

<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**

SUNDAY 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	748	0.0	1500	748	0	0.49	0	65.0	55.4	42.6
1-2 AM	379	0.0	1500	379	0	0.46	0	65.7	56.5	44.0
2-3 AM	137	0.0	1500	137	0	0.44	0	66.1	57.3	45.0
3-4 AM	111	0.0	1500	111	0	0.43	0	66.2	57.3	45.0
4-5 AM	139	0.0	1500	139	0	0.44	0	66.1	57.3	45.0
5-6 AM	239	0.0	1500	239	0	0.45	0	66.0	56.9	44.5
6-7 AM	427	0.0	1500	427	0	0.46	0	65.6	56.4	43.8
7-8 AM	634	0.0	1500	634	0	0.48	0	65.2	55.8	43.0
8-9 AM	956	0.0	1499	956	0	0.51	0	64.6	54.8	41.9
9-10 AM	1543	0.0	1499	1543	0	1.62	22	63.5	40.9	31.9
10-11 AM	2070	0.0	1500	1760	310	11.26+	303	62.5	13.4	30.8
11AM-NOON	2441	0.0	1499	1510	931	16.08+	409	61.5	10.3	30.8
NOON-1PM	2718	0.0	1500	1515	1202	15.96+	410	58.7	10.3	30.8
1-2 PM	2689	0.0	1500	1510	1178	15.96+	409	58.9	10.3	30.8
2-3 PM	2743	0.0	1500	1509	1234	15.92+	409	58.4	10.3	30.8
3-4 PM	2762	0.0	1500	1506	1256	15.91+	409	58.2	10.3	30.8
4-5 PM	2771	0.0	1500	1503	1268	15.91+	409	58.1	10.3	30.8
5-6 PM	2484	0.0	1500	1500	984	16.02+	408	61.0	10.4	30.8
6-7 PM	2324	0.0	1500	1500	824	16.07+	408	62.0	10.4	30.8
7-8 PM	1834	0.0	1500	1500	334	16.11+	407	63.0	10.4	30.8
8-9 PM	1551	0.0	1500	1484	68	15.93+	402	63.5	10.4	30.8
9-10 PM	1159	0.0	1499	1159	0	8.82	245	64.2	16.0	33.5
10-11 PM	685	0.0	1500	685	0	0.53	1	65.1	54.8	42.8
11PM-MID	420	0.0	1500	420	0	0.46	0	65.6	56.4	43.8

+ 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

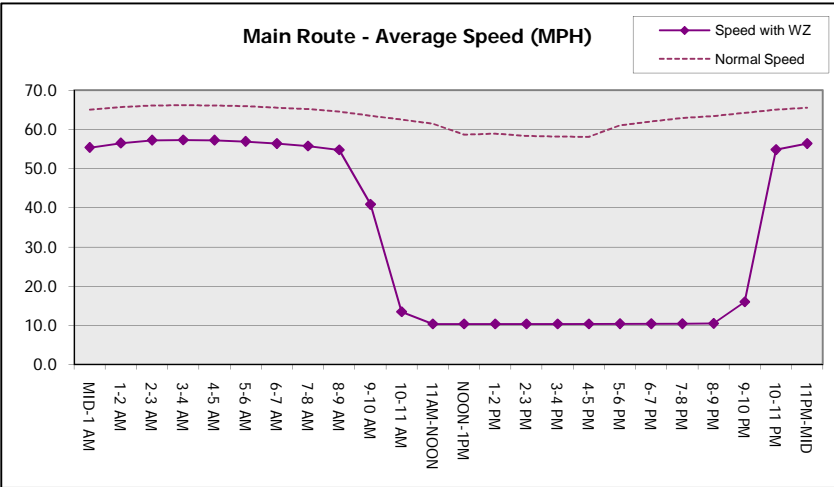
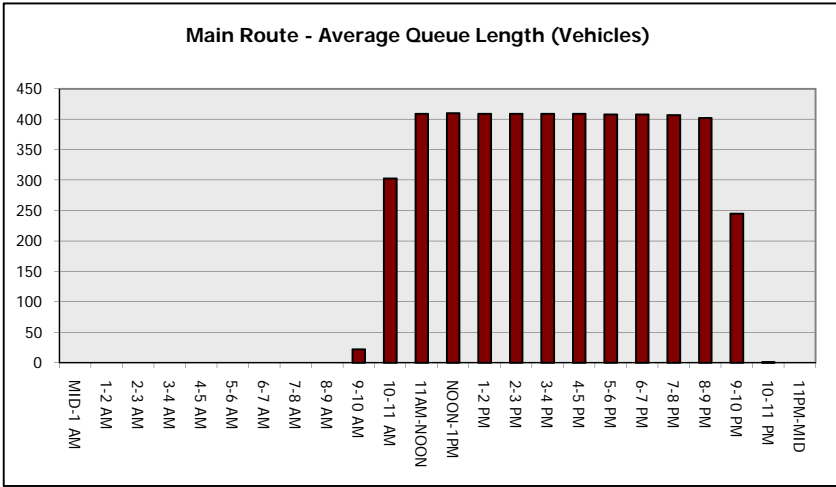
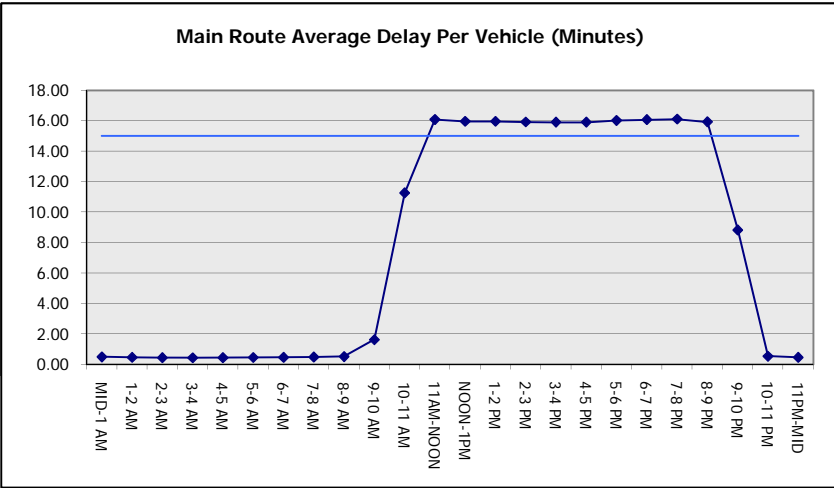
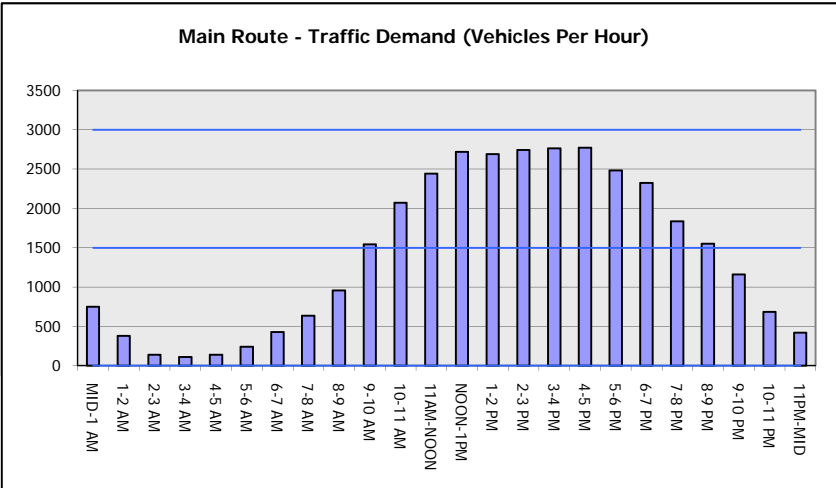
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0168
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0110
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,285
CONGESTED HOURS PER DAY*	11

