

<b>IH 43/94: BECHER ST TO MITCHELL INTERCHANGE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 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	3000	1052	0	0.35	0	69.4	62.2	49.7	
1-2 AM	757	0.0	3000	757	0	0.35	0	69.8	62.4	49.7	
2-3 AM	773	0.0	3000	773	0	0.35	0	69.8	62.4	49.7	
3-4 AM	469	0.0	3000	469	0	0.36	0	70.2	62.7	49.7	
4-5 AM	576	0.0	3000	576	0	0.36	0	70.0	62.5	49.7	
5-6 AM	947	0.0	3000	947	0	0.35	0	69.6	62.3	49.7	
6-7 AM	1276	0.0	3000	1276	0	0.35	0	69.1	62.0	49.7	
7-8 AM	1778	0.0	3000	1778	0	0.34	0	68.5	61.7	49.7	
8-9 AM	2332	0.0	3000	2332	0	0.33	0	67.8	61.3	49.7	
9-10 AM	1964	0.0	3000	1964	0	0.34	0	68.3	61.6	49.7	
10-11 AM	2587	0.0	2999	2587	0	0.46	0	67.5	58.9	45.1	
11AM-NOON	3632	0.0	2999	3632	0	4.73	275	66.1	26.5	37.3	
NOON-1PM	3865	0.0	2999	3225	641	15.27+	810	64.5	12.5	37.3	
1-2 PM	3807	0.0	2999	2995	811	15.76+	834	64.8	12.3	37.3	
2-3 PM	3770	0.0	2999	2996	773	15.77+	834	65.1	12.3	37.3	
3-4 PM	3666	0.0	2999	2997	669	15.80+	834	65.8	12.3	37.3	
4-5 PM	3459	0.0	2999	2998	461	15.82+	833	66.4	12.3	37.3	
5-6 PM	3133	0.0	3000	2989	144	15.81+	831	66.8	12.3	37.3	
6-7 PM	2751	0.0	2999	2751	0	14.28+	749	67.3	12.9	37.3	
7-8 PM	1799	0.0	2999	1799	0	1.83	157	68.5	42.9	49.1	
8-9 PM	1749	0.0	3000	1749	0	0.34	0	68.6	61.7	49.7	
9-10 PM	2408	0.0	3000	2408	0	0.34	0	67.8	61.0	49.1	
10-11 PM	1938	0.0	3000	1938	0	0.34	0	68.3	61.6	49.7	
11PM-MID	1501	0.0	3000	1501	0	0.34	0	68.9	61.9	49.7	

