

<b>IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 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**

FRIDAY 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	782	0.0	1499	782	0	2.06	77	69.7	41.4	41.5	
1-2 AM	531	0.0	1500	531	0	0.54	0	70.0	59.4	43.4	
2-3 AM	529	0.0	1500	529	0	0.54	0	70.0	59.4	43.4	
3-4 AM	451	0.0	1500	451	0	0.53	0	70.2	59.6	43.7	
4-5 AM	809	0.0	1500	809	0	0.57	0	69.7	58.7	42.4	
5-6 AM	1784	0.0	OFF	1784	0	0.00	0	68.5	68.5	68.5	
6-7 AM	2947	0.0	OFF	2947	0	0.00	0	67.1	67.1	67.1	
7-8 AM	3295	0.0	OFF	3295	0	0.00	0	66.6	66.6	66.6	
8-9 AM	3132	0.0	OFF	3132	0	0.00	0	66.8	66.8	66.8	
9-10 AM	2814	0.0	OFF	2814	0	0.00	0	67.3	67.3	67.3	
10-11 AM	2878	0.0	OFF	2878	0	0.00	0	67.1	67.1	67.1	
11AM-NOON	3407	0.0	OFF	3407	0	0.00	0	66.5	66.5	66.5	
NOON-1PM	3851	0.0	OFF	3851	0	0.00	0	64.5	64.5	64.5	
1-2 PM	3968	0.0	OFF	3968	0	0.00	0	63.7	63.7	63.7	
2-3 PM	4487	0.0	OFF	4487	0	0.00	0	60.2	60.2	60.2	
3-4 PM	5431	0.0	OFF	5431	0	0.00	0	53.8	53.8	53.8	
4-5 PM	5780	0.0	OFF	5780	0	0.00	0	51.4	51.4	51.4	
5-6 PM	5059	0.0	OFF	5059	0	0.00	0	56.3	56.3	56.3	
6-7 PM	3729	0.0	OFF	3729	0	0.00	0	65.4	65.4	65.4	
7-8 PM	2787	0.0	1499	1580	1206	15.03+	379	67.3	11.6	36.3	
8-9 PM	2300	0.0	1499	1818	481	13.36+	339	67.9	12.7	32.0	
9-10 PM	2219	0.0	1499	1500	719	16.34+	399	68.0	10.8	30.8	
10-11 PM	2156	0.0	1500	1500	656	16.34+	400	68.1	10.8	30.8	
11PM-MID	1483	0.0	1500	1406	77	15.38+	375	68.9	11.4	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