\*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**  
**SUNDAY 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**

SUNDAY 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	570	0.0	1500	570	0	0.48	0	65.3	56.0	43.2
1-2 AM	348	0.0	1500	348	0	0.46	0	65.8	56.6	44.1
2-3 AM	260	0.0	1500	260	0	0.45	0	65.9	56.9	44.5
3-4 AM	166	0.0	1500	166	0	0.44	0	66.1	57.2	44.8
4-5 AM	132	0.0	1500	132	0	0.44	0	66.1	57.3	45.0
5-6 AM	199	0.0	1500	199	0	0.44	0	66.0	57.1	44.7
6-7 AM	374	0.0	1500	374	0	0.46	0	65.7	56.5	44.0
7-8 AM	539	0.0	1500	539	0	0.47	0	65.4	56.0	43.3
8-9 AM	794	0.0	1500	794	0	0.50	0	64.9	55.3	42.4
9-10 AM	1195	0.0	1499	1195	0	0.64	0	64.1	52.5	38.5
10-11 AM	1601	0.0	1499	1601	0	1.90	28	63.4	38.4	30.8
11AM-NOON	1892	0.0	1500	1872	20	10.26+	275	62.8	14.3	30.8
NOON-1PM	2161	0.0	1500	1484	677	16.04+	406	62.3	10.4	30.8
1-2 PM	2253	0.0	1499	1498	756	16.08+	407	62.2	10.4	30.8
2-3 PM	2138	0.0	1499	1498	640	16.09+	407	62.4	10.4	30.8
3-4 PM	2216	0.0	1499	1498	718	16.08+	407	62.3	10.4	30.8
4-5 PM	2239	0.0	1499	1498	741	16.08+	407	62.2	10.4	30.8
5-6 PM	1996	0.0	1499	1498	498	16.10+	407	62.7	10.4	30.8
6-7 PM	1743	0.0	1499	1473	270	16.01+	404	63.2	10.4	30.8
7-8 PM	1445	0.0	1499	1415	30	15.32+	386	63.7	10.6	30.8
8-9 PM	1084	0.0	1499	1084	0	4.02	146	64.3	26.9	36.5
9-10 PM	1025	0.0	1500	1025	0	0.52	0	64.5	54.6	41.6
10-11 PM	779	0.0	1500	779	0	0.50	0	65.0	55.3	42.5
11PM-MID	507	0.0	1500	507	0	0.47	0	65.5	56.1	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	0.0136
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0050

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,527
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**SUNDAY NORTHBOUND DIRECTION**

