

<b>IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      SOUTHBOUND 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	241	0.0	1500	241	0	0.45	0	66.0	56.9	44.5	
1-2 AM	143	0.0	1500	143	0	0.44	0	66.1	57.3	44.9	
2-3 AM	152	0.0	1500	152	0	0.44	0	66.1	57.2	44.9	
3-4 AM	170	0.0	1500	170	0	0.44	0	66.1	57.1	44.8	
4-5 AM	338	0.0	1500	338	0	0.46	0	65.8	56.6	44.2	
5-6 AM	1020	0.0	1499	1020	0	0.62	0	64.5	53.2	39.2	
6-7 AM	2472	0.0	1499	1836	636	10.18+	286	61.2	14.5	31.1	
7-8 AM	3583	0.0	1500	1508	2076	15.41+	412	49.8	10.3	31.1	
8-9 AM	3029	0.0	1500	1519	1510	15.79+	410	55.5	10.3	30.8	
9-10 AM	2283	0.0	1500	1504	779	16.09+	408	62.2	10.4	30.8	
10-11 AM	1965	0.0	1500	1502	463	16.10+	407	62.7	10.4	30.8	
11AM-NOON	2218	0.0	1500	1502	716	16.08+	407	62.2	10.4	30.8	
NOON-1PM	2240	0.0	1500	1502	738	16.08+	407	62.2	10.4	30.8	
1-2 PM	2241	0.0	1500	1502	739	16.08+	407	62.2	10.4	30.8	
2-3 PM	2291	0.0	1500	1502	790	16.08+	408	62.1	10.4	30.8	
3-4 PM	2861	0.0	1500	1514	1347	15.89+	410	57.2	10.3	30.8	
4-5 PM	2839	0.0	1500	1509	1330	15.89+	410	57.4	10.3	30.8	
5-6 PM	2885	0.0	1500	1505	1380	15.88+	410	56.9	10.3	30.8	
6-7 PM	2334	0.0	1500	1500	833	16.07+	408	62.0	10.4	30.8	
7-8 PM	1617	0.0	1500	1491	126	15.98+	403	63.3	10.4	30.8	
8-9 PM	1256	0.0	1499	1256	0	11.29	289	64.0	13.2	31.2	
9-10 PM	1095	0.0	1500	1095	0	1.32	31	64.3	44.2	39.4	
10-11 PM	916	0.0	1500	916	0	0.51	0	64.7	54.9	42.0	
11PM-MID	658	0.0	1500	658	0	0.49	0	65.1	55.7	42.9	

+ 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

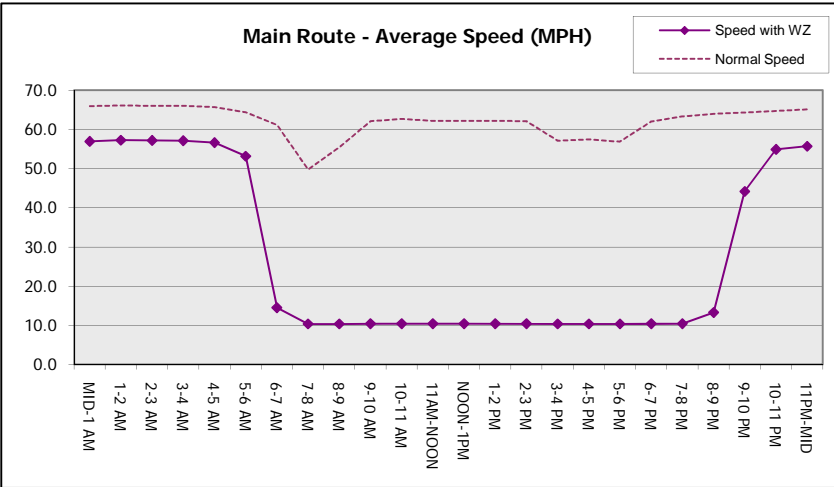
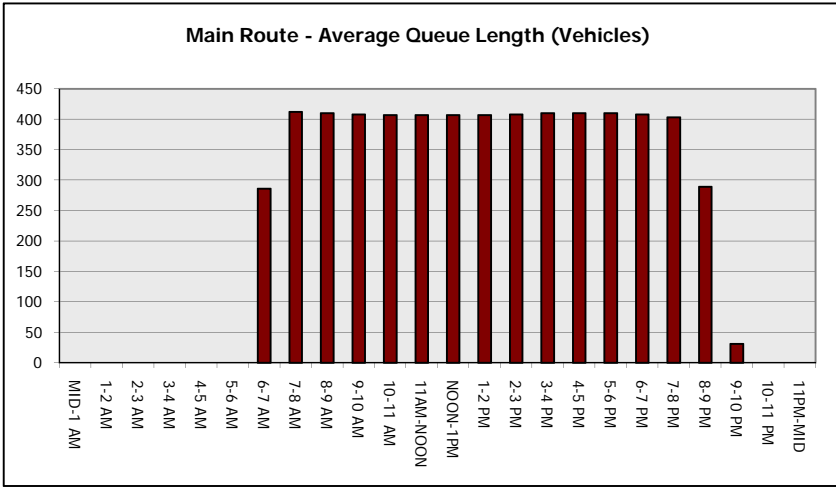
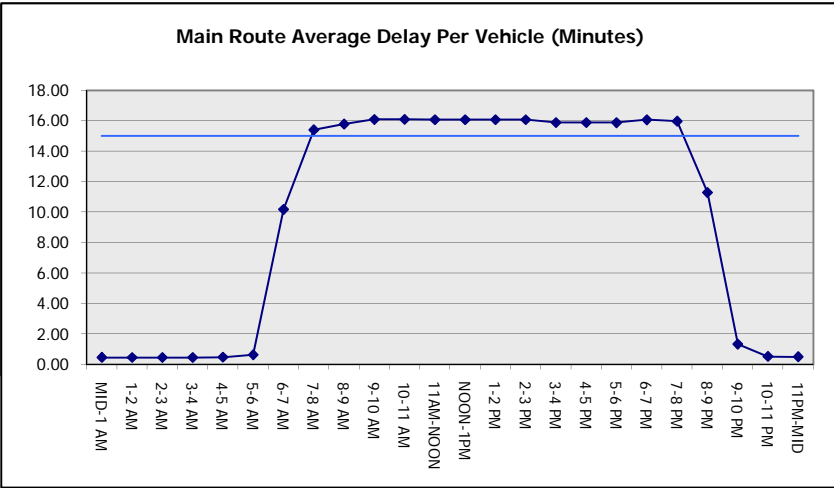
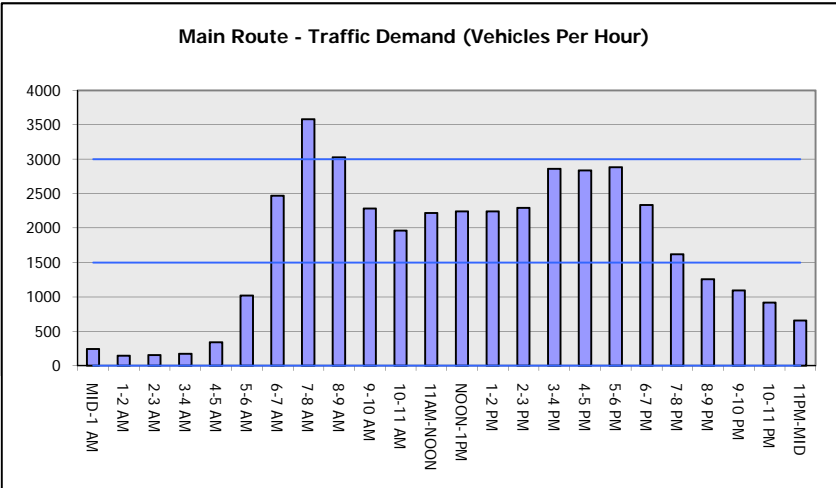
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0117
'DIVERSION'	0.0154
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,878
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) CLOSURE  
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**MAY**  
 Analyzed for 2009  
 Construction Season

