

<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>OCTOBER</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	400	0.0	1500	400	0	0.46	0	65.6	56.9	43.9	
1-2 AM	177	0.0	1500	177	0	0.44	0	66.1	57.6	44.8	
2-3 AM	130	0.0	1500	130	0	0.44	0	66.1	57.8	45.0	
3-4 AM	126	0.0	1500	126	0	0.43	0	66.1	57.8	45.0	
4-5 AM	227	0.0	1500	227	0	0.44	0	66.0	57.4	44.6	
5-6 AM	436	0.0	1500	436	0	0.46	0	65.6	56.8	43.8	
6-7 AM	712	0.0	1500	712	0	0.49	0	65.1	56.0	42.7	
7-8 AM	1306	0.0	1499	1306	0	0.76	0	64.0	51.3	35.8	
8-9 AM	1864	0.0	1499	1864	0	5.55	155	62.9	22.7	30.8	
9-10 AM	2161	0.0	1499	1501	660	15.94+	404	62.3	10.7	30.8	
10-11 AM	2315	0.0	1500	1501	814	15.93+	404	62.1	10.7	30.8	
11AM-NOON	2519	0.0	1500	1504	1015	15.87+	404	60.7	10.6	30.8	
NOON-1PM	2725	0.0	1500	1506	1218	15.76+	404	58.6	10.6	30.8	
1-2 PM	2621	0.0	1500	1504	1117	15.81+	404	59.7	10.6	30.8	
2-3 PM	2470	0.0	1500	1501	969	15.88+	404	61.2	10.6	30.8	
3-4 PM	2632	0.0	1500	1503	1129	15.80+	404	59.6	10.6	30.8	
4-5 PM	2585	0.0	1500	1502	1082	15.82+	404	60.1	10.6	30.8	
5-6 PM	2599	0.0	1500	1502	1097	15.82+	404	59.9	10.6	30.8	
6-7 PM	2347	0.0	1500	1500	847	15.92+	404	62.0	10.7	30.8	
7-8 PM	1798	0.0	1500	1500	298	15.97+	403	63.0	10.7	30.8	
8-9 PM	1378	0.0	1500	1378	0	13.79+	346	63.8	11.7	30.8	
9-10 PM	1239	0.0	1499	1239	0	5.62	148	64.1	22.7	32.7	
10-11 PM	1040	0.0	1500	1040	0	0.53	0	64.5	55.0	41.5	
11PM-MID	773	0.0	1500	773	0	0.50	0	65.0	55.8	42.5	

+ 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	0.0192
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0125
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$129,397
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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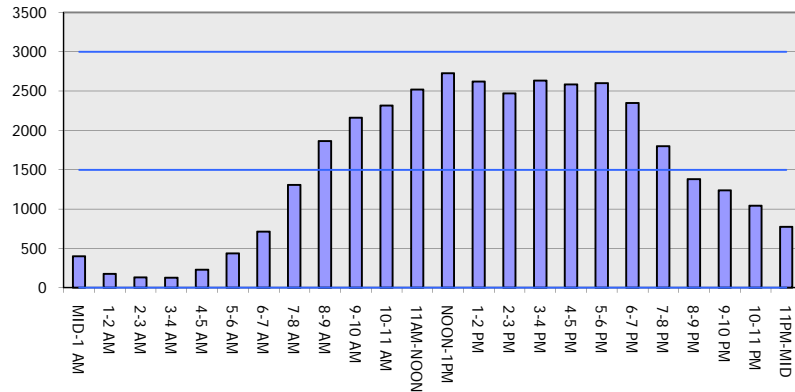
**OCTOBER**

Analyzed for 2009  
Construction Season

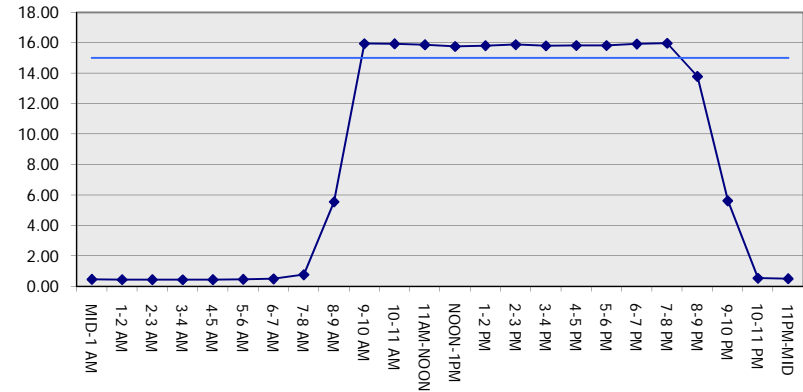
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