+ 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

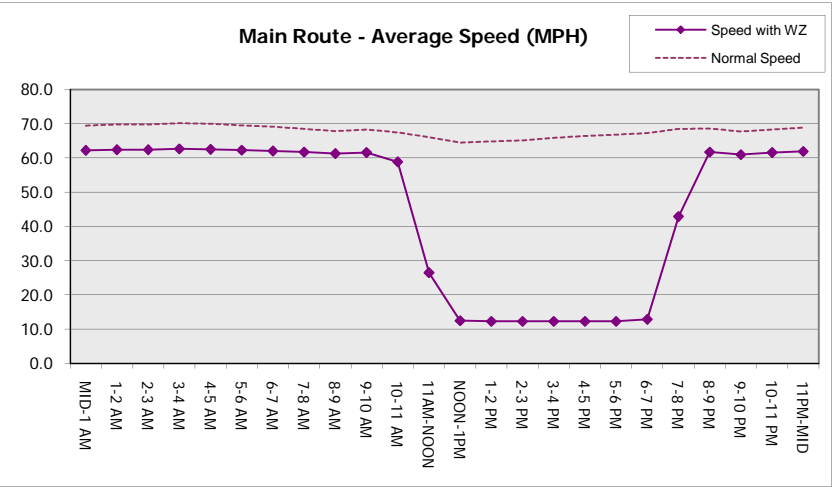
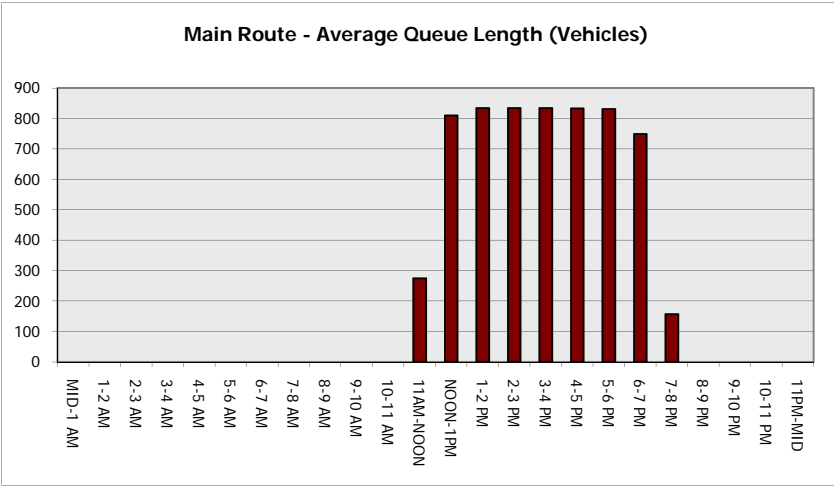
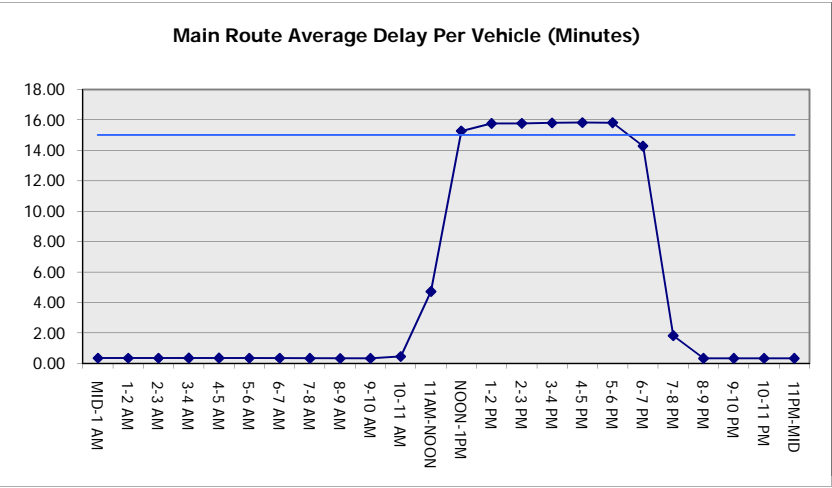
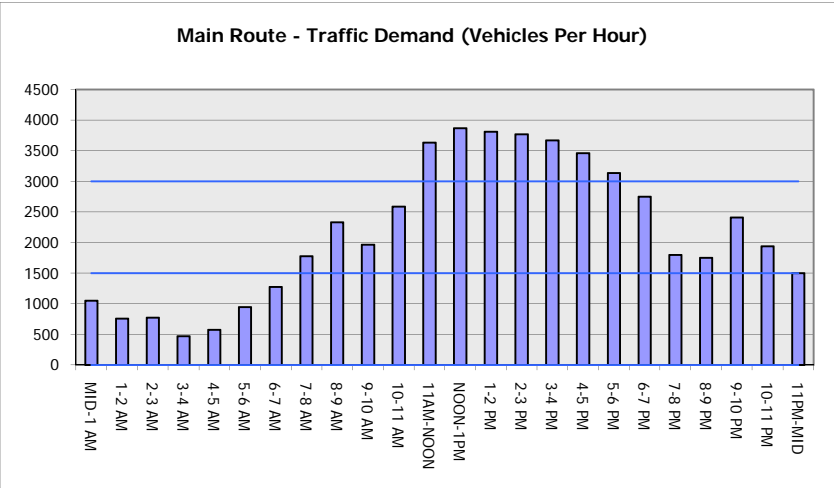
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0289
MAIN ROUTE WITH WORKS	0.0238
'DIVERSION'	0.0045
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$114,444
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**CONTINUOUS (24 HOUR) 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) 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	3000	928	0	0.35	0	69.6	62.3	49.7
1-2 AM	540	0.0	3000	540	0	0.36	0	70.0	62.6	49.7
2-3 AM	452	0.0	3000	452	0	0.36	0	70.2	62.7	49.7
3-4 AM	316	0.0	3000	316	0	0.36	0	70.2	62.7	49.7
4-5 AM	382	0.0	3000	382	0	0.36	0	70.2	62.7	49.7
5-6 AM	796	0.0	3000	796	0	0.35	0	69.7	62.4	49.7
6-7 AM	1243	0.0	3000	1243	0	0.35	0	69.2	62.1	49.7
7-8 AM	1785	0.0	3000	1785	0	0.34	0	68.5	61.7	49.7
8-9 AM	2227	0.0	3000	2227	0	0.33	0	67.9	61.4	49.7
9-10 AM	1816	0.0	3000	1816	0	0.34	0	68.5	61.7	49.7
10-11 AM	2320	0.0	2999	2320	0	0.36	0	67.9	60.7	48.3
11AM-NOON	3208	0.0	2999	3208	0	1.82	70	66.8	42.3	37.3
NOON-1PM	3397	0.0	3000	3397	0	7.68	402	66.5	19.4	37.3
1-2 PM	3314	0.0	2999	3229	85	14.14+	743	66.6	13.0	37.3
2-3 PM	3613	0.0	2999	3000	613	15.82+	833	66.2	12.3	37.3
3-4 PM	3749	0.0	3000	3000	749	15.77+	834	65.3	12.3	37.3
4-5 PM	3824	0.0	3000	3000	824	15.75+	834	64.7	12.3	37.3
5-6 PM	3735	0.0	3000	3000	734	15.78+	834	65.3	12.3	37.3
6-7 PM	3415	0.0	3000	3000	416	15.82+	833	66.5	12.3	37.3
7-8 PM	2164	0.0	2999	2164	0	7.14+	460	68.1	20.9	43.0
8-9 PM	1972	0.0	3000	1972	0	0.34	0	68.3	61.5	49.7
9-10 PM	2307	0.0	3000	2307	0	0.33	0	67.9	61.4	49.7
10-11 PM	1909	0.0	3000	1909	0	0.34	0	68.4	61.6	49.7
11PM-MID	1407	0.0	3000	1407	0	0.34	0	69.0	62.0	49.7

+ 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	0.0283
MAIN ROUTE WITH WORKS	0.0233
'DIVERSION'	0.0044

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,521
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

