

<b>IH 43: STH 100/BROWN DEER RD TO SILVER SPRING DR (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	332	0.0	1500	332	0	0.45	0	65.8	57.1	44.2	
1-2 AM	191	0.0	1500	191	0	0.44	0	66.0	57.6	44.7	
2-3 AM	160	0.0	1500	160	0	0.44	0	66.1	57.6	44.8	
3-4 AM	177	0.0	1500	177	0	0.44	0	66.1	57.6	44.8	
4-5 AM	415	0.0	1500	415	0	0.46	0	65.6	56.9	43.8	
5-6 AM	1143	0.0	1499	1143	0	0.70	0	64.3	52.4	37.3	
6-7 AM	2629	0.0	1499	1916	713	11.40+	307	59.6	13.7	30.8	
7-8 AM	3485	0.0	1499	1500	1985	15.28+	406	50.8	10.6	30.8	
8-9 AM	3327	0.0	1500	1500	1827	15.41+	406	52.4	10.6	30.8	
9-10 AM	2691	0.0	1500	1498	1193	15.77+	404	58.9	10.6	30.8	
10-11 AM	2539	0.0	1500	1500	1040	15.84+	404	60.5	10.7	30.8	
11AM-NOON	2695	0.0	1499	1498	1197	15.76+	404	58.9	10.6	30.8	
NOON-1PM	2839	0.0	1499	1498	1341	15.70+	405	57.4	10.6	30.8	
1-2 PM	2840	0.0	1499	1499	1341	15.70+	405	57.4	10.6	30.8	
2-3 PM	3035	0.0	1499	1499	1535	15.60+	406	55.4	10.6	30.8	
3-4 PM	3279	0.0	1499	1500	1779	15.45+	406	52.9	10.6	30.8	
4-5 PM	3456	0.0	1500	1500	1956	15.31+	406	51.1	10.6	30.8	
5-6 PM	3449	0.0	1500	1500	1949	15.31+	406	51.2	10.6	30.8	
6-7 PM	2721	0.0	1500	1500	1221	15.76+	404	58.6	10.6	30.8	
7-8 PM	1893	0.0	1500	1500	393	15.96+	403	62.8	10.7	30.8	
8-9 PM	1471	0.0	1500	1454	17	15.63+	394	63.7	10.8	30.8	
9-10 PM	1389	0.0	1500	1389	0	12.67	316	63.8	12.5	30.8	
10-11 PM	1137	0.0	1499	1137	0	3.04	101	64.3	32.4	36.6	
11PM-MID	801	0.0	1500	801	0	0.50	0	64.9	55.8	42.4	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

