

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	205	0.0	1500	205	0	0.44	0	66.0	57.1	44.6	
1-2 AM	117	0.0	1500	117	0	0.43	0	66.1	57.3	45.0	
2-3 AM	103	0.0	1500	103	0	0.43	0	66.2	57.4	45.1	
3-4 AM	144	0.0	1500	144	0	0.44	0	66.1	57.3	44.9	
4-5 AM	345	0.0	1500	345	0	0.46	0	65.8	56.6	44.1	
5-6 AM	1024	0.0	1499	1024	0	0.62	0	64.5	53.0	39.0	
6-7 AM	2569	0.0	1499	1888	681	10.99+	300	60.2	13.6	30.8	
7-8 AM	3485	0.0	1499	1500	1985	15.54+	412	50.8	10.3	30.8	
8-9 AM	2928	0.0	1500	1508	1419	15.85+	410	56.5	10.3	30.8	
9-10 AM	2016	0.0	1500	1501	515	16.09+	407	62.7	10.4	30.8	
10-11 AM	1940	0.0	1500	1501	440	16.10+	407	62.8	10.4	30.8	
11AM-NOON	2103	0.0	1500	1501	603	16.09+	407	62.5	10.4	30.8	
NOON-1PM	2161	0.0	1500	1500	660	16.08+	407	62.3	10.4	30.8	
1-2 PM	2088	0.0	1500	1500	587	16.09+	407	62.5	10.4	30.8	
2-3 PM	2286	0.0	1500	1500	786	16.08+	408	62.1	10.4	30.8	
3-4 PM	2617	0.0	1500	1502	1114	15.96+	408	59.7	10.3	30.8	
4-5 PM	2651	0.0	1500	1502	1148	15.95+	408	59.4	10.3	30.8	
5-6 PM	2898	0.0	1499	1503	1395	15.87+	410	56.8	10.3	30.8	
6-7 PM	2039	0.0	1500	1500	539	16.09+	407	62.6	10.4	30.8	
7-8 PM	1472	0.0	1500	1434	38	15.49+	390	63.7	10.6	30.8	
8-9 PM	1204	0.0	1499	1204	0	7.74	208	64.1	17.5	32.7	
9-10 PM	979	0.0	1500	979	0	0.58	2	64.6	53.7	41.7	
10-11 PM	682	0.0	1500	682	0	0.49	0	65.1	55.6	42.8	
11PM-MID	393	0.0	1500	393	0	0.46	0	65.6	56.4	43.9	

