

<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>OCTOBER</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	705	0.0	3000	705	0	0.36	0	69.9	62.5	49.7
1-2 AM	510	0.0	3000	510	0	0.36	0	70.1	62.6	49.7
2-3 AM	500	0.0	3000	500	0	0.36	0	70.1	62.6	49.7
3-4 AM	444	0.0	3000	444	0	0.36	0	70.2	62.7	49.7
4-5 AM	732	0.0	3000	732	0	0.35	0	69.8	62.5	49.7
5-6 AM	1702	0.0	3000	1702	0	0.34	0	68.6	61.8	49.7
6-7 AM	2956	0.0	2999	2956	0	0.97	21	67.1	51.2	39.4
7-8 AM	3404	0.0	3000	3404	0	5.48	285	66.5	24.3	37.3
8-9 AM	2984	0.0	2999	2984	0	9.80	500	67.0	16.2	37.3
9-10 AM	2791	0.0	2999	2791	0	7.34	369	67.3	20.1	37.3
10-11 AM	2949	0.0	3000	2949	0	4.71	219	67.1	26.8	37.3
11AM-NOON	3378	0.0	3000	3378	0	7.17	373	66.5	20.3	37.3
NOON-1PM	3859	0.0	3000	3299	560	15.14+	804	64.5	12.5	37.3
1-2 PM	4037	0.0	2999	2963	1074	15.76+	839	63.3	12.3	37.3
2-3 PM	4812	0.0	2999	3002	1811	15.72+	857	58.0	12.2	37.3
3-4 PM	5504	0.0	3000	3000	2504	15.36+	857	53.3	12.2	37.3
4-5 PM	5954	0.0	3000	3000	2954	15.08+	857	50.2	12.2	37.3
5-6 PM	5574	0.0	3000	3000	2574	15.32+	857	52.8	12.2	37.3
6-7 PM	4035	0.0	3000	2992	1044	15.77+	840	63.3	12.2	37.3
7-8 PM	2917	0.0	3000	2843	75	15.23+	799	67.1	12.5	37.3
8-9 PM	2203	0.0	2999	2203	0	4.29	318	68.0	28.5	44.2
9-10 PM	2257	0.0	3000	2257	0	0.33	0	67.9	61.4	49.7
10-11 PM	1960	0.0	3000	1960	0	0.34	0	68.3	61.6	49.7
11PM-MID	1421	0.0	3000	1421	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	0.0376
MAIN ROUTE WITH WORKS	0.0270
'DIVERSION'	0.0162
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$155,453
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

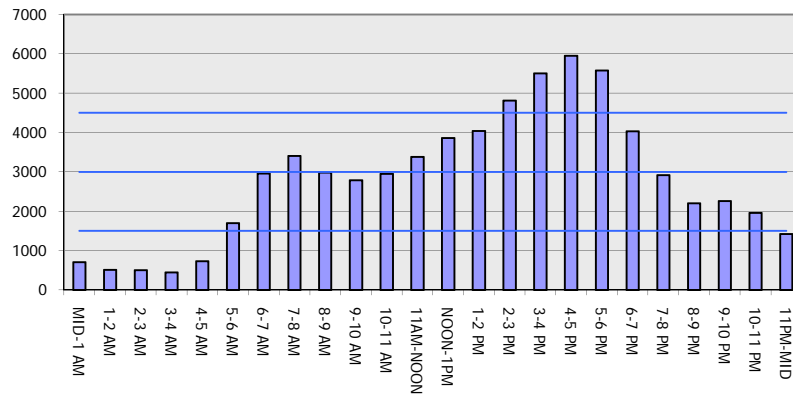
**OCTOBER**

Analyzed for 2009  
 Construction Season

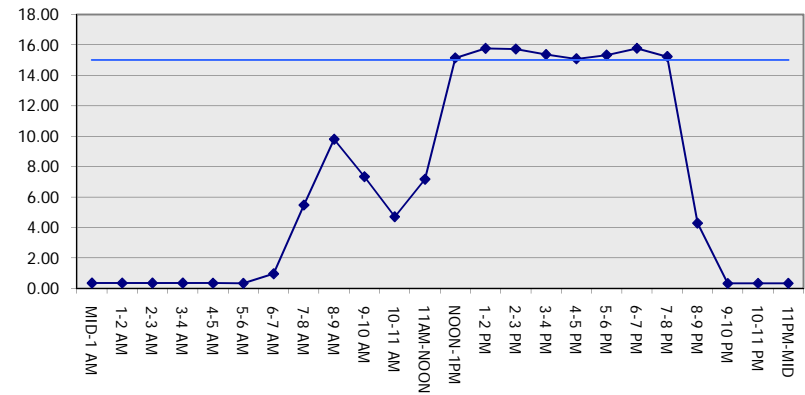
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

