

| | |
|---|--|
| IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | OFF | 251 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 | |
| 1-2 AM | 151 | 0.0 | OFF | 151 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 2-3 AM | 119 | 0.0 | OFF | 119 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 3-4 AM | 156 | 0.0 | OFF | 156 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 4-5 AM | 366 | 0.0 | OFF | 366 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | |
| 5-6 AM | 1076 | 0.0 | OFF | 1076 | 0 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | |
| 6-7 AM | 2605 | 0.0 | OFF | 2605 | 0 | 0.00 | 0 | 59.8 | 59.8 | 59.8 | |
| 7-8 AM | 3635 | 0.0 | OFF | 3635 | 0 | 0.00 | 0 | 49.2 | 49.2 | 49.2 | |
| 8-9 AM | 3087 | 0.0 | OFF | 3087 | 0 | 0.00 | 0 | 54.9 | 54.9 | 54.9 | |
| 9-10 AM | 2385 | 0.0 | 1499 | 1955 | 430 | 12.56+ | 325 | 61.9 | 12.3 | 31.0 | |
| 10-11 AM | 2227 | 0.0 | 1499 | 1498 | 729 | 16.08+ | 407 | 62.2 | 10.4 | 30.8 | |
| 11AM-NOON | 2336 | 0.0 | 1499 | 1498 | 838 | 16.07+ | 408 | 62.0 | 10.4 | 30.8 | |
| NOON-1PM | 2323 | 0.0 | 1499 | 1498 | 826 | 16.07+ | 408 | 62.0 | 10.4 | 30.8 | |
| 1-2 PM | 2121 | 0.0 | 1499 | 1498 | 623 | 16.09+ | 407 | 62.4 | 10.4 | 30.8 | |
| 2-3 PM | 2500 | 0.0 | 1499 | 1494 | 1006 | 16.04+ | 408 | 60.9 | 10.3 | 30.8 | |
| 3-4 PM | 2648 | 0.0 | 1499 | 1492 | 1156 | 15.97+ | 409 | 59.4 | 10.3 | 30.8 | |
| 4-5 PM | 2723 | 0.0 | OFF | 2723 | 0 | 1.35 | 73 | 58.6 | 41.0 | 41.0 | |
| 5-6 PM | 2891 | 0.0 | OFF | 2891 | 0 | 0.00 | 0 | 56.9 | 56.9 | 56.9 | |
| 6-7 PM | 2135 | 0.0 | OFF | 2135 | 0 | 0.00 | 0 | 62.4 | 62.4 | 62.4 | |
| 7-8 PM | 1497 | 0.0 | OFF | 1497 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 | |
| 8-9 PM | 1259 | 0.0 | OFF | 1259 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | |
| 9-10 PM | 1042 | 0.0 | OFF | 1042 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | |
| 10-11 PM | 748 | 0.0 | OFF | 748 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | |
| 11PM-MID | 488 | 0.0 | OFF | 488 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | |

"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 | 0.0201 |
| MAIN ROUTE WITH WORKS | 0.0166 |
| 'DIVERSION' | 0.0064 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$57,042 |
| CONGESTED HOURS PER DAY* | 7 |

