

<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>AUGUST</b>
	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	370	0.0	1500	370	0	0.46	0	65.7	56.5	44.0	
1-2 AM	164	0.0	1500	164	0	0.44	0	66.1	57.2	44.8	
2-3 AM	144	0.0	1500	144	0	0.44	0	66.1	57.3	44.9	
3-4 AM	137	0.0	1500	137	0	0.44	0	66.1	57.3	45.0	
4-5 AM	208	0.0	1500	208	0	0.44	0	66.0	57.0	44.6	
5-6 AM	396	0.0	1500	396	0	0.46	0	65.6	56.4	43.9	
6-7 AM	644	0.0	1500	644	0	0.48	0	65.2	55.7	43.0	
7-8 AM	997	0.0	1499	997	0	0.52	0	64.5	54.7	41.7	
8-9 AM	1465	0.0	1499	1465	0	1.20	8	63.7	45.1	32.3	
9-10 AM	1813	0.0	1500	1813	0	6.40	169	63.0	19.9	30.8	
10-11 AM	2095	0.0	1499	1503	591	16.09+	407	62.5	10.4	30.8	
11AM-NOON	2333	0.0	1500	1507	826	16.09+	408	62.0	10.3	30.8	
NOON-1PM	2413	0.0	1500	1507	906	16.08+	408	61.8	10.3	30.8	
1-2 PM	2340	0.0	1500	1504	836	16.08+	408	62.0	10.4	30.8	
2-3 PM	2383	0.0	1500	1504	879	16.08+	408	62.0	10.4	30.8	
3-4 PM	2406	0.0	1500	1504	902	16.07+	408	61.9	10.4	30.8	
4-5 PM	2237	0.0	1500	1502	735	16.08+	407	62.2	10.4	30.8	
5-6 PM	2075	0.0	1500	1502	574	16.09+	407	62.5	10.4	30.8	
6-7 PM	1881	0.0	1500	1501	379	16.10+	407	62.9	10.4	30.8	
7-8 PM	1487	0.0	1500	1487	0	15.53+	391	63.6	10.6	30.8	
8-9 PM	1292	0.0	1499	1292	0	10.66	268	64.0	13.7	30.8	
9-10 PM	1306	0.0	1500	1306	0	3.00	73	64.0	31.4	33.0	
10-11 PM	992	0.0	1500	992	0	0.52	0	64.5	54.7	41.7	
11PM-MID	779	0.0	1500	779	0	0.50	0	65.0	55.3	42.5	

