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| <b>IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      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    | 241                          | 0.0       | 1500           | 241        | 0           | 0.45                  | 0                     | 66.0              | 56.9           | 44.5 |
| 1-2 AM      | 143                          | 0.0       | 1500           | 143        | 0           | 0.44                  | 0                     | 66.1              | 57.3           | 44.9 |
| 2-3 AM      | 152                          | 0.0       | 1500           | 152        | 0           | 0.44                  | 0                     | 66.1              | 57.2           | 44.9 |
| 3-4 AM      | 170                          | 0.0       | 1500           | 170        | 0           | 0.44                  | 0                     | 66.1              | 57.1           | 44.8 |
| 4-5 AM      | 338                          | 0.0       | 1500           | 338        | 0           | 0.46                  | 0                     | 65.8              | 56.6           | 44.2 |
| 5-6 AM      | 1020                         | 0.0       | OFF            | 1020       | 0           | 0.00                  | 0                     | 64.5              | 64.5           | 64.5 |
| 6-7 AM      | 2472                         | 0.0       | OFF            | 2472       | 0           | 0.00                  | 0                     | 61.2              | 61.2           | 61.2 |
| 7-8 AM      | 3583                         | 0.0       | OFF            | 3583       | 0           | 0.00                  | 0                     | 49.8              | 49.8           | 49.8 |
| 8-9 AM      | 3029                         | 0.0       | OFF            | 3029       | 0           | 0.00                  | 0                     | 55.5              | 55.5           | 55.5 |
| 9-10 AM     | 2283                         | 0.0       | OFF            | 2283       | 0           | 0.00                  | 0                     | 62.2              | 62.2           | 62.2 |
| 10-11 AM    | 1965                         | 0.0       | OFF            | 1965       | 0           | 0.00                  | 0                     | 62.7              | 62.7           | 62.7 |
| 11AM-NOON   | 2218                         | 0.0       | OFF            | 2218       | 0           | 0.00                  | 0                     | 62.2              | 62.2           | 62.2 |
| NOON-1PM    | 2240                         | 0.0       | OFF            | 2240       | 0           | 0.00                  | 0                     | 62.2              | 62.2           | 62.2 |
| 1-2 PM      | 2241                         | 0.0       | OFF            | 2241       | 0           | 0.00                  | 0                     | 62.2              | 62.2           | 62.2 |
| 2-3 PM      | 2291                         | 0.0       | OFF            | 2291       | 0           | 0.00                  | 0                     | 62.1              | 62.1           | 62.1 |
| 3-4 PM      | 2861                         | 0.0       | OFF            | 2861       | 0           | 0.00                  | 0                     | 57.2              | 57.2           | 57.2 |
| 4-5 PM      | 2839                         | 0.0       | OFF            | 2839       | 0           | 0.00                  | 0                     | 57.4              | 57.4           | 57.4 |
| 5-6 PM      | 2885                         | 0.0       | OFF            | 2885       | 0           | 0.00                  | 0                     | 56.9              | 56.9           | 56.9 |
| 6-7 PM      | 2334                         | 0.0       | OFF            | 2334       | 0           | 0.00                  | 0                     | 62.0              | 62.0           | 62.0 |
| 7-8 PM      | 1617                         | 0.0       | 1499           | 1617       | 0           | 4.28                  | 92                    | 63.3              | 25.8           | 30.8 |
| 8-9 PM      | 1256                         | 0.0       | 1499           | 1256       | 0           | 1.73                  | 37                    | 64.0              | 40.1           | 35.5 |
| 9-10 PM     | 1095                         | 0.0       | 1500           | 1095       | 0           | 0.53                  | 0                     | 64.3              | 54.4           | 41.4 |
| 10-11 PM    | 916                          | 0.0       | 1500           | 916        | 0           | 0.51                  | 0                     | 64.7              | 54.9           | 42.0 |
| 11PM-MID    | 658                          | 0.0       | 1500           | 658        | 0           | 0.49                  | 0                     | 65.1              | 55.7           | 42.9 |

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

| *----- 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           | 0.0202  |
| MAIN ROUTE WITH WORKS              | 0.0197  |
| 'DIVERSION'                        | 0.0000  |
| PIA: Personal Injury Accidents     |         |
| IMPACTS ON ROAD USERS              |         |
| ROAD USER COSTS PER DAY            | \$2,683 |
| CONGESTED HOURS PER DAY*           | 0       |

