
8-9 PM	2275	0.0	1500	1500	775	16.33+	400	67.9	10.8	30.8	
9-10 PM	1908	0.0	1499	1459	449	16.19+	395	68.4	10.9	30.8	
10-11 PM	1428	0.0	1499	1392	36	15.30+	373	68.9	11.4	30.8	
11PM-MID	1006	0.0	1499	1006	0	2.43	90	69.5	38.5	39.6	

+ 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	0.0295
MAIN ROUTE WITH WORKS	0.0152
'DIVERSION'	0.0285
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$196,296
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

**IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)**  
**CONTINUOUS (24 HOUR) 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

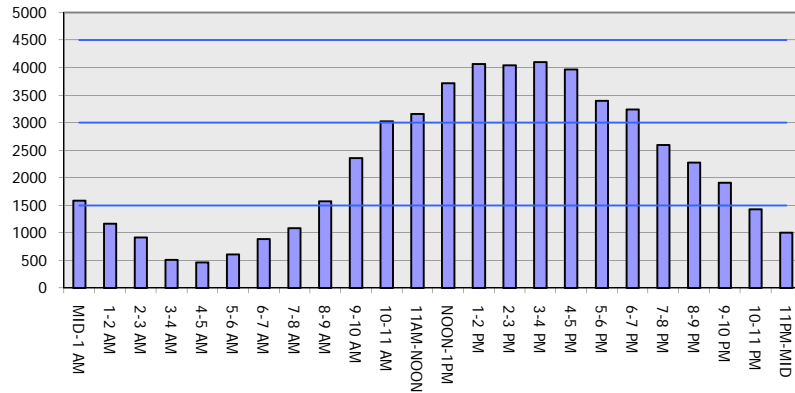
**AUGUST**

Analyzed for 2009  
 Construction Season

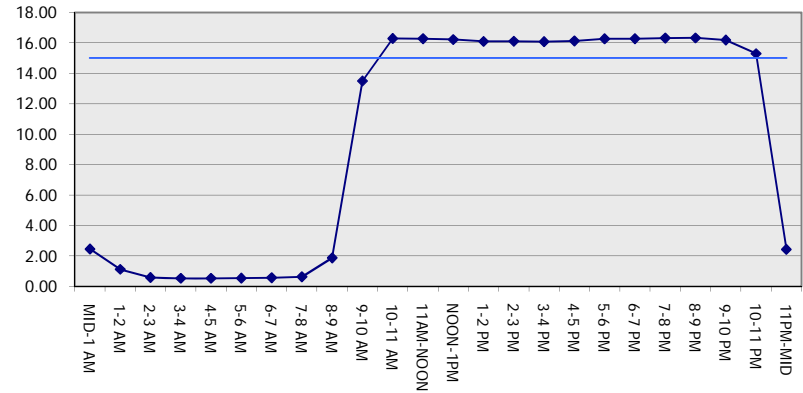
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

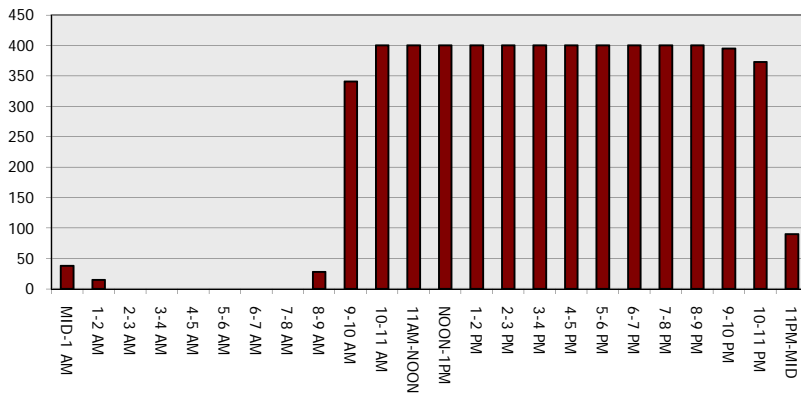
**Main Route - Traffic Demand (Vehicles Per Hour)**



