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| IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 421 | 0.0 | 1500 | 421 | 0 | 0.46 | 0 | 65.6 | 56.4 | 43.8 | |
| 1-2 AM | 212 | 0.0 | 1500 | 212 | 0 | 0.44 | 0 | 66.0 | 57.0 | 44.6 | |
| 2-3 AM | 124 | 0.0 | 1500 | 124 | 0 | 0.43 | 0 | 66.1 | 57.3 | 45.0 | |
| 3-4 AM | 103 | 0.0 | 1500 | 103 | 0 | 0.43 | 0 | 66.2 | 57.4 | 45.1 | |
| 4-5 AM | 116 | 0.0 | 1500 | 116 | 0 | 0.43 | 0 | 66.2 | 57.3 | 45.0 | |
| 5-6 AM | 205 | 0.0 | 1500 | 205 | 0 | 0.44 | 0 | 66.0 | 57.1 | 44.6 | |
| 6-7 AM | 377 | 0.0 | 1500 | 377 | 0 | 0.46 | 0 | 65.7 | 56.5 | 44.0 | |
| 7-8 AM | 706 | 0.0 | 1500 | 706 | 0 | 0.49 | 0 | 65.1 | 55.5 | 42.7 | |
| 8-9 AM | 985 | 0.0 | 1499 | 985 | 0 | 0.52 | 0 | 64.5 | 54.7 | 41.7 | |
| 9-10 AM | 1547 | 0.0 | 1499 | 1547 | 0 | 1.60 | 21 | 63.5 | 41.0 | 31.5 | |
| 10-11 AM | 1956 | 0.0 | 1500 | 1867 | 89 | 10.12+ | 275 | 62.7 | 14.5 | 30.8 | |
| 11AM-NOON | 2276 | 0.0 | 1500 | 1498 | 778 | 16.08+ | 408 | 62.2 | 10.4 | 30.8 | |
| NOON-1PM | 2521 | 0.0 | 1499 | 1493 | 1028 | 16.03+ | 408 | 60.7 | 10.3 | 30.8 | |
| 1-2 PM | 2507 | 0.0 | 1499 | 1495 | 1011 | 16.03+ | 408 | 60.8 | 10.3 | 30.8 | |
| 2-3 PM | 2495 | 0.0 | 1499 | 1497 | 999 | 16.03+ | 408 | 60.9 | 10.3 | 30.8 | |
| 3-4 PM | 2697 | 0.0 | 1499 | 1492 | 1205 | 15.95+ | 409 | 58.9 | 10.3 | 30.8 | |
| 4-5 PM | 2776 | 0.0 | 1499 | 1493 | 1283 | 15.91+ | 409 | 58.1 | 10.3 | 30.8 | |
| 5-6 PM | 2819 | 0.0 | 1499 | 1496 | 1322 | 15.90+ | 410 | 57.6 | 10.3 | 30.8 | |
| 6-7 PM | 2701 | 0.0 | 1499 | 1499 | 1203 | 15.94+ | 409 | 58.8 | 10.3 | 30.8 | |
| 7-8 PM | 1891 | 0.0 | 1500 | 1500 | 391 | 16.10+ | 407 | 62.8 | 10.4 | 30.8 | |
| 8-9 PM | 1152 | 0.0 | 1499 | 1152 | 0 | 9.74+ | 269 | 64.2 | 14.8 | 33.5 | |
| 9-10 PM | 921 | 0.0 | 1500 | 921 | 0 | 0.63 | 4 | 64.6 | 53.1 | 41.9 | |
| 10-11 PM | 541 | 0.0 | 1500 | 541 | 0 | 0.47 | 0 | 65.4 | 56.0 | 43.3 | |
| 11PM-MID | 408 | 0.0 | 1500 | 408 | 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 | 0.0160 |
| MAIN ROUTE WITH WORKS | 0.0099 |
| 'DIVERSION' | 0.0106 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$112,385 |
| CONGESTED HOURS PER DAY* | 11 |