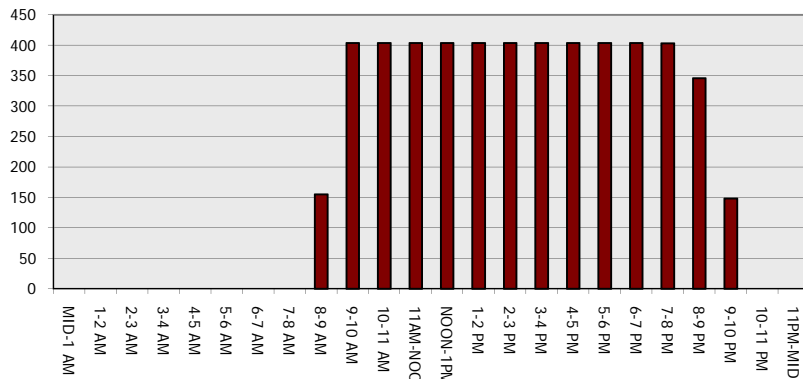
**Main Route - Traffic Demand (Vehicles Per Hour)**



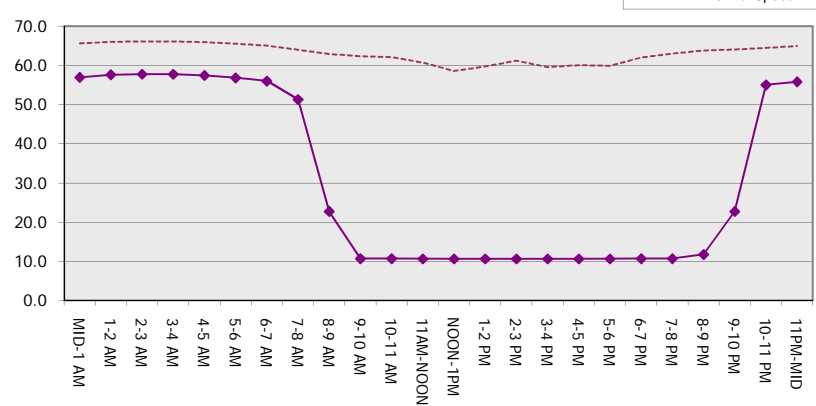
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

**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	571	0.0	1500	571	0	0.48	0	65.3	56.4	43.2
1-2 AM	342	0.0	1500	342	0	0.46	0	65.8	57.1	44.1
2-3 AM	292	0.0	1500	292	0	0.45	0	65.8	57.3	44.3
3-4 AM	219	0.0	1500	219	0	0.44	0	66.0	57.4	44.6
4-5 AM	278	0.0	1500	278	0	0.45	0	65.9	57.3	44.4
5-6 AM	420	0.0	1500	420	0	0.46	0	65.6	56.9	43.8
6-7 AM	733	0.0	1500	733	0	0.49	0	65.0	56.0	42.7
7-8 AM	1371	0.0	1499	1371	0	0.92	2	63.8	49.2	34.3
8-9 AM	1926	0.0	1500	1926	0	6.67	192	62.8	20.1	30.8
9-10 AM	2333	0.0	1499	1499	834	15.93+	404	62.0	10.7	30.8
10-11 AM	2809	0.0	1499	1493	1316	15.72+	405	57.7	10.6	30.8
11AM-NOON	2935	0.0	1499	1494	1441	15.65+	405	56.4	10.6	30.8
NOON-1PM	3065	0.0	1499	1496	1569	15.58+	406	55.1	10.6	30.8
1-2 PM	2977	0.0	1499	1497	1480	15.63+	405	56.0	10.6	30.8
2-3 PM	2891	0.0	1499	1498	1394	15.67+	405	56.9	10.6	30.8
3-4 PM	2896	0.0	1499	1498	1397	15.67+	405	56.8	10.6	30.8
4-5 PM	2666	0.0	1500	1499	1167	15.78+	404	59.2	10.6	30.8
5-6 PM	2473	0.0	1500	1500	973	15.88+	404	61.2	10.7	30.8
6-7 PM	2126	0.0	1499	1500	626	15.94+	404	62.4	10.7	30.8
7-8 PM	1612	0.0	1500	1496	116	15.97+	403	63.4	10.7	30.8
8-9 PM	1475	0.0	1499	1471	4	15.73+	396	63.7	10.7	30.8
9-10 PM	1358	0.0	1499	1358	0	12.31	307	63.8	12.9	30.8
10-11 PM	1369	0.0	1500	1369	0	7.53	180	63.8	18.6	30.9
11PM-MID	967	0.0	1500	967	0	0.82	12	64.6	50.9	41.5

+ 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	0.0211
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0150

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$144,967
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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