+ 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

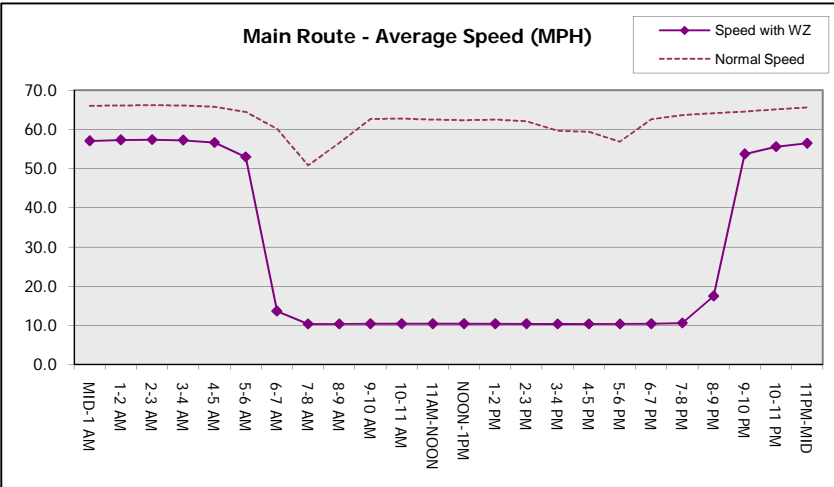
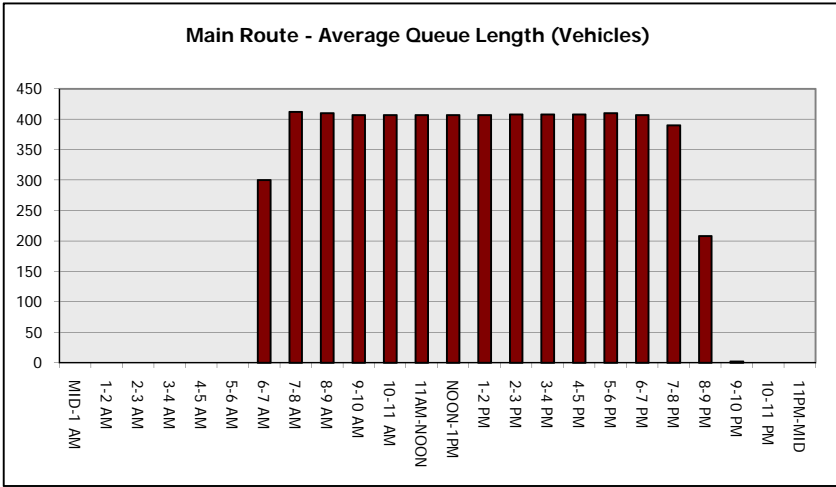
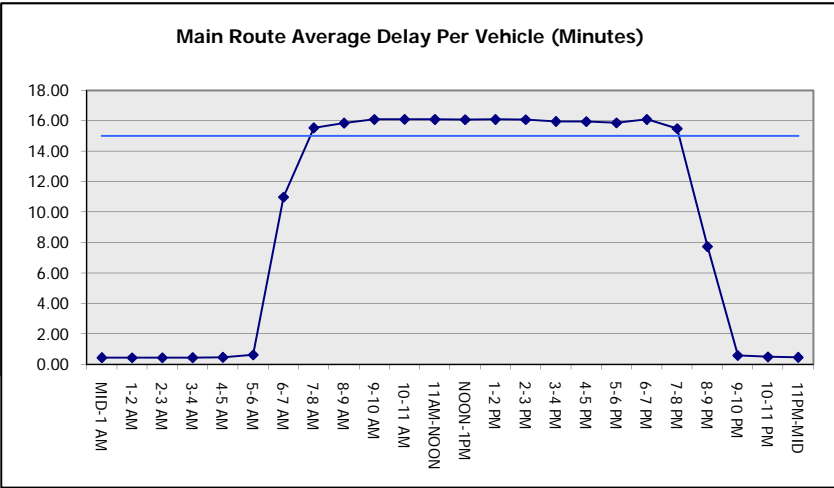
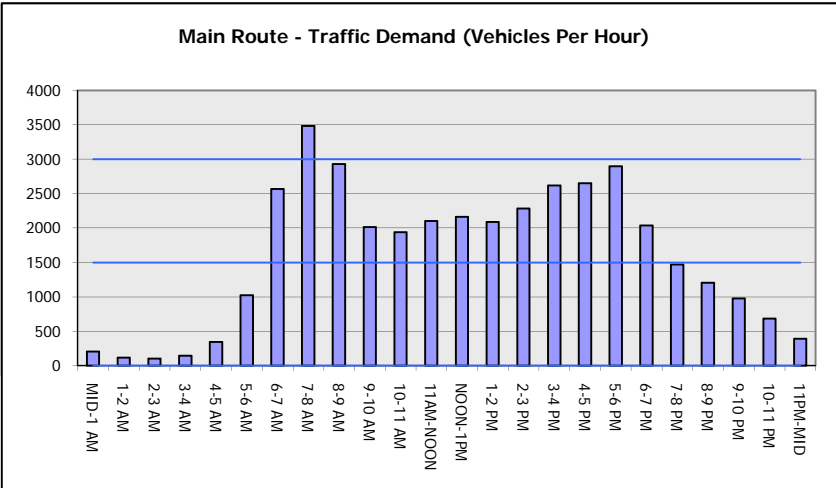
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0190
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0136
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$116,082
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	261	0.0	1500	261	0	0.45	0	65.9	56.9	44.5
1-2 AM	165	0.0	1500	165	0	0.44	0	66.1	57.2	44.8
2-3 AM	130	0.0	1500	130	0	0.44	0	66.1	57.3	45.0
3-4 AM	121	0.0	1500	121	0	0.43	0	66.1	57.3	45.0
4-5 AM	221	0.0	1500	221	0	0.44	0	66.0	57.0	44.6
5-6 AM	678	0.0	1500	678	0	0.49	0	65.1	55.6	42.8
6-7 AM	1572	0.0	1499	1572	0	1.83	33	63.5	39.0	32.2
7-8 AM	2270	0.0	1500	1837	433	13.72+	357	62.2	11.5	30.8
8-9 AM	2272	0.0	1499	1495	777	16.09+	408	62.2	10.4	30.8
9-10 AM	1700	0.0	1499	1431	269	15.87+	401	63.2	10.4	30.8
10-11 AM	1782	0.0	1500	1500	281	16.11+	407	63.1	10.4	30.8
11AM-NOON	1971	0.0	1500	1500	471	16.10+	407	62.7	10.4	30.8
NOON-1PM	2122	0.0	1500	1500	621	16.09+	407	62.4	10.4	30.8
1-2 PM	2175	0.0	1500	1500	675	16.08+	407	62.3	10.4	30.8
2-3 PM	2527	0.0	1500	1502	1025	16.01+	408	60.6	10.4	30.8
3-4 PM	3161	0.0	1499	1503	1659	15.76+	412	54.1	10.3	30.8
4-5 PM	3475	0.0	1500	1500	1975	15.55+	413	50.9	10.3	30.8
5-6 PM	3469	0.0	1500	1500	1969	15.55+	413	51.0	10.3	30.8
6-7 PM	2280	0.0	1500	1500	780	16.08+	408	62.2	10.4	30.8
7-8 PM	1676	0.0	1500	1500	176	16.12+	407	63.3	10.4	30.8
8-9 PM	1428	0.0	1500	1428	0	15.14+	381	63.7	10.7	30.8
9-10 PM	1268	0.0	1499	1268	0	9.16	234	64.0	15.4	31.7
10-11 PM	854	0.0	1500	854	0	0.73	9	64.8	51.7	42.2
11PM-MID	486	0.0	1500	486	0	0.47	0	65.5	56.2	43.5

+ 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	0.0188
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0127

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$115,062
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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