*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)**

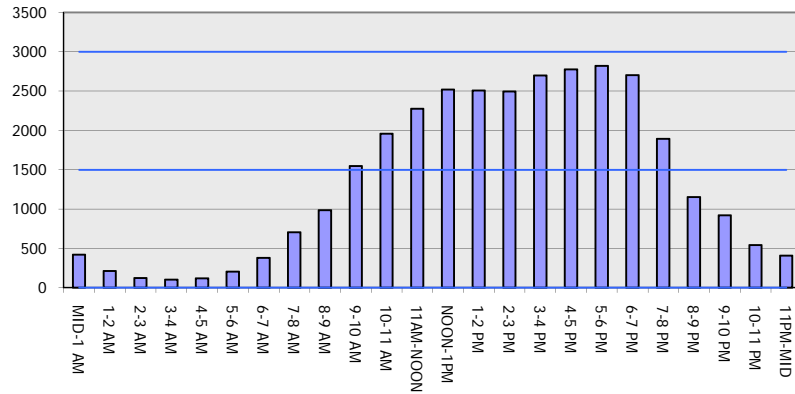
OCTOBER

Analyzed for 2009
 Construction Season

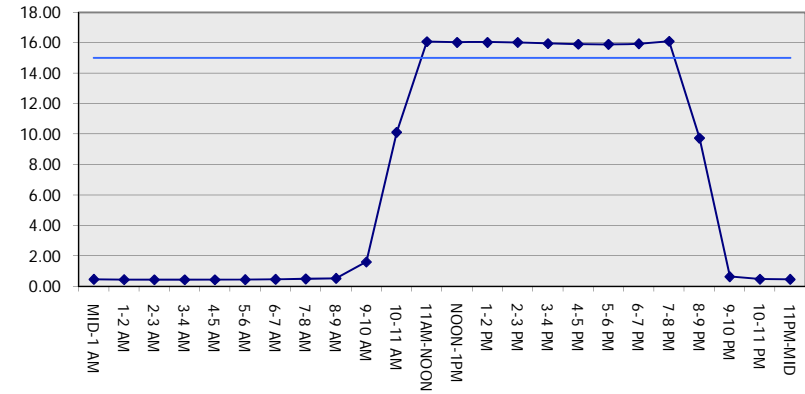
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

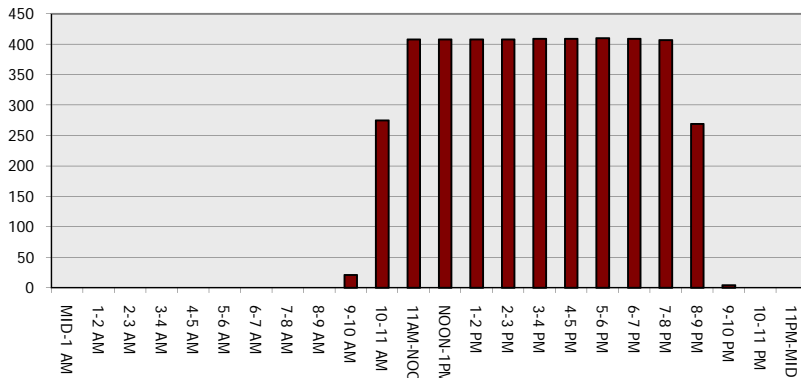
Main Route - Traffic Demand (Vehicles Per Hour)



