

<b>IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	330	0.0	OFF	330	0	0.00	0	65.8	65.8	65.8	
1-2 AM	157	0.0	OFF	157	0	0.00	0	66.1	66.1	66.1	
2-3 AM	126	0.0	OFF	126	0	0.00	0	66.1	66.1	66.1	
3-4 AM	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1	
4-5 AM	199	0.0	OFF	199	0	0.00	0	66.0	66.0	66.0	
5-6 AM	377	0.0	OFF	377	0	0.00	0	65.7	65.7	65.7	
6-7 AM	679	0.0	OFF	679	0	0.00	0	65.1	65.1	65.1	
7-8 AM	1189	0.0	OFF	1189	0	0.00	0	64.1	64.1	64.1	
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	OFF	1998	0	0.81	50	62.7	49.2	49.2	
7-8 PM	1185	0.0	OFF	1185	0	0.00	0	64.1	64.1	64.1	
8-9 PM	949	0.0	OFF	949	0	0.00	0	64.6	64.6	64.6	
9-10 PM	1098	0.0	OFF	1098	0	0.00	0	64.3	64.3	64.3	
10-11 PM	951	0.0	OFF	951	0	0.00	0	64.6	64.6	64.6	
11PM-MID	634	0.0	OFF	634	0	0.00	0	65.2	65.2	65.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

