

| | |
|---|--|
| 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

SATURDAY 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 | 330 | 0.0 | 1500 | 330 | 0 | 0.45 | 0 | 65.8 | 56.6 | 44.2 | |
| 1-2 AM | 157 | 0.0 | 1500 | 157 | 0 | 0.44 | 0 | 66.1 | 57.2 | 44.8 | |
| 2-3 AM | 126 | 0.0 | 1500 | 126 | 0 | 0.43 | 0 | 66.1 | 57.3 | 45.0 | |
| 3-4 AM | 134 | 0.0 | 1500 | 134 | 0 | 0.44 | 0 | 66.1 | 57.3 | 45.0 | |
| 4-5 AM | 199 | 0.0 | 1500 | 199 | 0 | 0.44 | 0 | 66.0 | 57.1 | 44.7 | |
| 5-6 AM | 377 | 0.0 | 1500 | 377 | 0 | 0.46 | 0 | 65.7 | 56.5 | 44.0 | |
| 6-7 AM | 679 | 0.0 | 1500 | 679 | 0 | 0.49 | 0 | 65.1 | 55.6 | 42.8 | |
| 7-8 AM | 1189 | 0.0 | 1499 | 1189 | 0 | 0.64 | 0 | 64.1 | 52.5 | 38.4 | |
| 8-9 AM | 1615 | 0.0 | 1499 | 1615 | 0 | 2.83 | 54 | 63.4 | 32.2 | 30.8 | |
| 9-10 AM | 1295 | 0.0 | 1499 | 1295 | 0 | 1.68 | 31 | 64.0 | 40.6 | 34.3 | |
| 10-11 AM | 1657 | 0.0 | 1499 | 1657 | 0 | 2.44 | 48 | 63.3 | 34.6 | 30.8 | |
| 11AM-NOON | 2257 | 0.0 | 1500 | 1810 | 448 | 14.12+ | 365 | 62.2 | 11.3 | 30.9 | |
| NOON-1PM | 2306 | 0.0 | 1499 | 1495 | 810 | 16.08+ | 408 | 62.1 | 10.4 | 30.8 | |
| 1-2 PM | 2282 | 0.0 | 1499 | 1497 | 785 | 16.08+ | 408 | 62.2 | 10.4 | 30.8 | |
| 2-3 PM | 2317 | 0.0 | 1499 | 1497 | 821 | 16.08+ | 408 | 62.0 | 10.4 | 30.8 | |
| 3-4 PM | 2331 | 0.0 | 1499 | 1497 | 834 | 16.08+ | 408 | 62.0 | 10.4 | 30.8 | |
| 4-5 PM | 2356 | 0.0 | 1499 | 1497 | 859 | 16.08+ | 408 | 62.0 | 10.4 | 30.8 | |
| 5-6 PM | 2174 | 0.0 | 1499 | 1498 | 676 | 16.08+ | 407 | 62.3 | 10.4 | 30.8 | |
| 6-7 PM | 1998 | 0.0 | 1499 | 1497 | 501 | 16.09+ | 407 | 62.7 | 10.4 | 30.8 | |
| 7-8 PM | 1185 | 0.0 | 1499 | 1165 | 20 | 11.28+ | 303 | 64.1 | 13.4 | 32.7 | |
| 8-9 PM | 949 | 0.0 | 1500 | 949 | 0 | 0.78 | 11 | 64.6 | 50.9 | 41.8 | |
| 9-10 PM | 1098 | 0.0 | 1500 | 1098 | 0 | 0.53 | 0 | 64.3 | 54.4 | 41.4 | |
| 10-11 PM | 951 | 0.0 | 1500 | 951 | 0 | 0.51 | 0 | 64.6 | 54.8 | 41.9 | |
| 11PM-MID | 634 | 0.0 | 1500 | 634 | 0 | 0.48 | 0 | 65.2 | 55.8 | 43.0 | |