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



<b>IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)</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**

FRIDAY NORTHBOUND 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	385	0.0	1500	385	0	0.46	0	65.6	56.5	44.0
1-2 AM	256	0.0	1500	256	0	0.45	0	65.9	56.9	44.5
2-3 AM	197	0.0	1500	197	0	0.44	0	66.0	57.1	44.7
3-4 AM	165	0.0	1500	165	0	0.44	0	66.1	57.2	44.8
4-5 AM	252	0.0	1500	252	0	0.45	0	65.9	56.9	44.5
5-6 AM	738	0.0	1500	738	0	0.49	0	65.0	55.5	42.6
6-7 AM	1679	0.0	1499	1679	0	2.22	49	63.3	36.1	31.2
7-8 AM	2465	0.0	1500	1797	668	15.08+	389	61.2	10.8	31.1
8-9 AM	2535	0.0	1499	1483	1052	16.07+	410	60.5	10.3	30.8
9-10 AM	2101	0.0	1499	1480	621	16.03+	406	62.5	10.4	30.8
10-11 AM	2019	0.0	1499	1490	529	16.07+	407	62.6	10.4	30.8
11AM-NOON	2495	0.0	1499	1494	1001	16.04+	408	60.9	10.3	30.8
NOON-1PM	2691	0.0	1499	1490	1201	15.96+	409	58.9	10.3	30.8
1-2 PM	2795	0.0	1499	1491	1304	15.91+	409	57.9	10.3	30.8
2-3 PM	3010	0.0	1499	1495	1515	15.84+	411	55.6	10.3	30.8
3-4 PM	3581	0.0	1499	1500	2081	15.46+	412	49.8	10.3	30.8
4-5 PM	3662	0.0	1499	1500	2162	15.39+	413	49.0	10.3	30.8
5-6 PM	3400	0.0	1500	1500	1900	15.61+	412	51.7	10.3	30.8
6-7 PM	2759	0.0	1500	1498	1261	15.92+	409	58.2	10.3	30.8
7-8 PM	2037	0.0	1500	1500	538	16.09+	407	62.6	10.4	30.8
8-9 PM	1621	0.0	1500	1499	123	16.12+	407	63.3	10.4	30.8
9-10 PM	1574	0.0	1499	1497	77	16.11+	407	63.5	10.4	30.8
10-11 PM	1387	0.0	1499	1387	0	14.89+	375	63.8	10.8	30.8
11PM-MID	902	0.0	1499	902	0	2.29	92	64.7	36.0	39.4

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0221
MAIN ROUTE WITH WORKS	0.0123
'DIVERSION'	0.0183

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$144,163
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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

**FRIDAY NORTHBOUND DIRECTION**