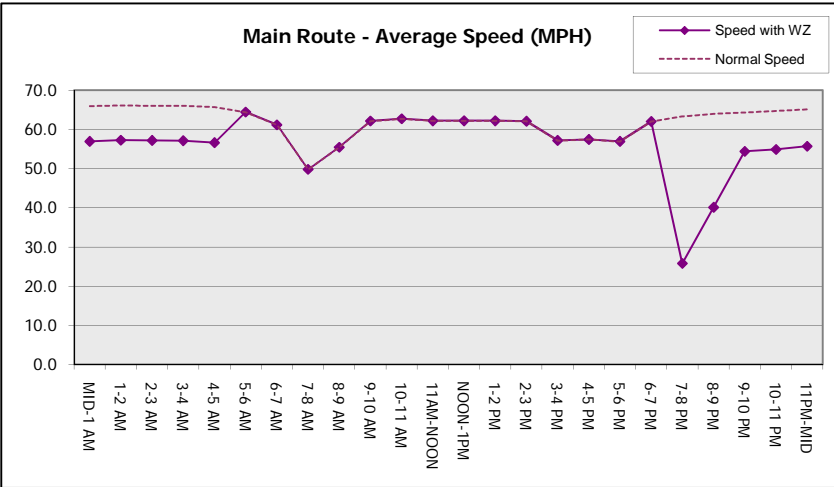
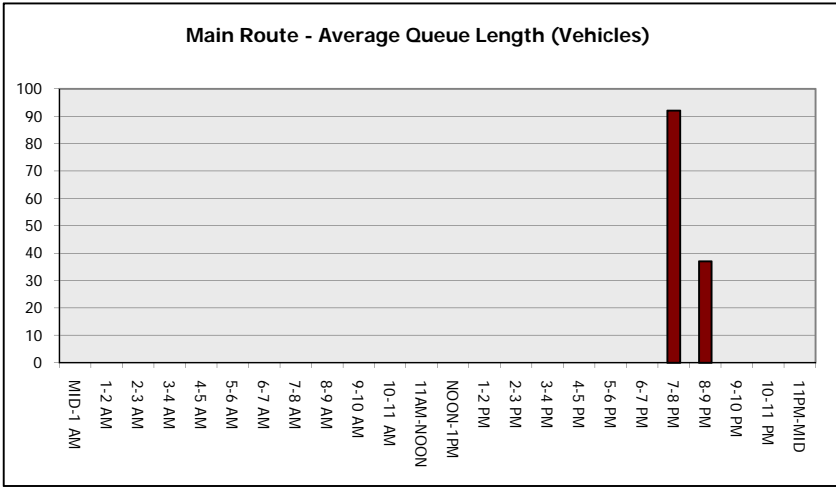
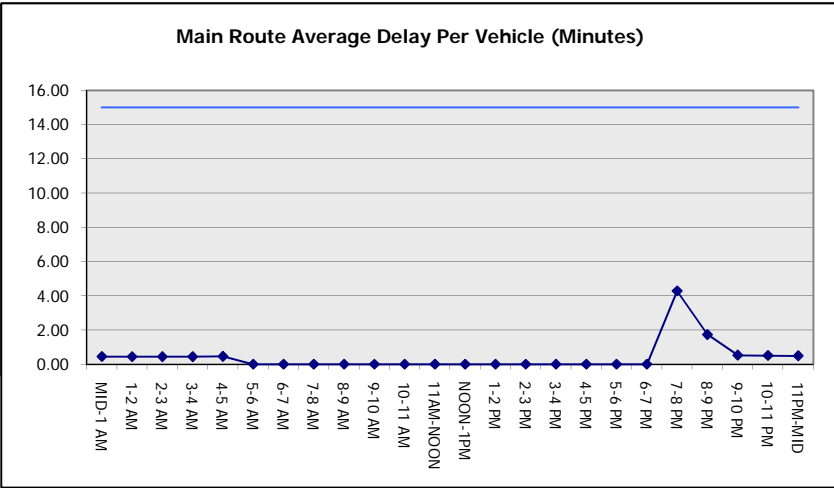
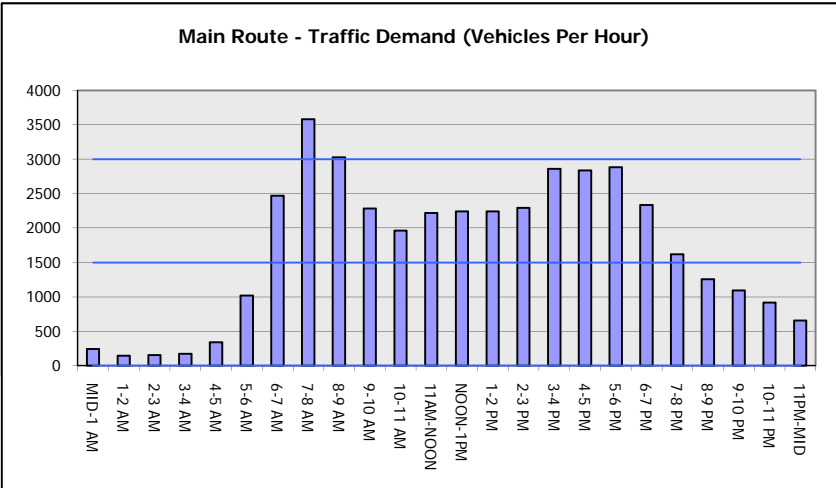
\*Delays Exceeding User-Specified Maximum

**IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 43: STH 57/167 TO STH 100 (MILWAUKEE AND OZAUKEE COUNTIES)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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    | 385                          | 0.0       | 1500           | 385        | 0           | 0.46                  | 0                     | 65.6              | 56.5           | 44.0 |
| 1-2 AM      | 256                          | 0.0       | 1500           | 256        | 0           | 0.45                  | 0                     | 65.9              | 56.9           | 44.5 |
| 2-3 AM      | 197                          | 0.0       | 1500           | 197        | 0           | 0.44                  | 0                     | 66.0              | 57.1           | 44.7 |
| 3-4 AM      | 165                          | 0.0       | 1500           | 165        | 0           | 0.44                  | 0                     | 66.1              | 57.2           | 44.8 |
| 4-5 AM      | 252                          | 0.0       | 1500           | 252        | 0           | 0.45                  | 0                     | 65.9              | 56.9           | 44.5 |
| 5-6 AM      | 738                          | 0.0       | OFF            | 738        | 0           | 0.00                  | 0                     | 65.0              | 65.0           | 65.0 |
| 6-7 AM      | 1679                         | 0.0       | OFF            | 1679       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 7-8 AM      | 2465                         | 0.0       | OFF            | 2465       | 0           | 0.00                  | 0                     | 61.2              | 61.2           | 61.2 |
| 8-9 AM      | 2535                         | 0.0       | OFF            | 2535       | 0           | 0.00                  | 0                     | 60.5              | 60.5           | 60.5 |
| 9-10 AM     | 2101                         | 0.0       | OFF            | 2101       | 0           | 0.00                  | 0                     | 62.5              | 62.5           | 62.5 |
| 10-11 AM    | 2019                         | 0.0       | OFF            | 2019       | 0           | 0.00                  | 0                     | 62.6              | 62.6           | 62.6 |
| 11AM-NOON   | 2495                         | 0.0       | OFF            | 2495       | 0           | 0.00                  | 0                     | 60.9              | 60.9           | 60.9 |
| NOON-1PM    | 2691                         | 0.0       | OFF            | 2691       | 0           | 0.00                  | 0                     | 58.9              | 58.9           | 58.9 |
| 1-2 PM      | 2795                         | 0.0       | OFF            | 2795       | 0           | 0.00                  | 0                     | 57.9              | 57.9           | 57.9 |
| 2-3 PM      | 3010                         | 0.0       | OFF            | 3010       | 0           | 0.00                  | 0                     | 55.6              | 55.6           | 55.6 |
| 3-4 PM      | 3581                         | 0.0       | OFF            | 3581       | 0           | 0.00                  | 0                     | 49.8              | 49.8           | 49.8 |
| 4-5 PM      | 3662                         | 0.0       | OFF            | 3662       | 0           | 0.00                  | 0                     | 49.0              | 49.0           | 49.0 |
| 5-6 PM      | 3400                         | 0.0       | OFF            | 3400       | 0           | 0.00                  | 0                     | 51.7              | 51.7           | 51.7 |
| 6-7 PM      | 2759                         | 0.0       | OFF            | 2759       | 0           | 0.00                  | 0                     | 58.2              | 58.2           | 58.2 |
| 7-8 PM      | 2037                         | 0.0       | 1499           | 1886       | 151         | 10.34+                | 283                   | 62.6              | 14.3           | 30.8 |
| 8-9 PM      | 1621                         | 0.0       | 1499           | 1525       | 96          | 16.00+                | 404                   | 63.3              | 10.4           | 30.8 |
| 9-10 PM     | 1574                         | 0.0       | 1500           | 1500       | 74          | 16.12+                | 407                   | 63.5              | 10.4           | 30.8 |
| 10-11 PM    | 1387                         | 0.0       | 1499           | 1387       | 0           | 14.89+                | 375                   | 63.8              | 10.8           | 30.8 |
| 11PM-MID    | 902                          | 0.0       | 1499           | 902        | 0           | 2.30                  | 92                    | 64.7              | 36.0           | 39.4 |

"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           | 0.0221 |
| MAIN ROUTE WITH WORKS              | 0.0213 |
| 'DIVERSION'                        | 0.0004 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |          |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY       | \$23,475 |
| CONGESTED HOURS PER DAY*      | 4        |

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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

