

<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1046	0.0	1500	1046	0	0.59	0	69.4	57.8	41.5	
1-2 AM	565	0.0	1500	565	0	0.54	0	70.0	59.1	43.3	
2-3 AM	269	0.0	1500	269	0	0.51	0	70.2	59.8	44.4	
3-4 AM	205	0.0	1500	205	0	0.50	0	70.2	59.9	44.6	
4-5 AM	240	0.0	1500	240	0	0.50	0	70.2	59.9	44.5	
5-6 AM	397	0.0	1500	397	0	0.52	0	70.2	59.5	43.9	
6-7 AM	690	0.0	1500	690	0	0.55	0	69.9	58.7	42.8	
7-8 AM	979	0.0	1499	979	0	0.58	0	69.5	57.9	41.7	
8-9 AM	1437	0.0	1499	1437	0	1.34	12	68.9	47.4	33.5	
9-10 AM	2311	0.0	1500	1809	502	11.50+	302	67.9	14.0	30.8	
10-11 AM	2987	0.0	1500	1500	1487	16.30+	400	67.0	10.6	30.8	
11AM-NOON	3359	0.0	1500	1500	1859	16.27+	400	66.6	10.6	30.8	
NOON-1PM	3768	0.0	1500	1500	2268	16.21+	400	65.1	10.6	30.8	
1-2 PM	3663	0.0	1500	1500	2163	16.24+	400	65.8	10.6	30.8	
2-3 PM	3832	0.0	1500	1500	2332	16.18+	400	64.6	10.6	30.8	
3-4 PM	3721	0.0	1500	1500	2221	16.22+	400	65.5	10.6	30.8	
4-5 PM	3743	0.0	1500	1500	2243	16.21+	400	65.3	10.6	30.8	
5-6 PM	3302	0.0	1500	1500	1802	16.28+	400	66.6	10.6	30.8	
6-7 PM	3201	0.0	1500	1500	1701	16.28+	400	66.8	10.6	30.8	
7-8 PM	2487	0.0	1500	1500	987	16.32+	400	67.6	10.6	30.8	
8-9 PM	2115	0.0	1500	1500	615	16.34+	400	68.1	10.6	30.8	
9-10 PM	1626	0.0	1500	1517	110	15.85+	386	68.7	10.8	30.8	
10-11 PM	1080	0.0	1499	1080	0	6.00	198	69.4	22.8	35.7	
11PM-MID	671	0.0	1500	671	0	0.55	0	69.9	58.8	42.8	