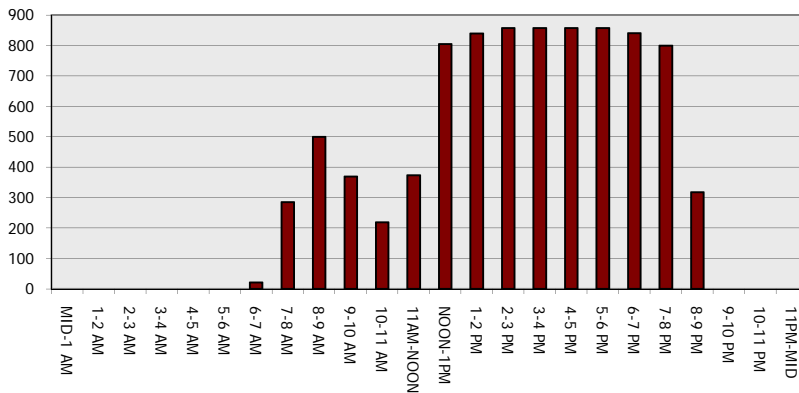
**Main Route - Traffic Demand (Vehicles Per Hour)**



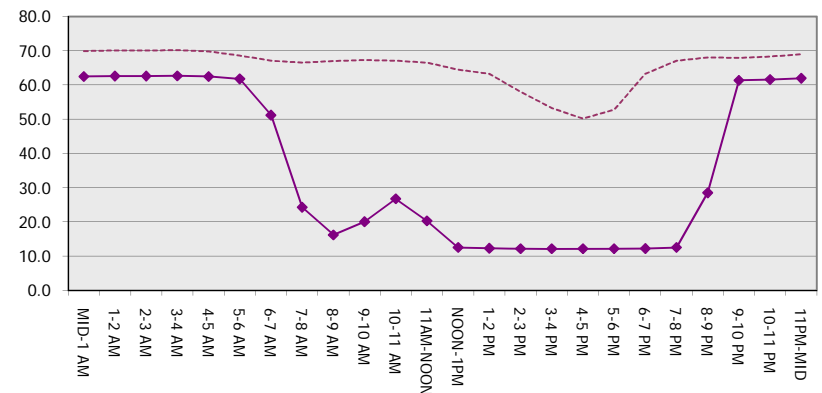
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	678	0.0	3000	678	0	0.36	0	69.9	62.5	49.7
1-2 AM	399	0.0	3000	399	0	0.36	0	70.2	62.7	49.7
2-3 AM	363	0.0	3000	363	0	0.36	0	70.2	62.7	49.7
3-4 AM	399	0.0	3000	399	0	0.36	0	70.2	62.7	49.7
4-5 AM	599	0.0	3000	599	0	0.36	0	70.0	62.5	49.7
5-6 AM	1951	0.0	2999	1951	0	0.36	0	68.3	61.2	48.8
6-7 AM	4634	0.0	2999	3747	888	8.79+	553	59.2	17.8	37.3
7-8 AM	5979	0.0	2999	3000	2979	15.06+	857	50.0	12.2	37.3
8-9 AM	4554	0.0	3000	3074	1480	15.63+	845	59.7	12.2	37.3
9-10 AM	3397	0.0	3000	3003	394	15.82+	833	66.5	12.3	37.3
10-11 AM	3245	0.0	3000	3002	243	15.82+	832	66.7	12.3	37.3
11AM-NOON	3447	0.0	3000	3002	446	15.82+	833	66.4	12.3	37.3
NOON-1PM	3541	0.0	3000	3001	540	15.82+	833	66.3	12.3	37.3
1-2 PM	3542	0.0	3000	3001	541	15.82+	833	66.3	12.3	37.3
2-3 PM	4163	0.0	3000	3009	1153	15.68+	838	62.4	12.3	37.3
3-4 PM	4189	0.0	3000	3000	1189	15.68+	839	62.2	12.3	37.3
4-5 PM	4001	0.0	3000	2999	1002	15.69+	835	63.5	12.3	37.3
5-6 PM	4294	0.0	2999	3005	1289	15.71+	843	61.5	12.2	37.3
6-7 PM	3836	0.0	3000	2998	837	15.75+	834	64.6	12.3	37.3
7-8 PM	3152	0.0	3000	2983	169	15.79+	830	66.8	12.3	37.3
8-9 PM	2627	0.0	2999	2627	0	12.46+	655	67.4	14.0	37.3
9-10 PM	2584	0.0	3000	2584	0	4.92	264	67.5	26.1	39.4
10-11 PM	1935	0.0	3000	1935	0	0.35	0	68.3	61.4	49.7
11PM-MID	1519	0.0	3000	1519	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	0.0384
MAIN ROUTE WITH WORKS	0.0274
'DIVERSION'	0.0170