+ 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 |

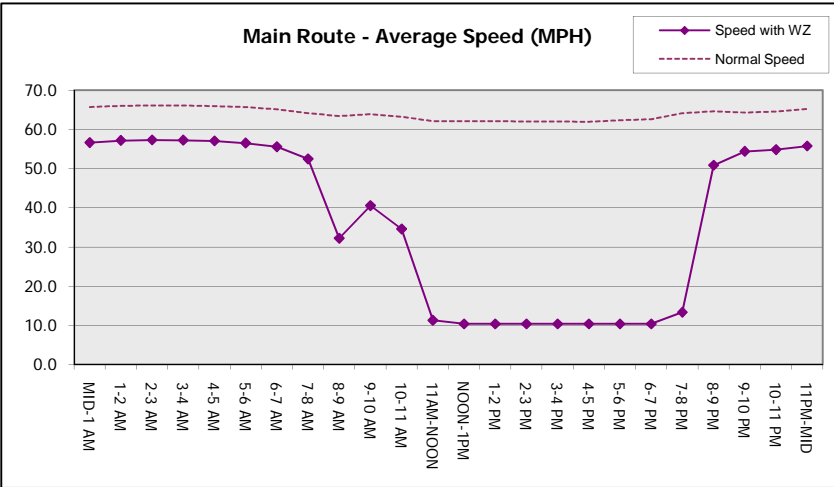
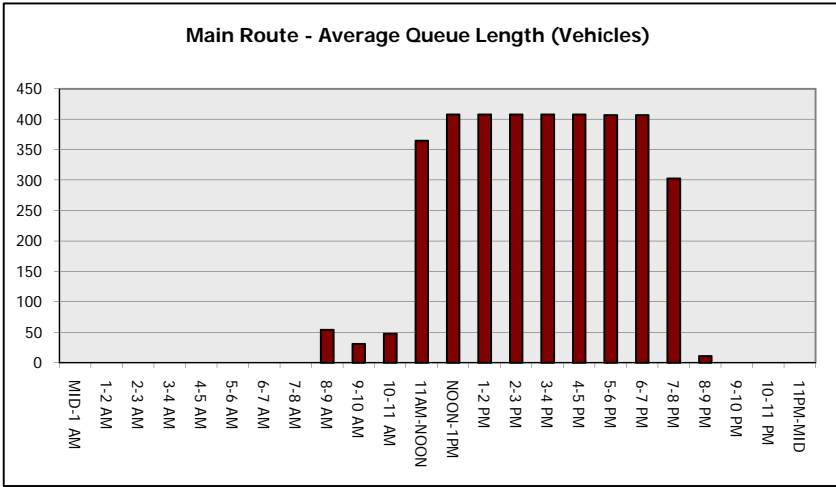
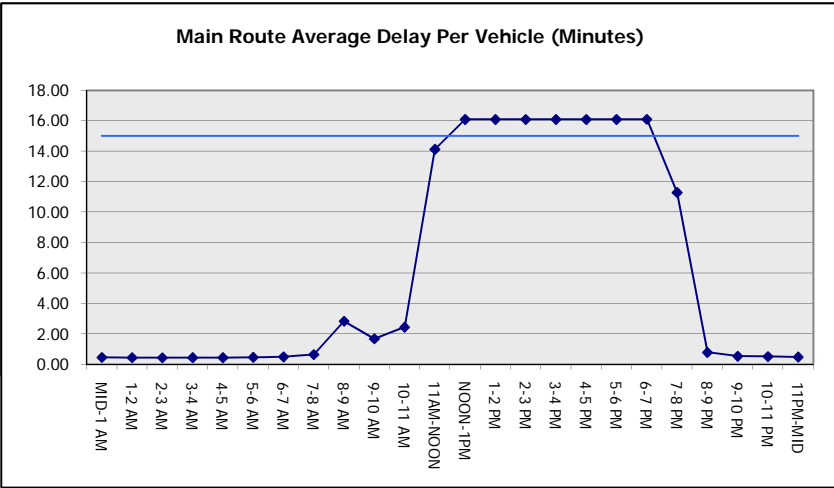
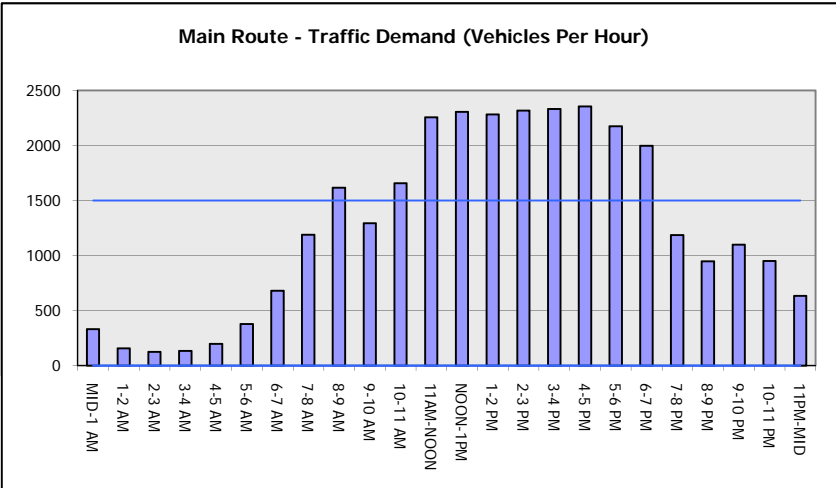
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0151 |
| MAIN ROUTE WITH WORKS | 0.0106 |
| 'DIVERSION' | 0.0066 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$87,581 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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 |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 493 | 0.0 | 1500 | 493 | 0 | 0.47 | 0 | 65.5 | 56.1 | 43.5 |
| 1-2 AM | 312 | 0.0 | 1500 | 312 | 0 | 0.45 | 0 | 65.8 | 56.7 | 44.2 |
| 2-3 AM | 241 | 0.0 | 1500 | 241 | 0 | 0.45 | 0 | 66.0 | 56.9 | 44.5 |
| 3-4 AM | 172 | 0.0 | 1500 | 172 | 0 | 0.44 | 0 | 66.1 | 57.1 | 44.8 |
| 4-5 AM | 171 | 0.0 | 1500 | 171 | 0 | 0.44 | 0 | 66.1 | 57.1 | 44.8 |
| 5-6 AM | 343 | 0.0 | 1500 | 343 | 0 | 0.46 | 0 | 65.8 | 56.6 | 44.1 |
| 6-7 AM | 712 | 0.0 | 1500 | 712 | 0 | 0.49 | 0 | 65.1 | 55.5 | 42.7 |
| 7-8 AM | 1171 | 0.0 | 1499 | 1171 | 0 | 0.63 | 0 | 64.2 | 52.7 | 38.7 |
| 8-9 AM | 1631 | 0.0 | 1499 | 1631 | 0 | 3.02 | 60 | 63.3 | 31.2 | 30.8 |
| 9-10 AM | 1319 | 0.0 | 1499 | 1319 | 0 | 2.16 | 46 | 63.9 | 36.7 | 33.3 |
