

<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 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	441	0.0	3000	441	0	0.36	0	70.2	62.5	49.7
1-2 AM	250	0.0	3000	250	0	0.36	0	70.2	62.5	49.7
2-3 AM	210	0.0	3000	210	0	0.36	0	70.2	62.5	49.7
3-4 AM	235	0.0	3000	235	0	0.36	0	70.2	62.5	49.7
4-5 AM	517	0.0	3000	517	0	0.36	0	70.1	62.4	49.7
5-6 AM	1429	0.0	3000	1429	0	0.34	0	68.9	61.8	49.7
6-7 AM	3727	0.0	2999	3727	0	3.47	232	65.4	30.9	37.3
7-8 AM	5613	0.0	2999	3017	2596	15.39+	862	52.5	12.0	37.3
8-9 AM	4559	0.0	3000	3087	1472	15.72+	850	59.7	12.1	37.3
9-10 AM	3428	0.0	3000	3001	427	15.89+	837	66.4	12.2	37.3
10-11 AM	3232	0.0	3000	3001	232	15.89+	836	66.7	12.2	37.3
11AM-NOON	3324	0.0	3000	3001	323	15.89+	836	66.6	12.2	37.3
NOON-1PM	3542	0.0	3000	3001	541	15.89+	837	66.3	12.2	37.3
1-2 PM	3689	0.0	3000	3001	689	15.87+	838	65.6	12.2	37.3
2-3 PM	4163	0.0	3000	3008	1154	15.77+	842	62.4	12.1	37.3
3-4 PM	4456	0.0	3000	3013	1444	15.86+	855	60.4	12.0	37.3
4-5 PM	4561	0.0	3000	3004	1557	15.91+	860	59.7	12.0	37.3
5-6 PM	4494	0.0	3000	2994	1500	15.89+	858	60.2	12.0	37.3
6-7 PM	3886	0.0	3000	2991	895	15.83+	840	64.3	12.1	37.3
7-8 PM	2733	0.0	2999	2722	11	14.48+	761	67.3	12.7	37.3
8-9 PM	2025	0.0	2999	2025	0	2.19	184	68.2	39.4	47.1
9-10 PM	1834	0.0	3000	1834	0	0.34	0	68.4	61.5	49.7
10-11 PM	1518	0.0	3000	1518	0	0.34	0	68.9	61.7	49.7
11PM-MID	1020	0.0	3000	1020	0	0.35	0	69.5	62.0	49.7

+ 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	0.0351
MAIN ROUTE WITH WORKS	0.0247
'DIVERSION'	0.0161
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$188,071
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

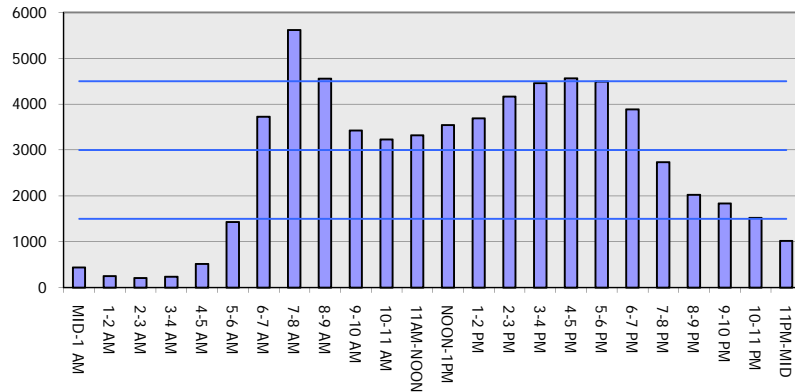
**OCTOBER**

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 Construction Season

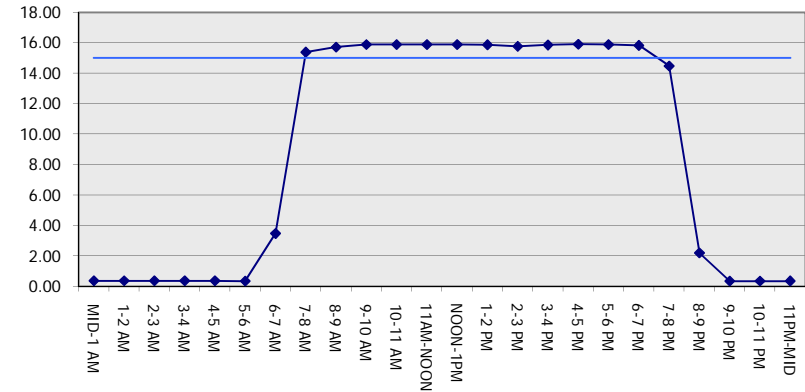
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