+ 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

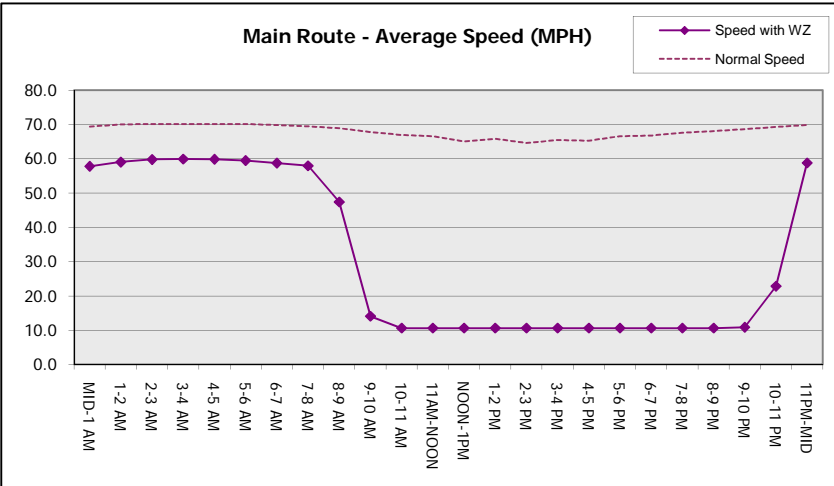
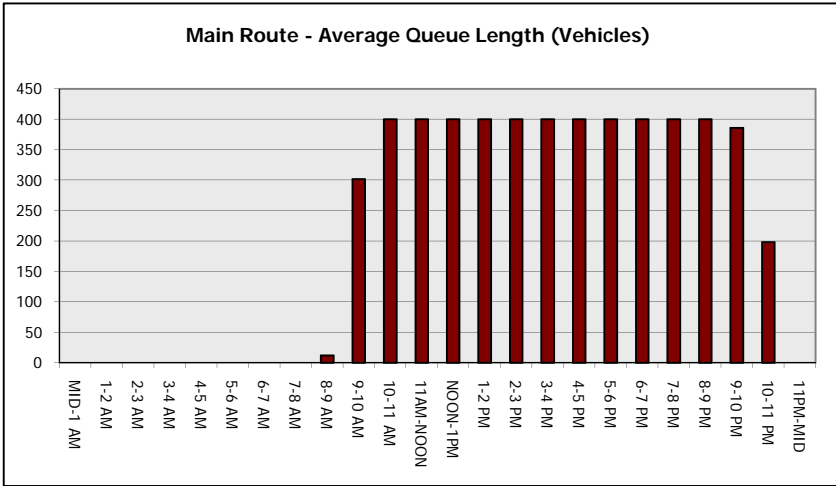
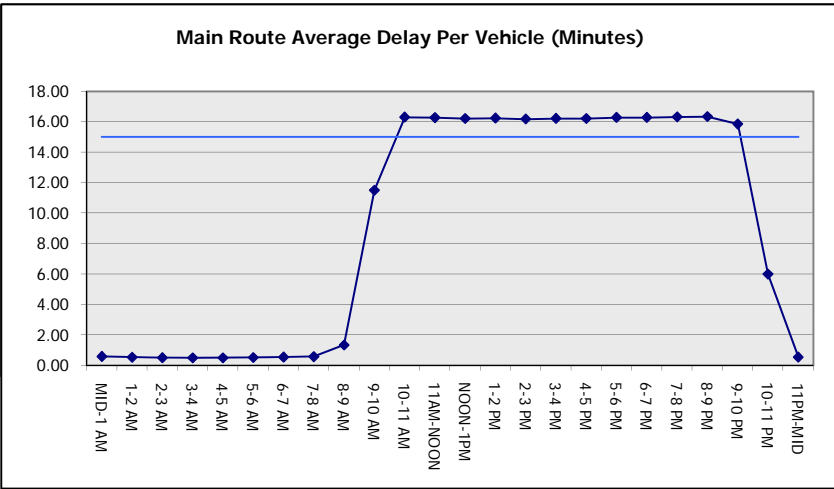
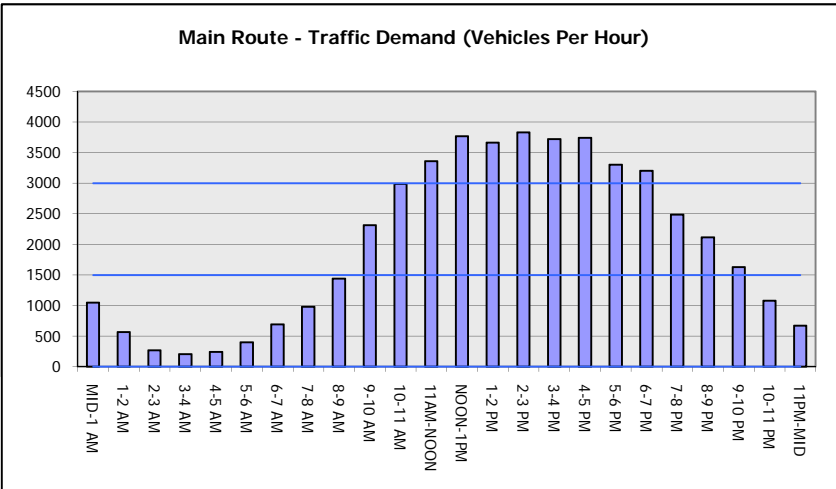
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0258
MAIN ROUTE WITH WORKS	0.0130
'DIVERSION'	0.0254
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$181,231
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

**IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)**  
**CONTINUOUS (24 HOUR) 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY SOUTHBOUND DIRECTION**



<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1142	0.0	1500	1142	0	0.63	0	69.3	57.1	40.4
1-2 AM	728	0.0	1500	728	0	0.56	0	69.8	58.6	42.7
2-3 AM	686	0.0	1500	686	0	0.55	0	69.9	58.7	42.8
3-4 AM	346	0.0	1500	346	0	0.51	0	70.2	59.6	44.1
4-5 AM	254	0.0	1500	254	0	0.50	0	70.2	59.8	44.5
5-6 AM	386	0.0	1500	386	0	0.52	0	70.2	59.5	44.0
6-7 AM	598	0.0	1500	598	0	0.54	0	70.0	59.0	43.2
7-8 AM	838	0.0	1500	838	0	0.57	0	69.7	58.3	42.2
8-9 AM	1181	0.0	1499	1181	0	0.70	0	69.2	55.9	38.6
9-10 AM	1707	0.0	1499	1707	0	3.19	70	68.6	33.1	30.8
10-11 AM	2229	0.0	1500	1725	503	14.97+	372	67.9	11.4	31.7
11AM-NOON	2735	0.0	1499	1500	1235	16.31+	399	67.3	10.6	30.8
NOON-1PM	2957	0.0	1500	1500	1457	16.30+	400	67.1	10.6	30.8
1-2 PM	3243	0.0	1500	1500	1743	16.28+	400	66.7	10.6	30.8
2-3 PM	3029	0.0	1500	1500	1529	16.29+	400	66.9	10.6	30.8
3-4 PM	3181	0.0	1500	1500	1681	16.28+	400	66.8	10.6	30.8
4-5 PM	3108	0.0	1500	1500	1608	16.29+	400	66.9	10.6	30.8
5-6 PM	2881	0.0	1500	1500	1381	16.30+	400	67.1	10.6	30.8
6-7 PM	2621	0.0	1500	1500	1121	16.32+	400	67.5	10.6	30.8
7-8 PM	2239	0.0	1500	1500	739	16.34+	400	67.9	10.6	30.8
8-9 PM	1935	0.0	1500	1500	435	16.35+	400	68.3	10.6	30.8
9-10 PM	1797	0.0	1500	1485	312	16.30+	398	68.5	10.6	30.8
10-11 PM	1426	0.0	1499	1384	42	15.13+	369	68.9	11.2	30.8
11PM-MID	996	0.0	1499	996	0	2.58	96	69.5	37.0	39.0

