

<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>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	OFF	370	0	0.00	0	65.7	65.7	65.7
1-2 AM	164	0.0	OFF	164	0	0.00	0	66.1	66.1	66.1
2-3 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
3-4 AM	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1
4-5 AM	208	0.0	OFF	208	0	0.00	0	66.0	66.0	66.0
5-6 AM	396	0.0	OFF	396	0	0.00	0	65.6	65.6	65.6
6-7 AM	644	0.0	OFF	644	0	0.00	0	65.2	65.2	65.2
7-8 AM	997	0.0	OFF	997	0	0.00	0	64.5	64.5	64.5
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	OFF	1881	0	0.54	33	62.9	53.2	53.2
7-8 PM	1487	0.0	OFF	1487	0	0.00	0	63.6	63.6	63.6
8-9 PM	1292	0.0	OFF	1292	0	0.00	0	64.0	64.0	64.0
9-10 PM	1306	0.0	OFF	1306	0	0.00	0	64.0	64.0	64.0
10-11 PM	992	0.0	OFF	992	0	0.00	0	64.5	64.5	64.5
11PM-MID	779	0.0	OFF	779	0	0.00	0	65.0	65.0	65.0

"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

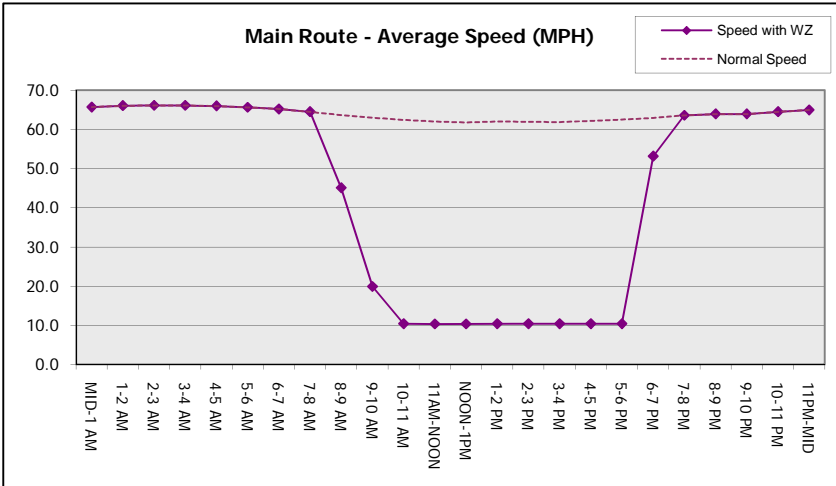
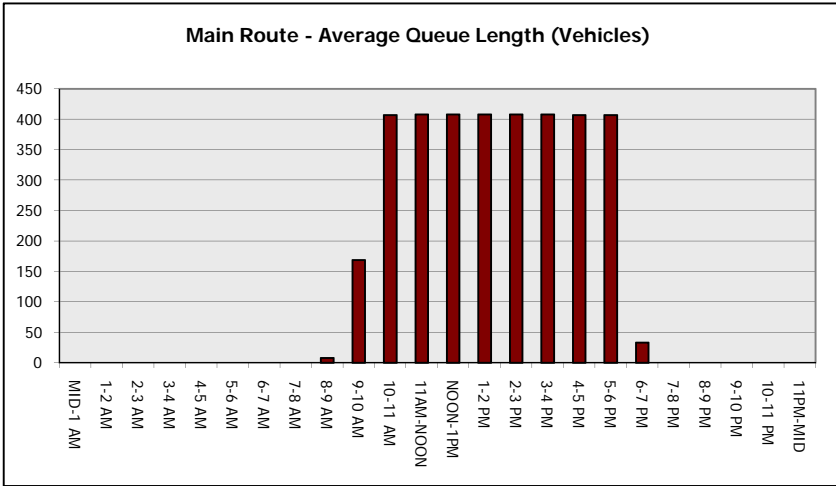
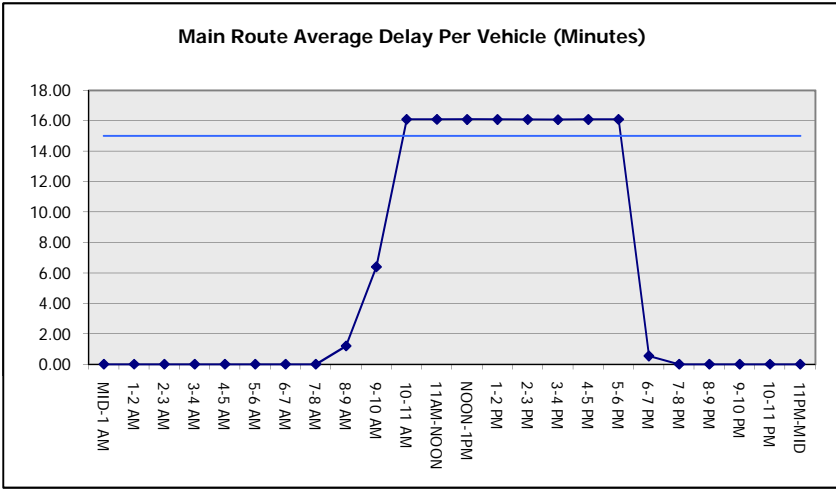
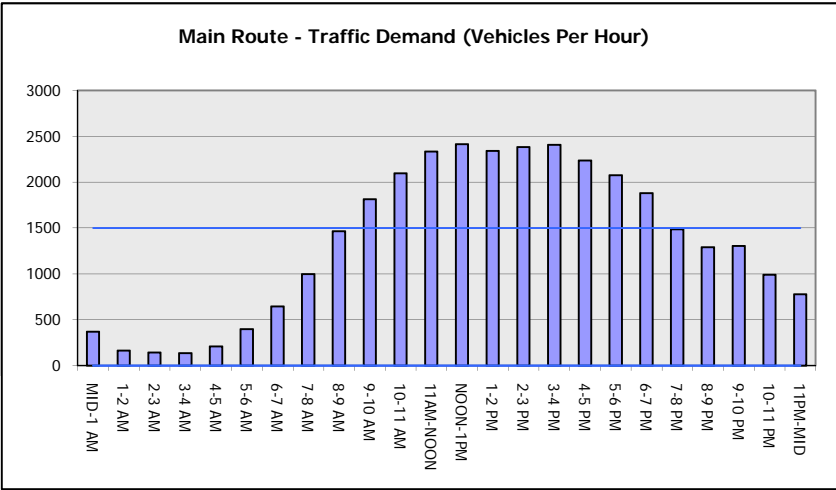
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0160
MAIN ROUTE WITH WORKS	0.0119
'DIVERSION'	0.0071
