

<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**

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	995	0.0	3000	995	0	0.35	0	69.5	62.3	49.7	
1-2 AM	762	0.0	3000	762	0	0.35	0	69.8	62.4	49.7	
2-3 AM	871	0.0	3000	871	0	0.35	0	69.7	62.3	49.7	
3-4 AM	477	0.0	3000	477	0	0.36	0	70.1	62.6	49.7	
4-5 AM	387	0.0	3000	387	0	0.36	0	70.2	62.7	49.7	
5-6 AM	537	0.0	3000	537	0	0.36	0	70.0	62.6	49.7	
6-7 AM	795	0.0	3000	795	0	0.35	0	69.7	62.4	49.7	
7-8 AM	1007	0.0	3000	1007	0	0.35	0	69.5	62.2	49.7	
8-9 AM	1514	0.0	3000	1514	0	0.34	0	68.9	61.9	49.7	
9-10 AM	2286	0.0	3000	2286	0	0.33	0	67.9	61.4	49.7	
10-11 AM	2787	0.0	2999	2787	0	0.59	0	67.3	56.6	41.0	
11AM-NOON	3449	0.0	2999	3449	0	3.64	194	66.4	30.9	37.3	
NOON-1PM	3771	0.0	3000	3366	405	13.71+	732	65.1	13.2	37.3	
1-2 PM	3798	0.0	3000	3004	794	15.76+	834	64.9	12.3	37.3	
2-3 PM	3823	0.0	3000	3003	820	15.75+	834	64.7	12.3	37.3	
3-4 PM	3735	0.0	3000	3002	732	15.78+	834	65.3	12.3	37.3	
4-5 PM	3881	0.0	3000	3002	879	15.73+	834	64.3	12.3	37.3	
5-6 PM	3290	0.0	3000	3001	289	15.82+	832	66.6	12.3	37.3	
6-7 PM	2770	0.0	2999	2770	0	14.12+	739	67.3	13.0	37.3	
7-8 PM	2430	0.0	2999	2430	0	5.78	335	67.7	23.6	40.5	
8-9 PM	2069	0.0	3000	2069	0	0.34	0	68.2	61.4	49.7	
9-10 PM	1700	0.0	3000	1700	0	0.34	0	68.6	61.8	49.7	
10-11 PM	1278	0.0	3000	1278	0	0.35	0	69.1	62.0	49.7	
11PM-MID	820	0.0	3000	820	0	0.35	0	69.7	62.4	49.7	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

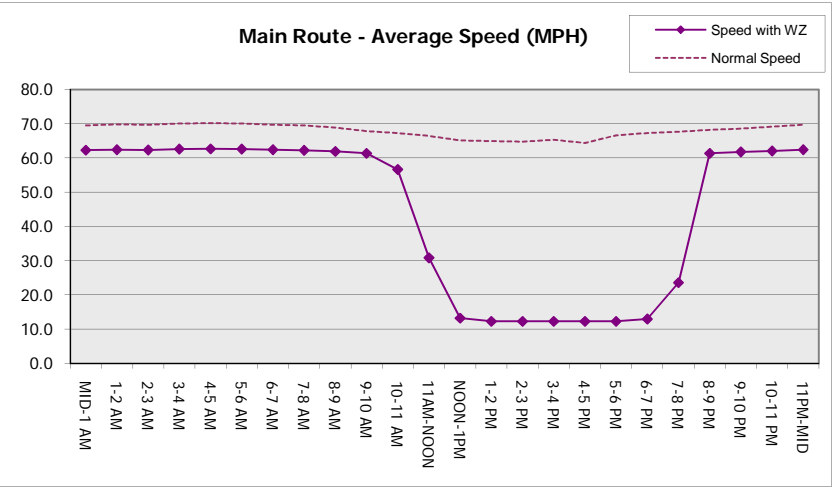
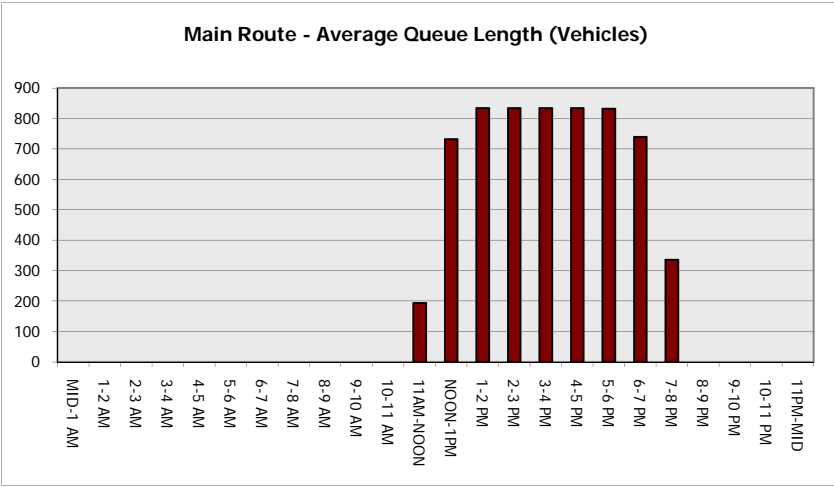
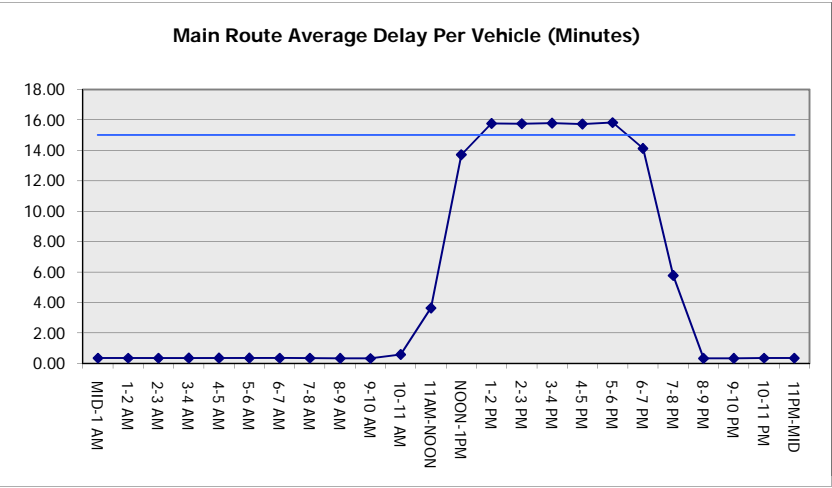
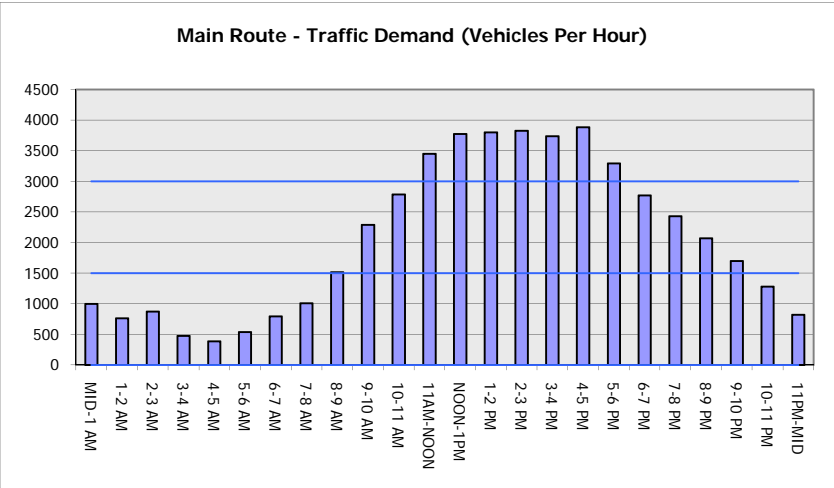
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0274
MAIN ROUTE WITH WORKS	0.0222
'DIVERSION'	0.0051
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,546
CONGESTED HOURS PER DAY*	7