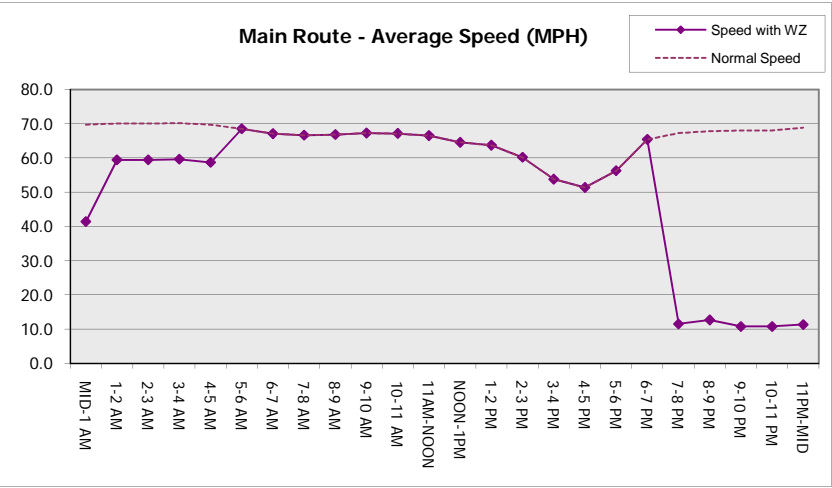
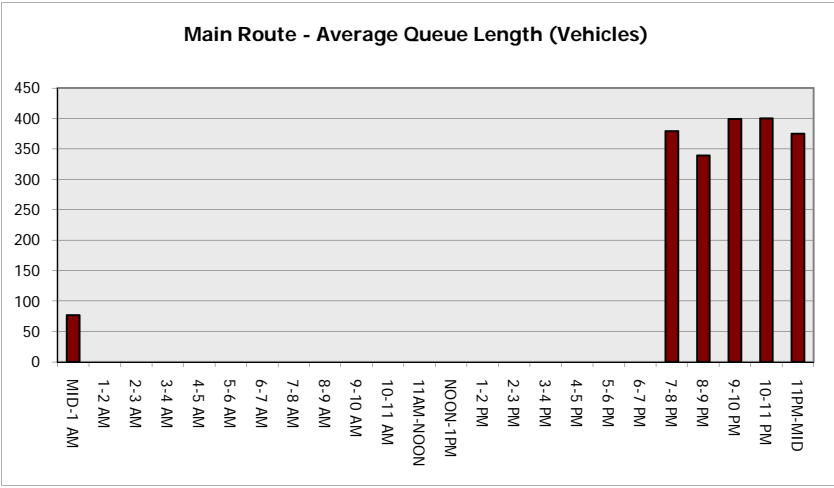
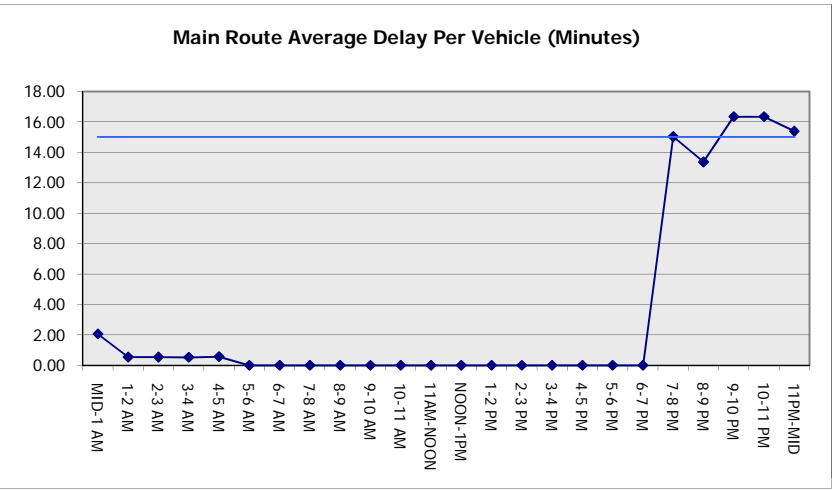
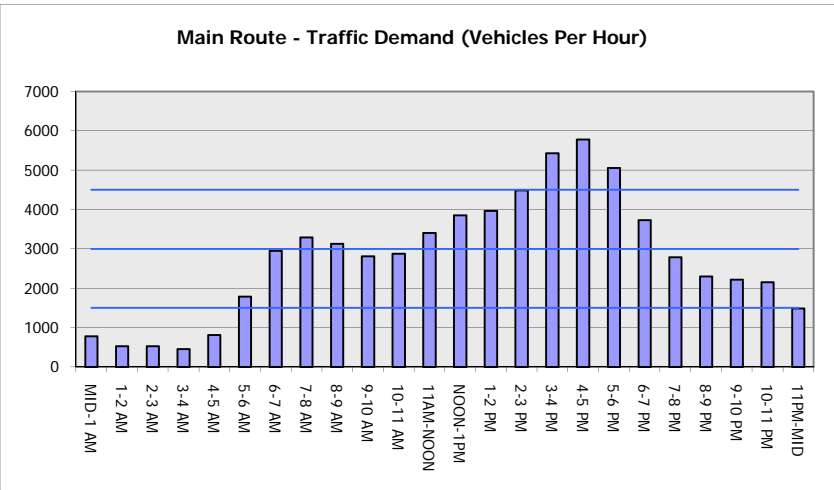
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0371
MAIN ROUTE WITH WORKS	0.0346
'DIVERSION'	0.0040
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,893
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 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**

FRIDAY 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	682	0.0	1500	682	0	2.08	83	69.9	41.3	42.0
1-2 AM	392	0.0	1500	392	0	0.52	0	70.2	59.7	43.9
2-3 AM	361	0.0	1500	361	0	0.52	0	70.2	59.8	44.0
3-4 AM	355	0.0	1500	355	0	0.52	0	70.2	59.9	44.1
4-5 AM	592	0.0	1500	592	0	0.54	0	70.0	59.2	43.2
5-6 AM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2
6-7 AM	4423	0.0	OFF	4423	0	0.00	0	60.6	60.6	60.6
7-8 AM	5702	0.0	OFF	5702	0	0.00	0	51.9	51.9	51.9
8-9 AM	4501	0.0	OFF	4501	0	0.00	0	60.1	60.1	60.1
9-10 AM	3245	0.0	OFF	3245	0	0.00	0	66.7	66.7	66.7
10-11 AM	2890	0.0	OFF	2890	0	0.00	0	67.1	67.1	67.1
11AM-NOON	3281	0.0	OFF	3281	0	0.00	0	66.6	66.6	66.6
NOON-1PM	3348	0.0	OFF	3348	0	0.00	0	66.6	66.6	66.6
1-2 PM	3466	0.0	OFF	3466	0	0.00	0	66.4	66.4	66.4
2-3 PM	3819	0.0	OFF	3819	0	0.00	0	64.8	64.8	64.8
3-4 PM	4130	0.0	OFF	4130	0	0.00	0	62.7	62.7	62.7
4-5 PM	4035	0.0	OFF	4035	0	0.00	0	63.3	63.3	63.3
5-6 PM	4068	0.0	OFF	4068	0	0.00	0	63.1	63.1	63.1
6-7 PM	3832	0.0	OFF	3832	0	0.00	0	64.6	64.6	64.6
7-8 PM	3324	0.0	1499	1550	1774	16.47+	412	66.6	10.7	36.6
8-9 PM	2702	0.0	1499	1596	1107	14.20+	376	67.4	12.1	36.0
9-10 PM	2620	0.0	1499	1763	857	14.75+	371	67.5	11.7	32.8
10-11 PM	2122	0.0	1499	1500	622	16.34+	399	68.1	10.8	30.8
11PM-MID	1535	0.0	1500	1428	107	15.82+	386	68.8	11.1	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	0.0376
MAIN ROUTE WITH WORKS	0.0344
'DIVERSION'	0.0058

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,352
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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