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,043
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
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**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>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	OFF	580	0	0.00	0	65.3	65.3	65.3
1-2 AM	343	0.0	OFF	343	0	0.00	0	65.8	65.8	65.8
2-3 AM	326	0.0	OFF	326	0	0.00	0	65.8	65.8	65.8
3-4 AM	205	0.0	OFF	205	0	0.00	0	66.0	66.0	66.0
4-5 AM	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0
5-6 AM	393	0.0	OFF	393	0	0.00	0	65.6	65.6	65.6
6-7 AM	701	0.0	OFF	701	0	0.00	0	65.1	65.1	65.1
7-8 AM	1079	0.0	OFF	1079	0	0.00	0	64.4	64.4	64.4
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	OFF	1668	0	0.64	40	63.3	52.0	52.0
7-8 PM	1327	0.0	OFF	1327	0	0.00	0	63.9	63.9	63.9
8-9 PM	1391	0.0	OFF	1391	0	0.00	0	63.8	63.8	63.8
9-10 PM	1347	0.0	OFF	1347	0	0.00	0	63.9	63.9	63.9
10-11 PM	1100	0.0	OFF	1100	0	0.00	0	64.3	64.3	64.3
11PM-MID	757	0.0	OFF	757	0	0.00	0	65.0	65.0	65.0

"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	0.0166
MAIN ROUTE WITH WORKS	0.0122
'DIVERSION'	0.0078

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$88,972
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