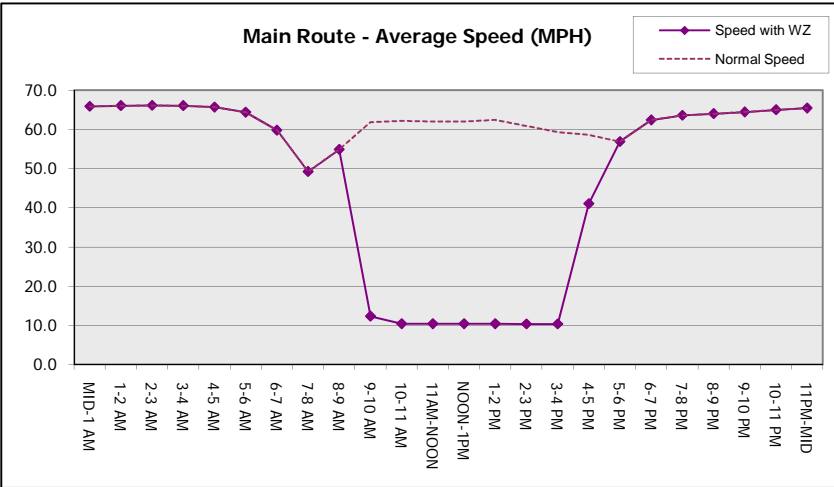
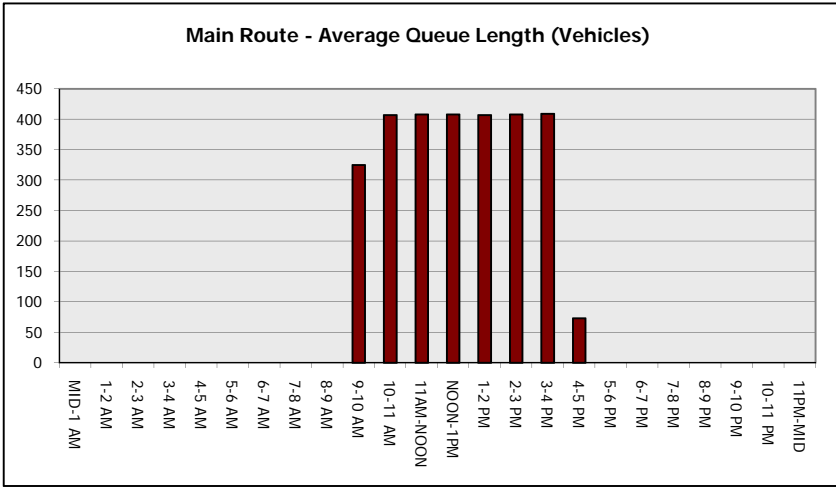
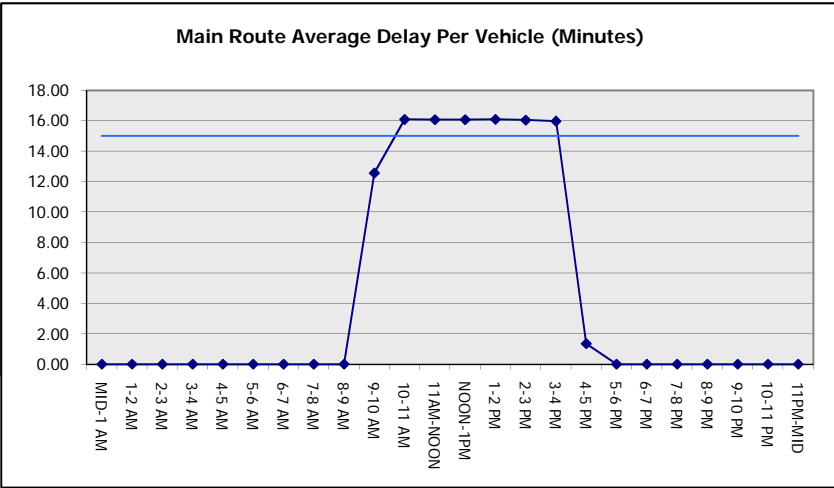
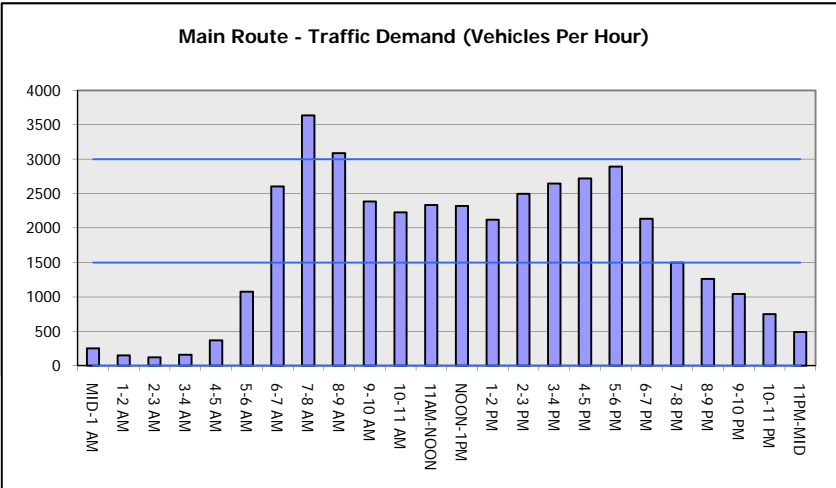
*Delays Exceeding User-Specified Maximum

IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)
OFF-PEAK DAY 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