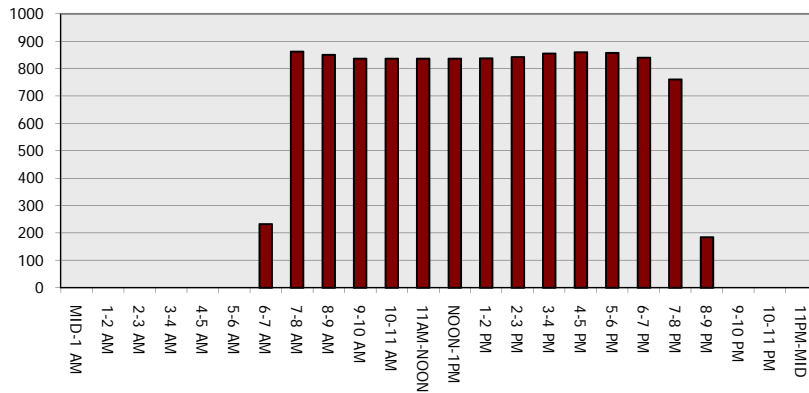
**Main Route - Traffic Demand (Vehicles Per Hour)**



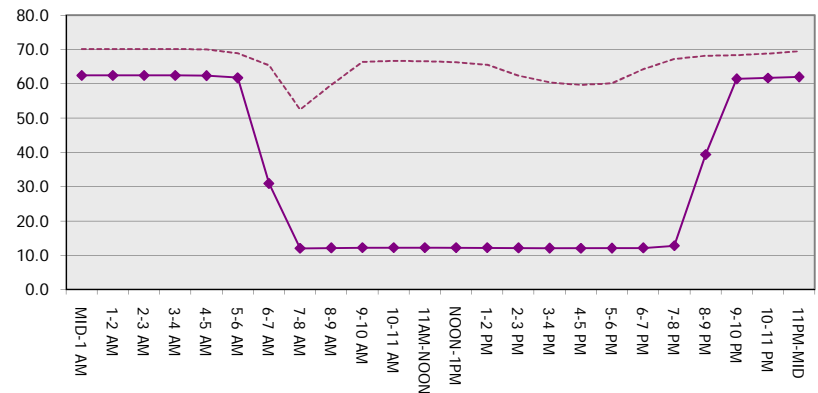
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	695	0.0	3000	695	0	0.36	0	69.9	62.3	49.7
1-2 AM	497	0.0	3000	497	0	0.36	0	70.1	62.4	49.7
2-3 AM	424	0.0	3000	424	0	0.36	0	70.2	62.5	49.7
3-4 AM	391	0.0	3000	391	0	0.36	0	70.2	62.5	49.7
4-5 AM	523	0.0	3000	523	0	0.36	0	70.1	62.4	49.7
5-6 AM	1526	0.0	3000	1526	0	0.34	0	68.8	61.7	49.7
6-7 AM	3395	0.0	2999	3395	0	1.94	99	66.5	40.7	37.3
7-8 AM	4663	0.0	3000	3513	1150	14.43+	794	59.0	12.7	37.7
8-9 AM	3986	0.0	2999	2958	1027	15.87+	844	63.7	12.1	37.3
9-10 AM	3253	0.0	2999	2983	269	15.87+	835	66.7	12.2	37.3
10-11 AM	3428	0.0	2999	2997	431	15.89+	837	66.4	12.2	37.3
11AM-NOON	3760	0.0	2999	2998	762	15.85+	838	65.1	12.2	37.3
NOON-1PM	4097	0.0	2999	2998	1099	15.76+	841	62.8	12.1	37.3
1-2 PM	4230	0.0	3000	3005	1224	15.78+	845	62.0	12.1	37.3
2-3 PM	4895	0.0	2999	3001	1893	15.81+	864	57.4	12.0	37.3
3-4 PM	5583	0.0	3000	3000	2583	15.44+	864	52.7	12.0	37.3
4-5 PM	5842	0.0	3000	3000	2842	15.29+	864	50.9	12.0	37.3
5-6 PM	5489	0.0	3000	3000	2489	15.50+	864	53.3	12.0	37.3
6-7 PM	4020	0.0	3000	2999	1020	15.85+	844	63.4	12.1	37.3
7-8 PM	2989	0.0	3000	2897	92	15.54+	816	67.0	12.3	37.3
8-9 PM	2487	0.0	2999	2487	0	9.38	506	67.6	16.6	38.3
9-10 PM	2433	0.0	3000	2433	0	1.13	55	67.7	49.2	46.0
10-11 PM	1841	0.0	3000	1841	0	0.34	0	68.4	61.5	49.7
11PM-MID	1214	0.0	3000	1214	0	0.35	0	69.2	61.9	49.7

