

<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>AUGUST</b>
	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	251	0.0	1500	251	0	0.45	0	65.9	56.9	44.5	
1-2 AM	151	0.0	1500	151	0	0.44	0	66.1	57.2	44.9	
2-3 AM	119	0.0	1500	119	0	0.43	0	66.1	57.3	45.0	
3-4 AM	156	0.0	1500	156	0	0.44	0	66.1	57.2	44.8	
4-5 AM	366	0.0	1500	366	0	0.46	0	65.7	56.6	44.0	
5-6 AM	1076	0.0	1499	1076	0	0.66	0	64.4	52.4	38.3	
6-7 AM	2605	0.0	1499	1897	708	11.15+	303	59.8	13.4	30.8	
7-8 AM	3635	0.0	1499	1500	2135	15.42+	412	49.2	10.3	30.8	
8-9 AM	3087	0.0	1500	1504	1583	15.79+	411	54.9	10.3	30.8	
9-10 AM	2385	0.0	1500	1500	885	16.07+	408	61.9	10.4	30.8	
10-11 AM	2227	0.0	1500	1500	726	16.08+	407	62.2	10.4	30.8	
11AM-NOON	2336	0.0	1500	1500	835	16.07+	408	62.0	10.4	30.8	
NOON-1PM	2323	0.0	1500	1500	823	16.07+	408	62.0	10.4	30.8	
1-2 PM	2121	0.0	1500	1500	620	16.09+	407	62.4	10.4	30.8	
2-3 PM	2500	0.0	1499	1500	1000	16.02+	408	60.9	10.4	30.8	
3-4 PM	2648	0.0	1500	1502	1146	15.95+	408	59.4	10.3	30.8	
4-5 PM	2723	0.0	1500	1502	1221	15.92+	409	58.6	10.3	30.8	
5-6 PM	2891	0.0	1499	1502	1389	15.87+	410	56.9	10.3	30.8	
6-7 PM	2135	0.0	1500	1500	635	16.09+	407	62.4	10.4	30.8	
7-8 PM	1497	0.0	1500	1444	53	15.61+	393	63.6	10.5	30.8	
8-9 PM	1259	0.0	1499	1259	0	9.57	245	64.0	14.9	31.5	
9-10 PM	1042	0.0	1500	1042	0	0.92	15	64.5	48.9	40.8	
10-11 PM	748	0.0	1500	748	0	0.49	0	65.0	55.4	42.6	
11PM-MID	488	0.0	1500	488	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