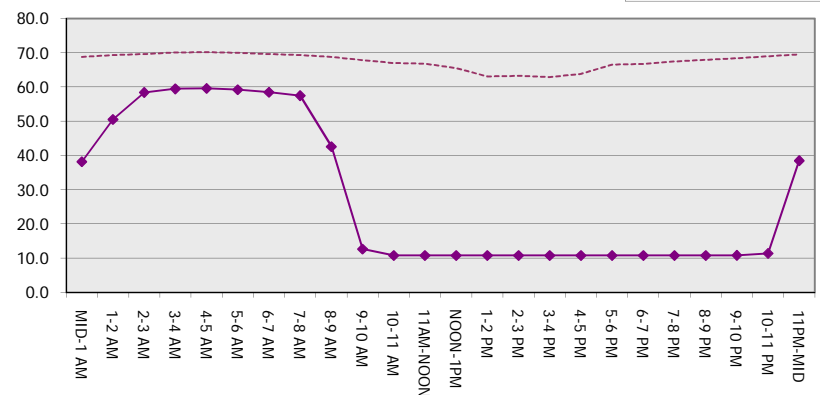
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	997	0.0	1500	997	0	0.59	0	69.5	58.2	41.7	
1-2 AM	609	0.0	1500	609	0	0.54	0	70.0	59.2	43.1	
2-3 AM	426	0.0	1500	426	0	0.52	0	70.2	59.7	43.8	
3-4 AM	278	0.0	1500	278	0	0.51	0	70.2	60.0	44.4	
4-5 AM	266	0.0	1500	266	0	0.50	0	70.2	60.1	44.4	
5-6 AM	416	0.0	1500	416	0	0.52	0	70.2	59.7	43.8	
6-7 AM	658	0.0	1500	658	0	0.55	0	69.9	59.1	42.9	
7-8 AM	896	0.0	1500	896	0	0.58	0	69.6	58.4	42.0	
8-9 AM	1310	0.0	1499	1310	0	0.84	0	69.1	54.1	35.6	
9-10 AM	2033	0.0	1499	2021	12	7.69+	226	68.2	19.5	30.8	
10-11 AM	2512	0.0	1500	1392	1119	15.89+	391	67.6	11.1	32.2	
11AM-NOON	3059	0.0	1500	1500	1559	16.29+	400	66.9	10.8	30.8	
NOON-1PM	3437	0.0	1500	1500	1937	16.27+	400	66.4	10.8	30.8	
1-2 PM	3251	0.0	1500	1500	1751	16.28+	400	66.7	10.8	30.8	
2-3 PM	3033	0.0	1500	1500	1533	16.29+	400	66.9	10.8	30.8	
3-4 PM	3017	0.0	1500	1500	1517	16.29+	400	67.0	10.8	30.8	
4-5 PM	3016	0.0	1500	1500	1516	16.29+	400	67.0	10.8	30.8	
5-6 PM	2729	0.0	1500	1500	1229	16.31+	400	67.3	10.8	30.8	
6-7 PM	2743	0.0	1500	1500	1243	16.31+	400	67.3	10.8	30.8	
7-8 PM	2386	0.0	1500	1500	886	16.33+	400	67.8	10.8	30.8	
8-9 PM	2033	0.0	1500	1500	533	16.35+	400	68.2	10.8	30.8	
9-10 PM	1874	0.0	1500	1500	374	16.36+	400	68.4	10.8	30.8	
10-11 PM	1386	0.0	1499	1361	25	14.79+	361	69.0	11.7	30.8	
11PM-MID	1024	0.0	1499	1024	0	2.48	87	69.5	38.1	38.7	

+ 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	0.0242
MAIN ROUTE WITH WORKS	0.0138
'DIVERSION'	0.0196

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$161,353
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

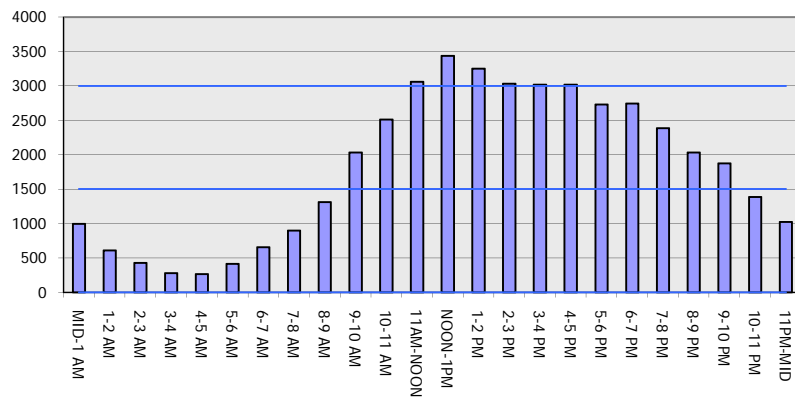
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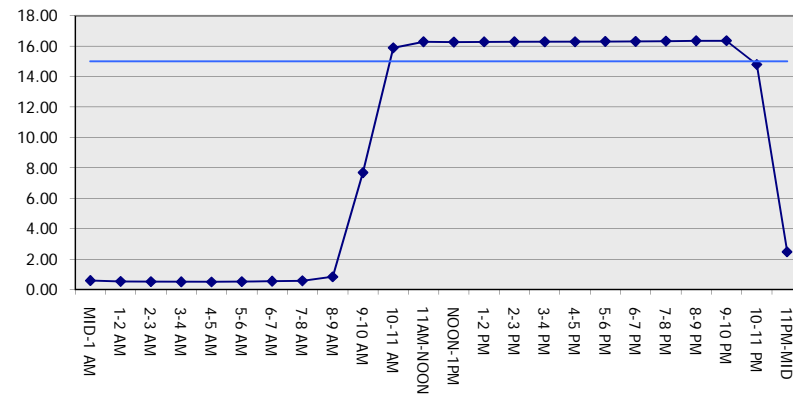
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

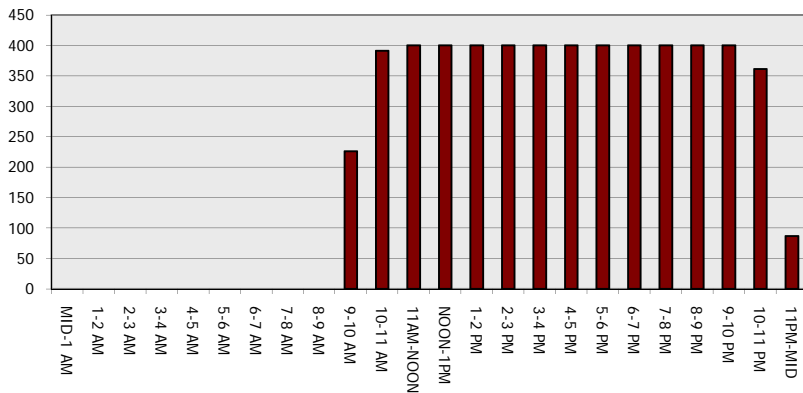
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