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0388
MAIN ROUTE WITH WORKS	0.0260
'DIVERSION'	0.0211

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$205,685
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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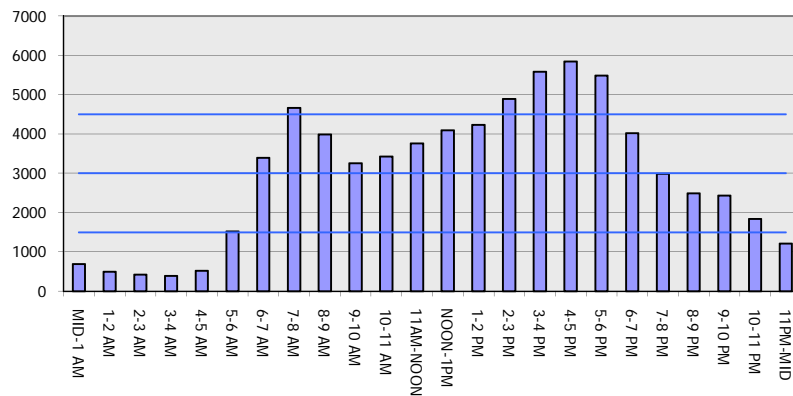
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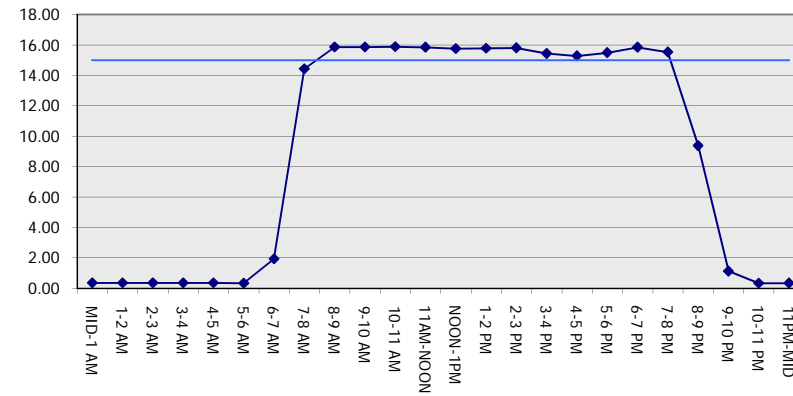
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**FRIDAY NORTHBOUND DIRECTION**

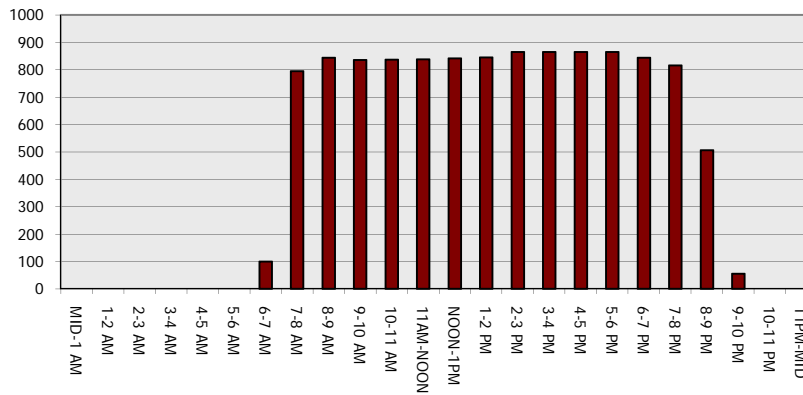
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