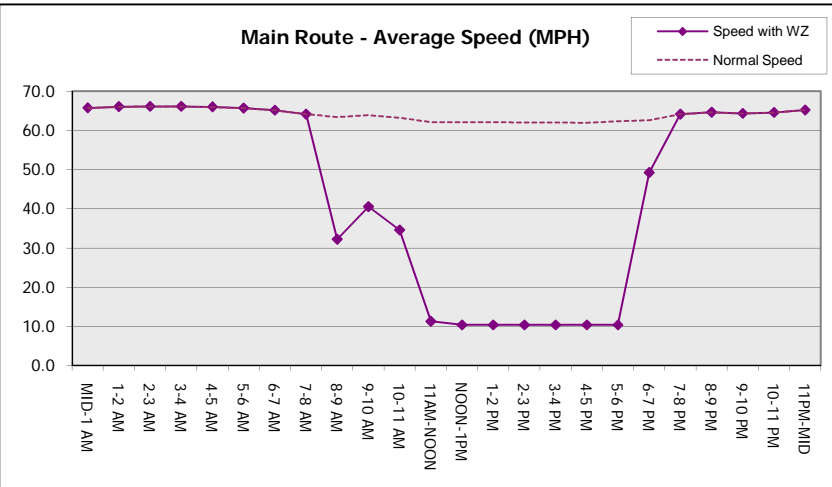
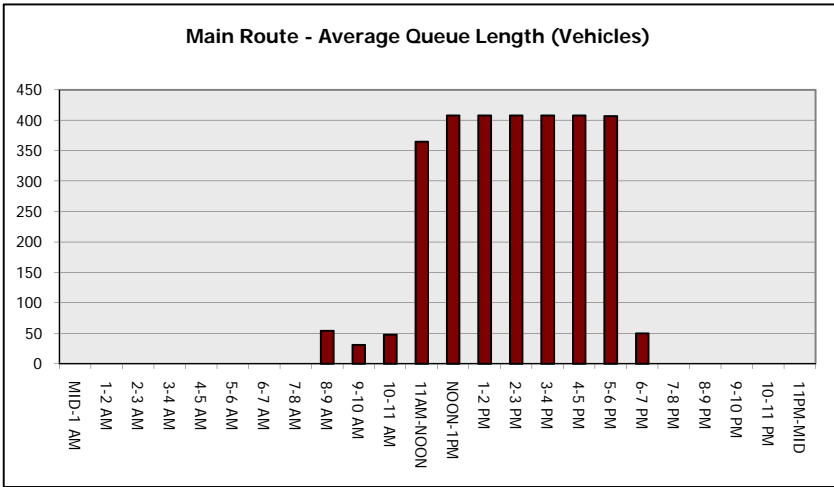
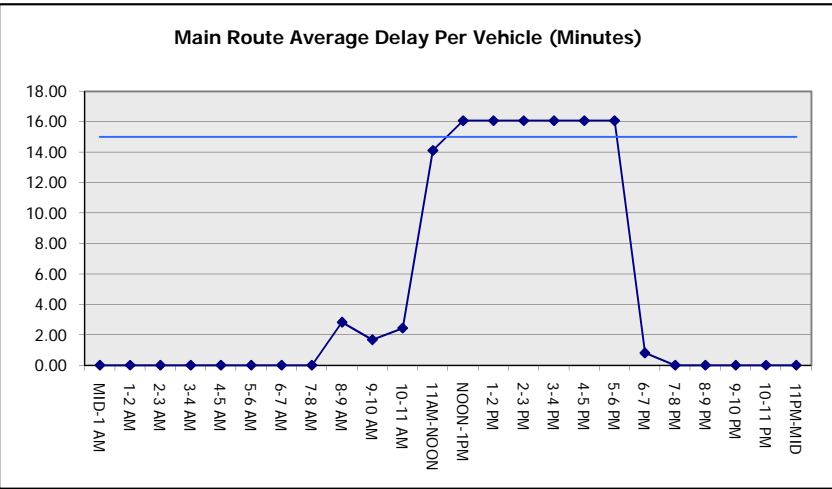
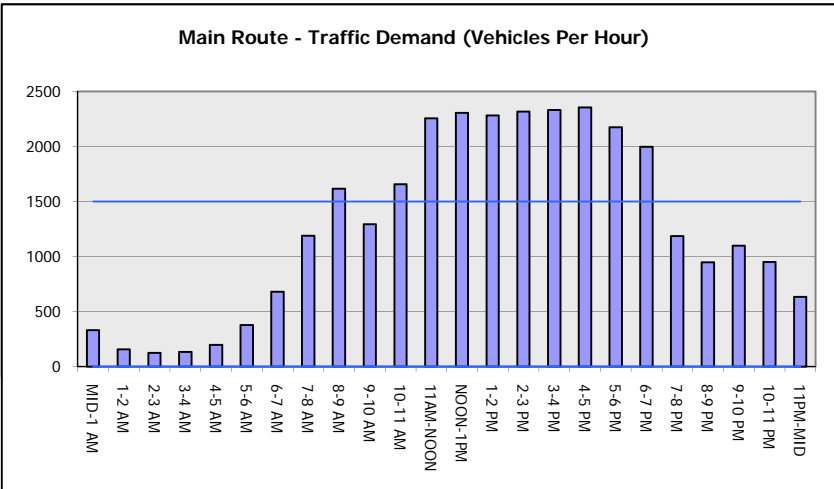
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0151
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0060
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,196
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
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>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	493	0.0	OFF	493	0	0.00	0	65.5	65.5	65.5
1-2 AM	312	0.0	OFF	312	0	0.00	0	65.8	65.8	65.8
2-3 AM	241	0.0	OFF	241	0	0.00	0	66.0	66.0	66.0
3-4 AM	172	0.0	OFF	172	0	0.00	0	66.1	66.1	66.1
4-5 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
5-6 AM	343	0.0	OFF	343	0	0.00	0	65.8	65.8	65.8
6-7 AM	712	0.0	OFF	712	0	0.00	0	65.1	65.1	65.1
7-8 AM	1171	0.0	OFF	1171	0	0.00	0	64.2	64.2	64.2
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	OFF	1747	0	0.68	43	63.2	51.2	51.2
7-8 PM	1095	0.0	OFF	1095	0	0.00	0	64.3	64.3	64.3
8-9 PM	1072	0.0	OFF	1072	0	0.00	0	64.4	64.4	64.4
9-10 PM	1546	0.0	OFF	1546	0	0.00	0	63.5	63.5	63.5
10-11 PM	1193	0.0	OFF	1193	0	0.00	0	64.1	64.1	64.1
11PM-MID	794	0.0	OFF	794	0	0.00	0	64.9	64.9	64.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0120
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,913
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**MAY**  
 Analyzed for 2009  
 Construction Season

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