| 10-11 AM | 1655 | 0.0 | 1499 | 1655 | 0 | 2.37 | 46 | 63.3 | 35.1 | 30.8 |
| 11AM-NOON | 2314 | 0.0 | 1500 | 1808 | 506 | 14.17+ | 368 | 62.1 | 11.2 | 31.2 |
| NOON-1PM | 2522 | 0.0 | 1499 | 1490 | 1032 | 16.05+ | 409 | 60.7 | 10.3 | 30.8 |
| 1-2 PM | 2375 | 0.0 | 1499 | 1496 | 878 | 16.08+ | 408 | 62.0 | 10.4 | 30.8 |
| 2-3 PM | 2395 | 0.0 | 1499 | 1497 | 899 | 16.08+ | 408 | 61.9 | 10.4 | 30.8 |
| 3-4 PM | 2386 | 0.0 | 1499 | 1497 | 889 | 16.07+ | 408 | 61.9 | 10.4 | 30.8 |
| 4-5 PM | 2183 | 0.0 | 1499 | 1498 | 685 | 16.08+ | 407 | 62.3 | 10.4 | 30.8 |
| 5-6 PM | 1986 | 0.0 | 1499 | 1498 | 487 | 16.10+ | 407 | 62.7 | 10.4 | 30.8 |
| 6-7 PM | 1747 | 0.0 | 1499 | 1463 | 284 | 15.97+ | 403 | 63.2 | 10.4 | 30.8 |
| 7-8 PM | 1095 | 0.0 | 1499 | 1095 | 0 | 7.32 | 222 | 64.3 | 18.3 | 34.7 |
| 8-9 PM | 1072 | 0.0 | 1499 | 1072 | 0 | 0.53 | 0 | 64.4 | 54.4 | 41.2 |
| 9-10 PM | 1546 | 0.0 | 1499 | 1546 | 0 | 1.70 | 19 | 63.5 | 40.2 | 30.8 |
| 10-11 PM | 1193 | 0.0 | 1500 | 1193 | 0 | 0.79 | 5 | 64.1 | 50.5 | 38.4 |
| 11PM-MID | 794 | 0.0 | 1500 | 794 | 0 | 0.50 | 0 | 64.9 | 55.3 | 42.4 |

+ 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 | 0.0157 |
| MAIN ROUTE WITH WORKS | 0.0112 |
| 'DIVERSION' | 0.0065 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$86,487 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