+ 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

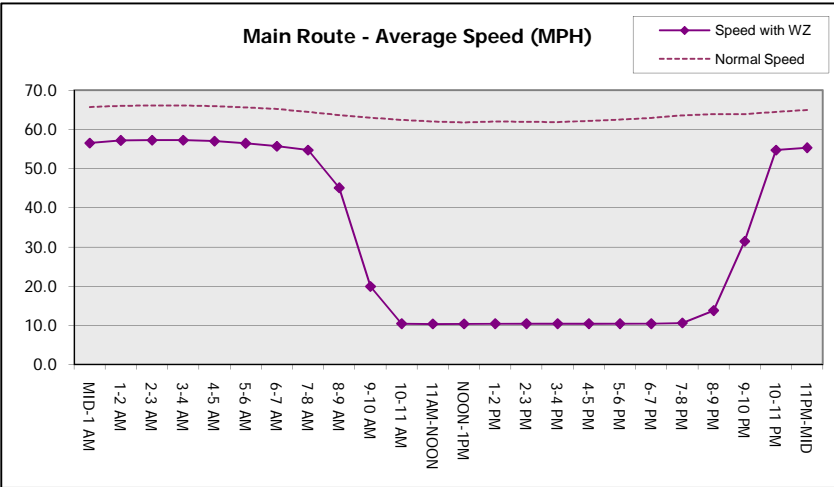
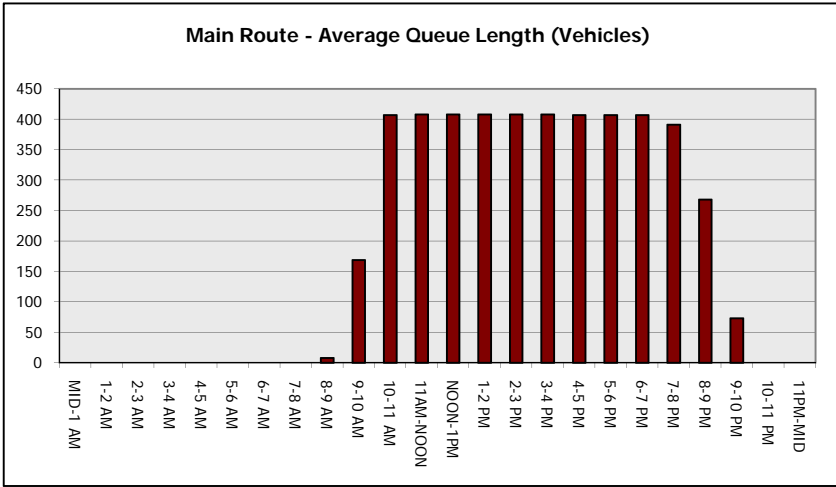
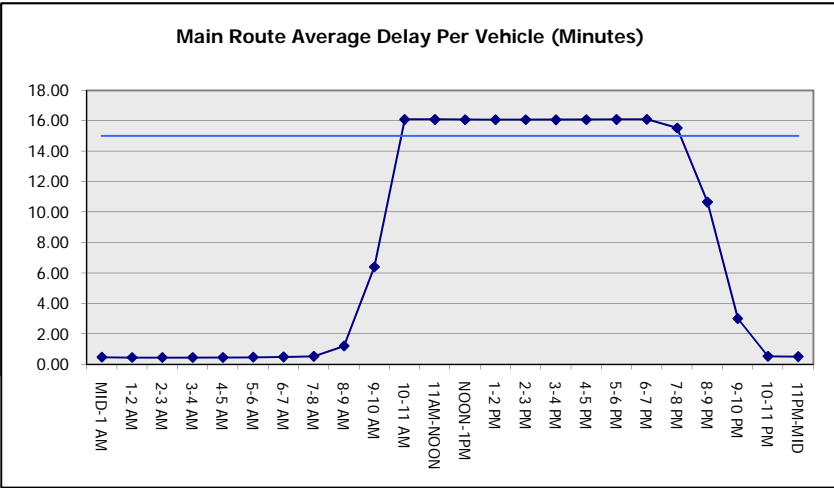
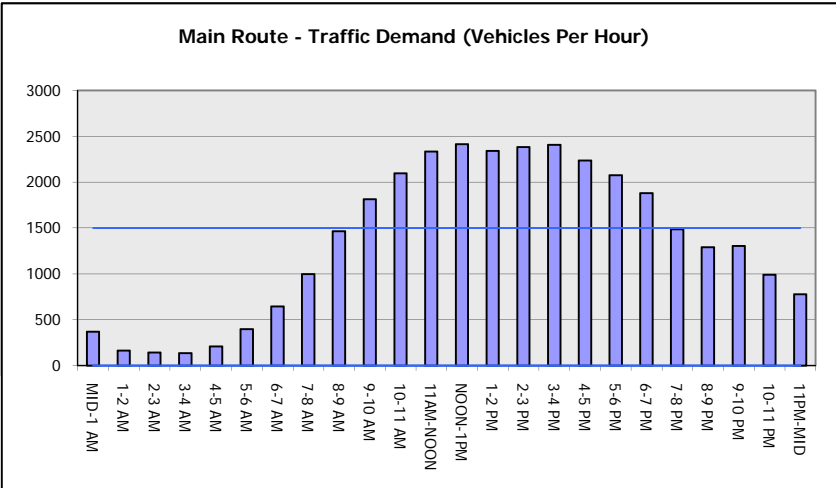
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0160
MAIN ROUTE WITH WORKS	0.0110
'DIVERSION'	0.0076
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,687
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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

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

**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	580	0.0	1500	580	0	0.48	0	65.3	55.9	43.2
1-2 AM	343	0.0	1500	343	0	0.46	0	65.8	56.6	44.1
2-3 AM	326	0.0	1500	326	0	0.45	0	65.8	56.7	44.2
3-4 AM	205	0.0	1500	205	0	0.44	0	66.0	57.1	44.6
4-5 AM	226	0.0	1500	226	0	0.44	0	66.0	57.0	44.6
5-6 AM	393	0.0	1500	393	0	0.46	0	65.6	56.4	43.9
6-7 AM	701	0.0	1500	701	0	0.49	0	65.1	55.5	42.7
7-8 AM	1079	0.0	1499	1079	0	0.56	0	64.4	53.8	40.4
8-9 AM	1535	0.0	1499	1535	0	1.52	17	63.5	41.9	31.5
9-10 AM	1926	0.0	1500	1926	0	9.29+	257	62.8	15.5	30.8
10-11 AM	2347	0.0	1500	1458	889	15.98+	405	62.0	10.4	31.0
11AM-NOON	2405	0.0	1499	1495	909	16.08+	408	61.9	10.4	30.8
NOON-1PM	2521	0.0	1499	1493	1028	16.03+	408	60.7	10.3	30.8
1-2 PM	2402	0.0	1499	1498	904	16.07+	408	61.9	10.4	30.8
2-3 PM	2424	0.0	1499	1498	926	16.06+	408	61.7	10.4	30.8
3-4 PM	2465	0.0	1499	1497	968	16.04+	408	61.2	10.4	30.8
4-5 PM	2219	0.0	1499	1499	721	16.08+	407	62.2	10.4	30.8
5-6 PM	1988	0.0	1499	1499	489	16.10+	407	62.7	10.4	30.8
6-7 PM	1668	0.0	1499	1468	199	15.99+	404	63.3	10.4	30.8
7-8 PM	1327	0.0	1499	1327	0	12.82+	323	63.9	12.0	30.8
8-9 PM	1391	0.0	1500	1391	0	7.31	172	63.8	18.2	30.8
9-10 PM	1347	0.0	1499	1347	0	2.53	54	63.9	34.2	32.6
10-11 PM	1100	0.0	1500	1100	0	0.53	0	64.3	54.4	41.4
11PM-MID	757	0.0	1500	757	0	0.50	0	65.0	55.4	42.5

+ 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	0.0166
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0080

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,933
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