| | |
|---|--|
| IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | OFF | 405 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 1-2 AM | 214 | 0.0 | OFF | 214 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 2-3 AM | 172 | 0.0 | OFF | 172 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 161 | 0.0 | OFF | 161 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 4-5 AM | 260 | 0.0 | OFF | 260 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 |
| 5-6 AM | 725 | 0.0 | OFF | 725 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 6-7 AM | 1665 | 0.0 | OFF | 1665 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 7-8 AM | 2444 | 0.0 | OFF | 2444 | 0 | 0.00 | 0 | 61.5 | 61.5 | 61.5 |
| 8-9 AM | 2406 | 0.0 | OFF | 2406 | 0 | 0.00 | 0 | 61.9 | 61.9 | 61.9 |
| 9-10 AM | 2023 | 0.0 | 1499 | 1944 | 79 | 9.18+ | 258 | 62.6 | 15.6 | 30.8 |
| 10-11 AM | 2105 | 0.0 | 1500 | 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 | 1491 | 1207 | 15.95+ | 409 | 58.9 | 10.3 | 30.8 |
| 3-4 PM | 3136 | 0.0 | 1499 | 1495 | 1640 | 15.78+ | 412 | 54.4 | 10.3 | 30.8 |
| 4-5 PM | 3145 | 0.0 | OFF | 3145 | 0 | 1.87 | 104 | 54.3 | 35.1 | 35.1 |
| 5-6 PM | 3356 | 0.0 | OFF | 3356 | 0 | 0.00 | 0 | 52.1 | 52.1 | 52.1 |
| 6-7 PM | 2478 | 0.0 | OFF | 2478 | 0 | 0.00 | 0 | 61.1 | 61.1 | 61.1 |
| 7-8 PM | 1730 | 0.0 | OFF | 1730 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 8-9 PM | 1515 | 0.0 | OFF | 1515 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 9-10 PM | 1333 | 0.0 | OFF | 1333 | 0 | 0.00 | 0 | 63.9 | 63.9 | 63.9 |
| 10-11 PM | 965 | 0.0 | OFF | 965 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 |
| 11PM-MID | 636 | 0.0 | OFF | 636 | 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 | 0.0199 |
| MAIN ROUTE WITH WORKS | 0.0163 |
| 'DIVERSION' | 0.0067 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$56,986 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding User-Specified Maximum

IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST

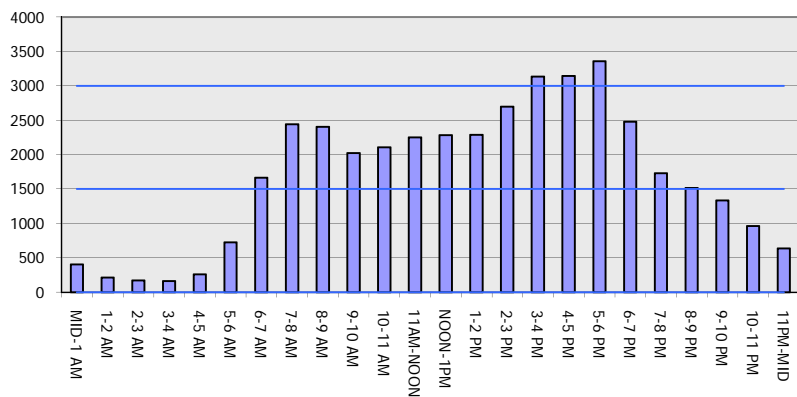
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

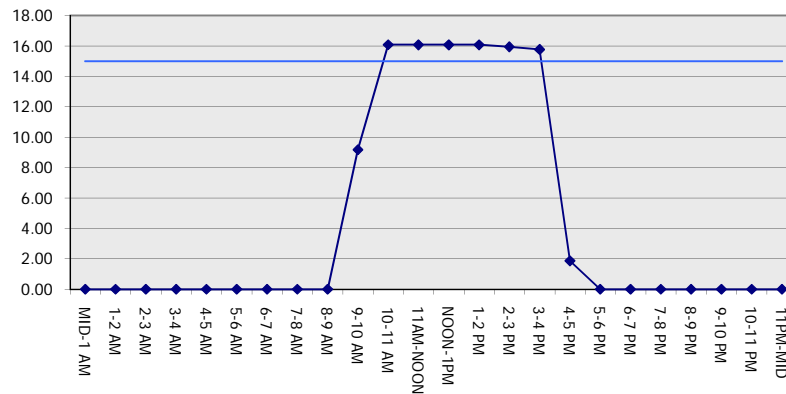
MON-THUR

NORTHBOUND DIRECTION

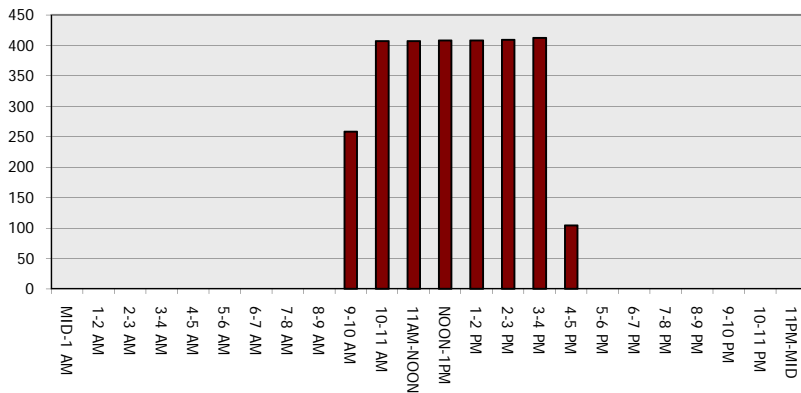
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