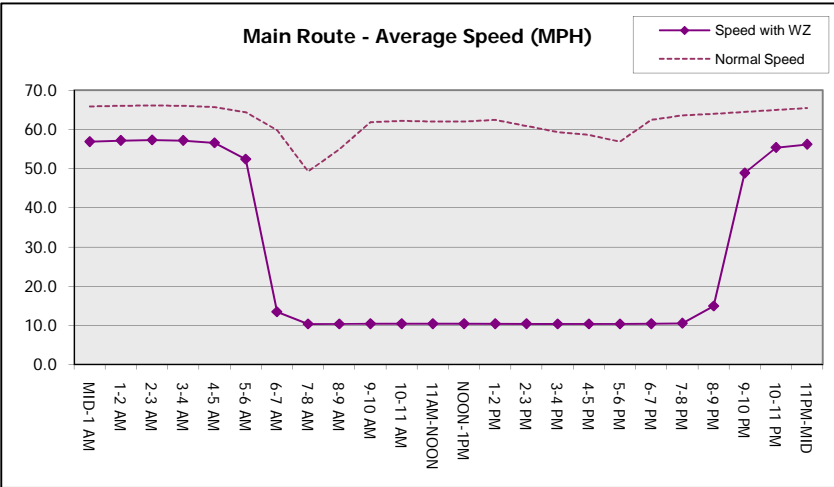
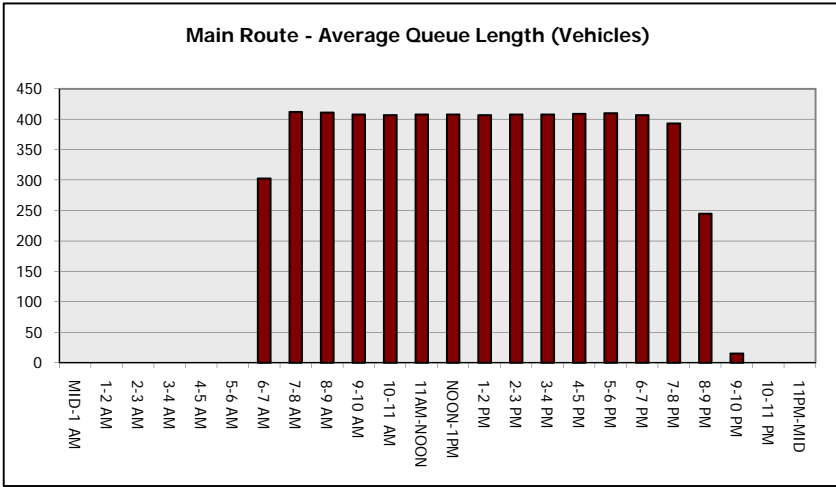
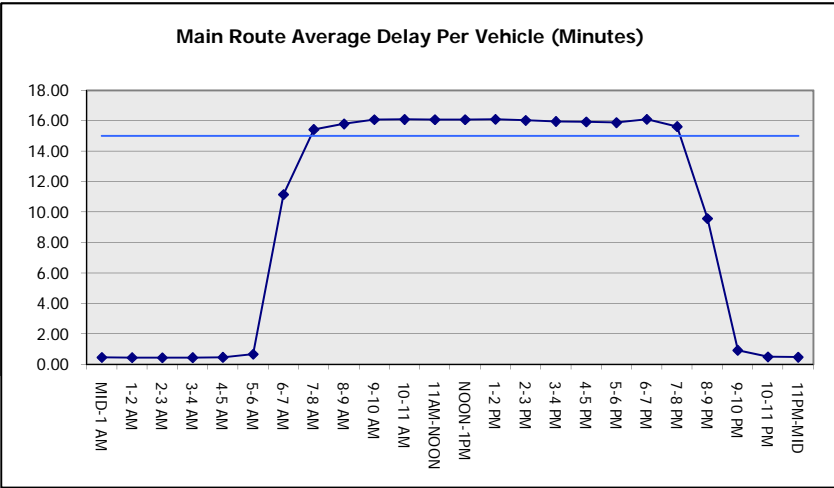
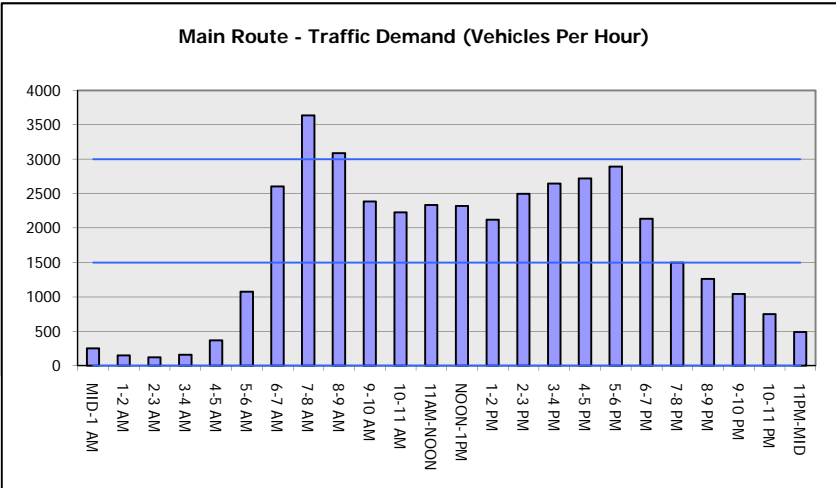
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0201
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0157
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$123,329
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	405	0.0	1500	405	0	0.46	0	65.6	56.4	43.9
1-2 AM	214	0.0	1500	214	0	0.44	0	66.0	57.0	44.6
2-3 AM	172	0.0	1500	172	0	0.44	0	66.1	57.1	44.8
3-4 AM	161	0.0	1500	161	0	0.44	0	66.1	57.2	44.8
4-5 AM	260	0.0	1500	260	0	0.45	0	65.9	56.9	44.5
5-6 AM	725	0.0	1500	725	0	0.49	0	65.0	55.5	42.7
6-7 AM	1665	0.0	1499	1665	0	2.17	47	63.3	36.4	31.3
7-8 AM	2444	0.0	1500	1778	665	14.92+	385	61.5	10.9	31.5
8-9 AM	2406	0.0	1499	1492	913	16.09+	408	61.9	10.3	30.8
9-10 AM	2023	0.0	1499	1490	533	16.07+	407	62.6	10.4	30.8
10-11 AM	2105	0.0	1499	1498	607	16.09+	407	62.5	10.4	30.8
11AM-NOON	2251	0.0	1499	1498	753	16.08+	407	62.2	10.4	30.8
NOON-1PM	2283	0.0	1499	1498	785	16.08+	408	62.2	10.4	30.8
1-2 PM	2290	0.0	1499	1498	792	16.08+	408	62.1	10.4	30.8
2-3 PM	2698	0.0	1499	1490	1208	15.96+	409	58.9	10.3	30.8
3-4 PM	3136	0.0	1499	1494	1642	15.78+	412	54.4	10.3	30.8
4-5 PM	3145	0.0	1499	1496	1649	15.78+	412	54.3	10.3	30.8
5-6 PM	3356	0.0	1499	1500	1856	15.64+	412	52.1	10.3	30.8
6-7 PM	2478	0.0	1500	1497	981	16.04+	408	61.1	10.3	30.8
7-8 PM	1730	0.0	1500	1499	231	16.11+	407	63.2	10.4	30.8
8-9 PM	1515	0.0	1499	1475	41	15.99+	403	63.6	10.4	30.8
9-10 PM	1333	0.0	1499	1333	0	12.98+	327	63.9	11.9	30.8
10-11 PM	965	0.0	1499	965	0	1.76	57	64.6	40.1	39.8
11PM-MID	636	0.0	1500	636	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	0.0199
MAIN ROUTE WITH WORKS	0.0119
'DIVERSION'	0.0145

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$123,464
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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**MON-THUR NORTHBOUND DIRECTION**