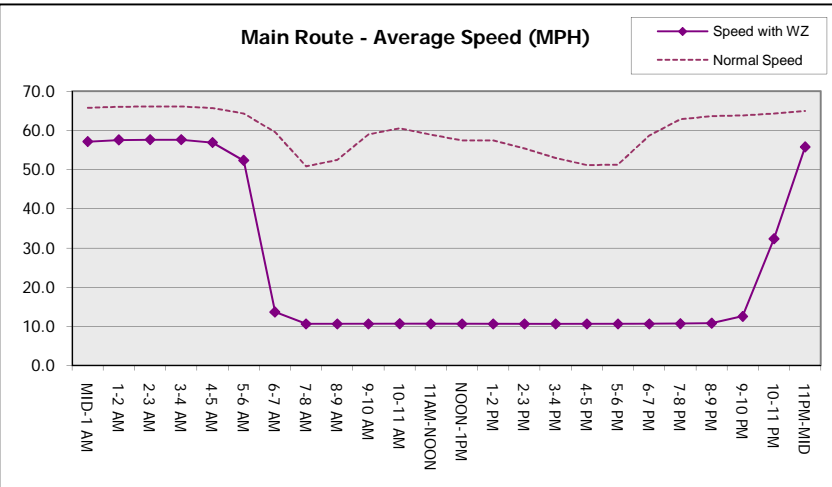
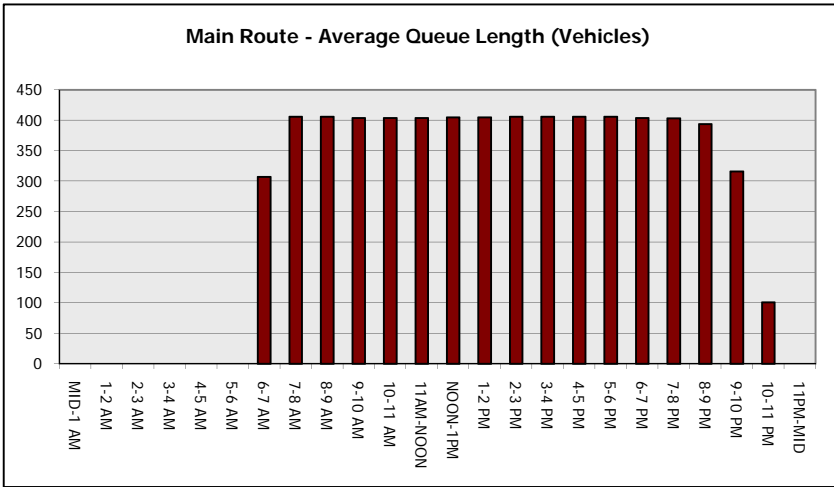
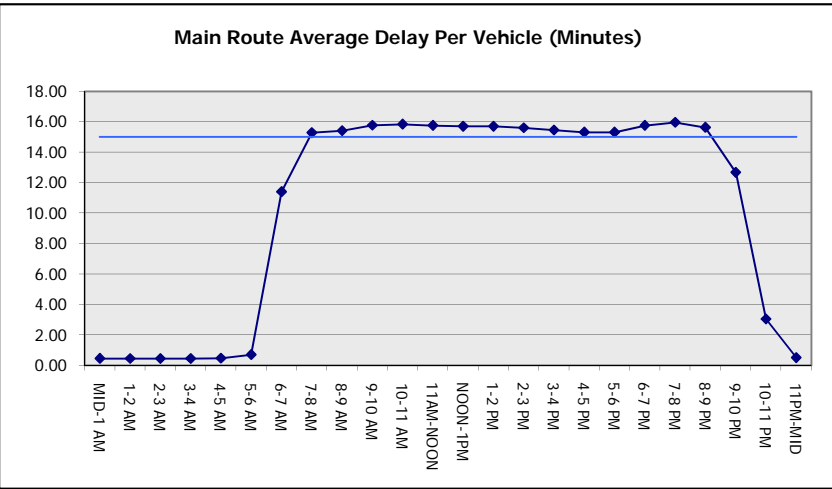
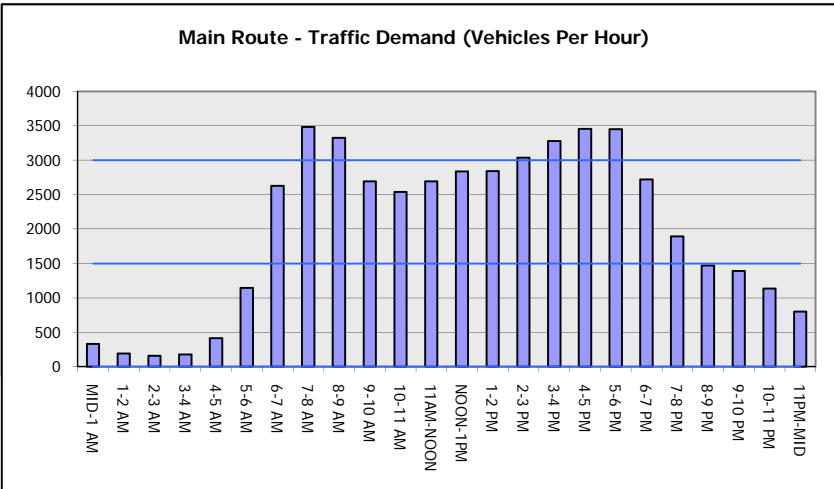
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0253
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0237
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,192
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

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



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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	540	0.0	1500	540	0	0.63	6	65.4	54.2	43.3	
1-2 AM	301	0.0	1500	301	0	0.45	0	65.8	57.3	44.3	
2-3 AM	229	0.0	1500	229	0	0.44	0	66.0	57.4	44.6	
3-4 AM	237	0.0	1500	237	0	0.45	0	66.0	57.4	44.5	
4-5 AM	343	0.0	1500	343	0	0.46	0	65.8	57.1	44.1	
5-6 AM	861	0.0	1500	861	0	0.51	0	64.8	55.6	42.2	
6-7 AM	1904	0.0	1499	1904	0	5.04	150	62.8	24.2	30.8	
7-8 AM	2523	0.0	1499	1500	1023	15.85+	404	60.7	10.6	30.8	
8-9 AM	2878	0.0	1499	1500	1378	15.68+	405	57.0	10.6	30.8	
9-10 AM	2515	0.0	1500	1500	1015	15.86+	404	60.7	10.7	30.8	
10-11 AM	2689	0.0	1500	1500	1189	15.77+	404	58.9	10.6	30.8	
11AM-NOON	3075	0.0	1499	1500	1574	15.58+	406	55.0	10.6	30.8	
NOON-1PM	3238	0.0	1500	1500	1738	15.48+	406	53.3	10.6	30.8	
1-2 PM	3381	0.0	1500	1500	1881	15.37+	406	51.9	10.6	30.8	
2-3 PM	3673	0.0	1500	1500	2173	15.13+	406	48.9	10.6	30.8	
3-4 PM	3936	0.0	1500	1500	2436	14.88+	406	46.2	10.6	30.8	
4-5 PM	4117	0.0	1500	1500	2617	14.69+	406	44.3	10.6	30.8	
5-6 PM	4124	0.0	1500	1500	2624	14.69+	406	44.3	10.6	30.8	
6-7 PM	3085	0.0	1500	1500	1585	15.56+	405	54.9	10.6	30.8	
7-8 PM	2322	0.0	1500	1500	822	15.92+	404	62.0	10.7	30.8	
8-9 PM	1893	0.0	1500	1500	393	15.96+	403	62.8	10.7	30.8	
9-10 PM	1846	0.0	1500	1500	346	15.96+	403	63.0	10.7	30.8	
10-11 PM	1897	0.0	1499	1500	397	15.96+	403	62.8	10.7	30.8	
11PM-MID	1201	0.0	1499	1201	0	11.13+	297	64.1	14.0	33.0	

+ 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	0.0277
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0282

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$170,407
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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