\*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**  
**SUNDAY 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**

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	950	0.0	3000	950	0	0.35	0	69.6	62.3	49.7
1-2 AM	559	0.0	3000	559	0	0.36	0	70.0	62.6	49.7
2-3 AM	392	0.0	3000	392	0	0.36	0	70.2	62.7	49.7
3-4 AM	285	0.0	3000	285	0	0.36	0	70.2	62.7	49.7
4-5 AM	249	0.0	3000	249	0	0.36	0	70.2	62.7	49.7
5-6 AM	406	0.0	3000	406	0	0.36	0	70.2	62.7	49.7
6-7 AM	662	0.0	3000	662	0	0.36	0	69.9	62.5	49.7
7-8 AM	925	0.0	3000	925	0	0.35	0	69.6	62.3	49.7
8-9 AM	1460	0.0	3000	1460	0	0.34	0	68.9	61.9	49.7
9-10 AM	1919	0.0	3000	1919	0	0.34	0	68.4	61.6	49.7
10-11 AM	2334	0.0	2999	2334	0	0.35	0	67.8	60.9	48.7
11AM-NOON	2911	0.0	2999	2911	0	0.72	3	67.1	54.5	39.0
NOON-1PM	3286	0.0	3000	3286	0	3.15	149	66.6	33.3	37.3
1-2 PM	3194	0.0	2999	3194	0	7.97	403	66.8	18.9	37.3
2-3 PM	3090	0.0	2999	3090	0	10.41	534	66.9	15.5	37.3
3-4 PM	3370	0.0	3000	3229	141	14.10+	742	66.6	13.0	37.3
4-5 PM	3404	0.0	3000	3004	400	15.82+	833	66.5	12.3	37.3
5-6 PM	3240	0.0	3000	3003	238	15.82+	832	66.7	12.3	37.3
6-7 PM	2937	0.0	3000	2937	0	15.37+	806	67.1	12.5	37.3
7-8 PM	2692	0.0	2999	2692	0	11.93	624	67.4	14.3	37.3
8-9 PM	2291	0.0	2999	2291	0	2.18	158	67.9	39.8	45.5
9-10 PM	2017	0.0	3000	2017	0	0.33	0	68.2	61.5	49.7
10-11 PM	1520	0.0	3000	1520	0	0.34	0	68.9	61.9	49.7
11PM-MID	966	0.0	3000	966	0	0.35	0	69.6	62.3	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	0.0251
MAIN ROUTE WITH WORKS	0.0217
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,492
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