+ 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	0.0228
MAIN ROUTE WITH WORKS	0.0135
'DIVERSION'	0.0173

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,329
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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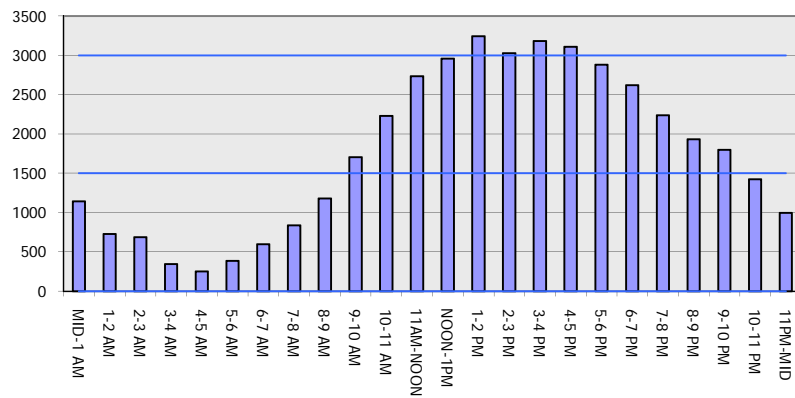
**AUGUST**

Analyzed for 2009  
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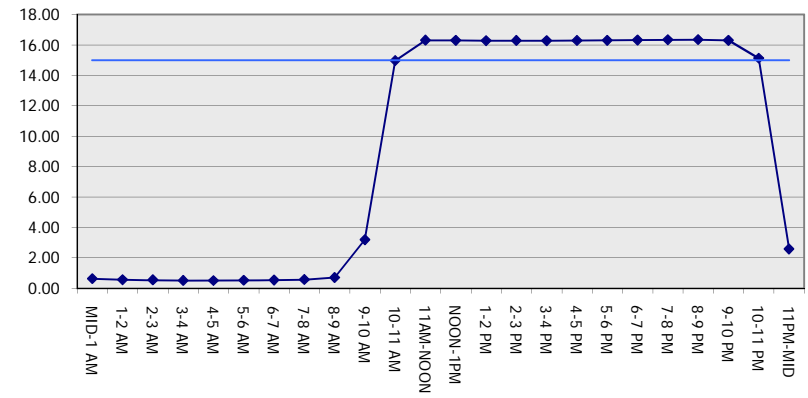
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY NORTHBOUND DIRECTION**

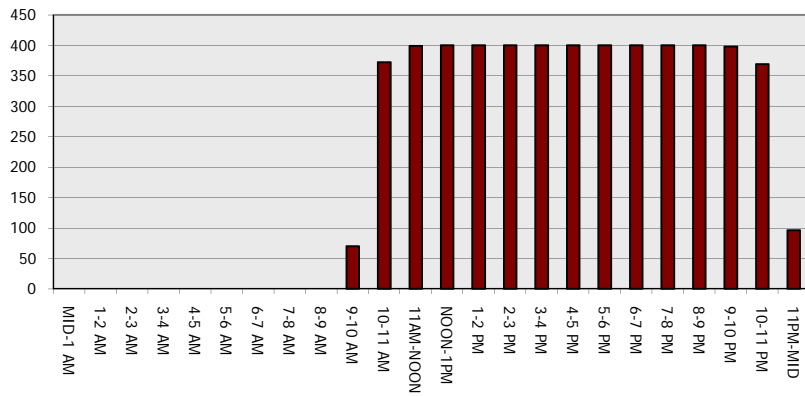
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