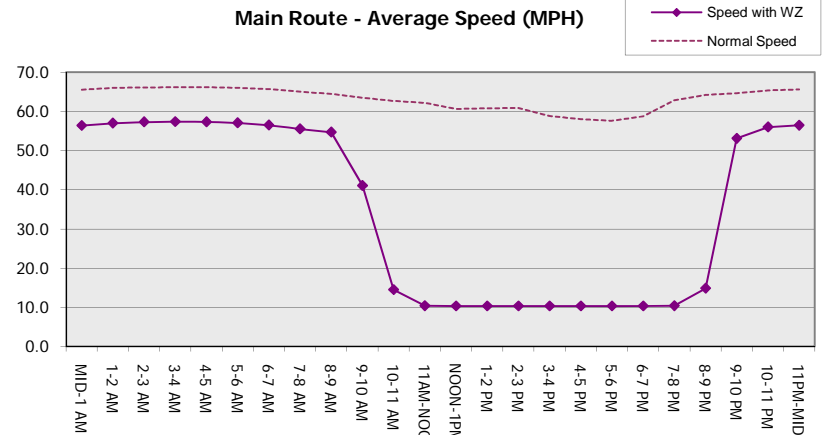
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|---|--|
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| | 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 | 526 | 0.0 | 1500 | 526 | 0 | 0.47 | 0 | 65.4 | 56.1 | 43.4 |
| 1-2 AM | 316 | 0.0 | 1500 | 316 | 0 | 0.45 | 0 | 65.8 | 56.7 | 44.2 |
| 2-3 AM | 286 | 0.0 | 1500 | 286 | 0 | 0.45 | 0 | 65.8 | 56.8 | 44.3 |
| 3-4 AM | 209 | 0.0 | 1500 | 209 | 0 | 0.44 | 0 | 66.0 | 57.0 | 44.6 |
| 4-5 AM | 150 | 0.0 | 1500 | 150 | 0 | 0.44 | 0 | 66.1 | 57.2 | 44.9 |
| 5-6 AM | 254 | 0.0 | 1500 | 254 | 0 | 0.45 | 0 | 65.9 | 56.9 | 44.5 |
| 6-7 AM | 610 | 0.0 | 1500 | 610 | 0 | 0.48 | 0 | 65.3 | 55.8 | 43.1 |
| 7-8 AM | 1044 | 0.0 | 1500 | 1044 | 0 | 0.52 | 0 | 64.5 | 54.5 | 41.5 |
| 8-9 AM | 1394 | 0.0 | 1499 | 1394 | 0 | 0.88 | 0 | 63.8 | 48.9 | 33.2 |
| 9-10 AM | 1616 | 0.0 | 1499 | 1616 | 0 | 2.52 | 46 | 63.4 | 34.1 | 30.8 |
| 10-11 AM | 1772 | 0.0 | 1500 | 1772 | 0 | 9.12 | 234 | 63.1 | 15.4 | 30.8 |
| 11AM-NOON | 2175 | 0.0 | 1499 | 1501 | 674 | 16.08+ | 407 | 62.3 | 10.4 | 30.8 |
| NOON-1PM | 2309 | 0.0 | 1500 | 1501 | 808 | 16.07+ | 408 | 62.1 | 10.4 | 30.8 |
| 1-2 PM | 2272 | 0.0 | 1500 | 1501 | 771 | 16.08+ | 408 | 62.2 | 10.4 | 30.8 |
| 2-3 PM | 2276 | 0.0 | 1500 | 1501 | 775 | 16.08+ | 408 | 62.2 | 10.4 | 30.8 |
| 3-4 PM | 2376 | 0.0 | 1500 | 1501 | 875 | 16.07+ | 408 | 62.0 | 10.4 | 30.8 |
| 4-5 PM | 2195 | 0.0 | 1500 | 1501 | 694 | 16.08+ | 407 | 62.3 | 10.4 | 30.8 |
| 5-6 PM | 1886 | 0.0 | 1500 | 1501 | 385 | 16.10+ | 407 | 62.8 | 10.4 | 30.8 |
| 6-7 PM | 1632 | 0.0 | 1500 | 1512 | 120 | 16.06+ | 405 | 63.3 | 10.4 | 30.8 |
| 7-8 PM | 1287 | 0.0 | 1499 | 1287 | 0 | 12.63+ | 321 | 64.0 | 12.2 | 30.9 |
| 8-9 PM | 921 | 0.0 | 1500 | 921 | 0 | 1.27 | 36 | 64.6 | 44.9 | 41.5 |
| 9-10 PM | 770 | 0.0 | 1500 | 770 | 0 | 0.50 | 0 | 65.0 | 55.3 | 42.5 |
| 10-11 PM | 628 | 0.0 | 1500 | 628 | 0 | 0.48 | 0 | 65.2 | 55.8 | 43.0 |
| 11PM-MID | 435 | 0.0 | 1500 | 435 | 0 | 0.46 | 0 | 65.6 | 56.3 | 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 | 0.0145 |
| MAIN ROUTE WITH WORKS | 0.0104 |
| 'DIVERSION' | 0.0058 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$89,246 |
| 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)**

OCTOBER

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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