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$201,883
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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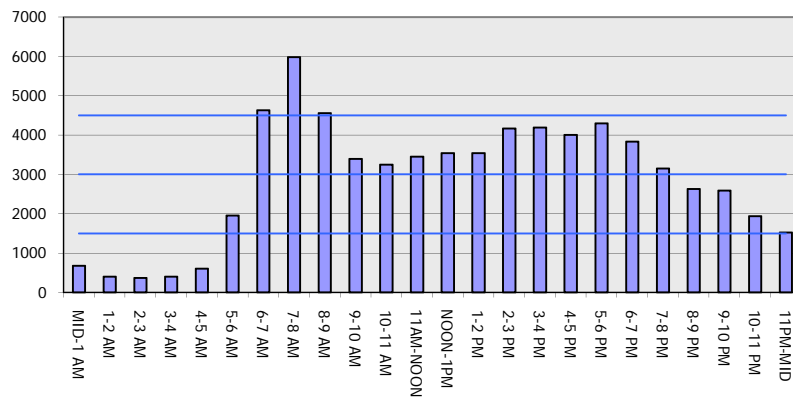
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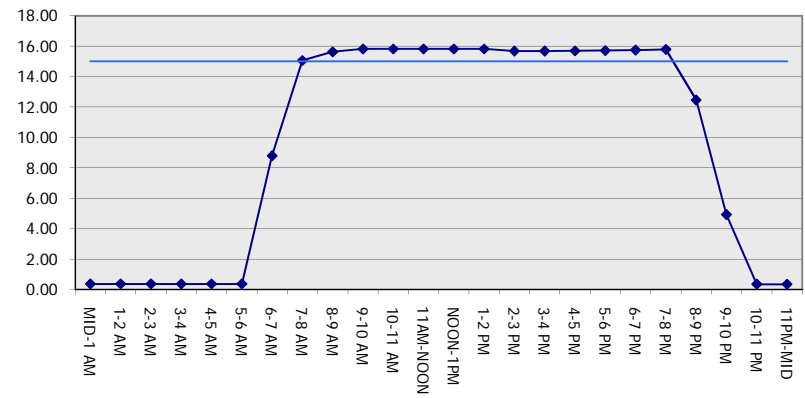
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

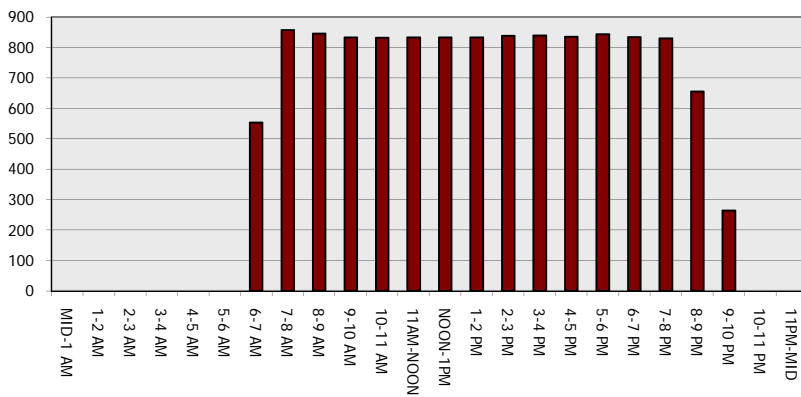
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

