

IH 43: STH 100/BROWN DEER RD TO SILVER SPRING DR (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	478	0.0	1500	478	0	0.47	0	65.5	56.7	43.6
1-2 AM	240	0.0	1500	240	0	0.45	0	66.0	57.4	44.5
2-3 AM	141	0.0	1500	141	0	0.44	0	66.1	57.7	44.9
3-4 AM	116	0.0	1500	116	0	0.43	0	66.2	57.8	45.0
4-5 AM	133	0.0	1500	133	0	0.44	0	66.1	57.8	45.0
5-6 AM	233	0.0	1500	233	0	0.45	0	66.0	57.4	44.5
6-7 AM	427	0.0	1500	427	0	0.46	0	65.6	56.8	43.8
7-8 AM	801	0.0	1500	801	0	0.50	0	64.9	55.8	42.4
8-9 AM	1117	0.0	1499	1117	0	0.60	0	64.3	53.8	39.5
9-10 AM	1754	0.0	1499	1754	0	3.68	92	63.1	29.1	30.8
10-11 AM	2217	0.0	1499	1695	522	15.22+	387	62.2	11.0	30.8
11AM-NOON	2580	0.0	1499	1495	1085	15.84+	404	60.1	10.6	30.8
NOON-1PM	2859	0.0	1499	1491	1367	15.70+	405	57.2	10.6	30.8
1-2 PM	2842	0.0	1499	1493	1349	15.70+	405	57.4	10.6	30.8
2-3 PM	2829	0.0	1499	1494	1334	15.70+	405	57.5	10.6	30.8
3-4 PM	3057	0.0	1499	1496	1561	15.59+	406	55.2	10.6	30.8
4-5 PM	3147	0.0	1499	1498	1649	15.53+	406	54.3	10.6	30.8
5-6 PM	3195	0.0	1499	1499	1696	15.50+	406	53.8	10.6	30.8
6-7 PM	3062	0.0	1499	1498	1564	15.58+	406	55.1	10.6	30.8
7-8 PM	2144	0.0	1500	1500	644	15.94+	404	62.4	10.7	30.8
8-9 PM	1306	0.0	1499	1302	4	13.63+	347	64.0	12.0	30.9
9-10 PM	1045	0.0	1499	1045	0	1.97	62	64.5	39.3	38.6
10-11 PM	613	0.0	1500	613	0	0.48	0	65.3	56.3	43.1
11PM-MID	462	0.0	1500	462	0	0.47	0	65.5	56.8	43.7

+ 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	0.0193
MAIN ROUTE WITH WORKS	0.0110
'DIVERSION'	0.0155
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$131,169
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

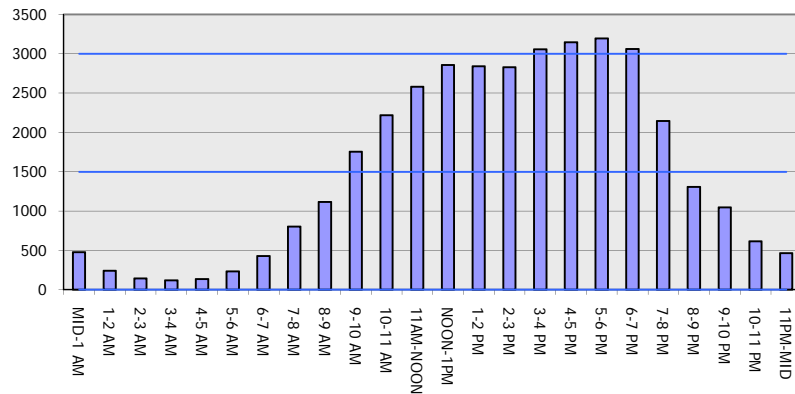
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OCTOBER

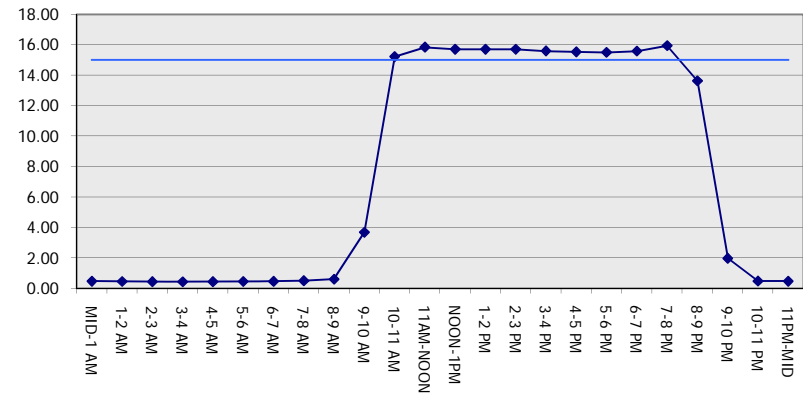
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION

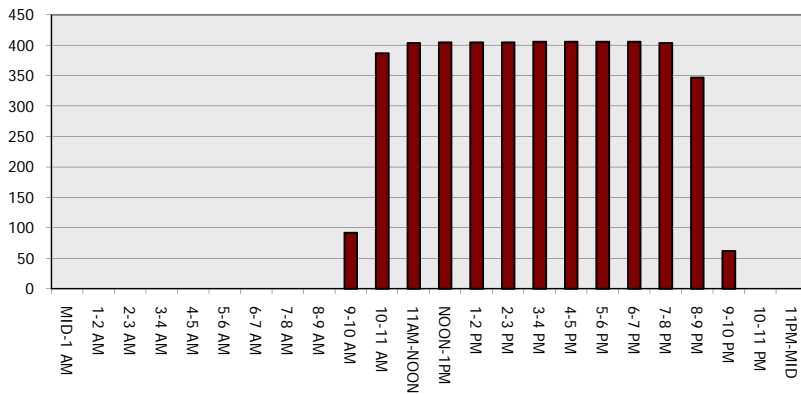
Main Route - Traffic Demand (Vehicles Per Hour)



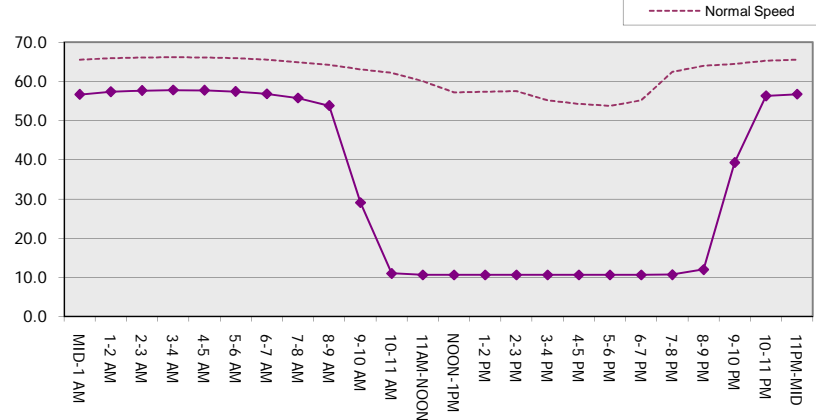
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	596	0.0	1500	596	0	0.48	0	65.3	56.3	43.2
1-2 AM	358	0.0	1500	358	0	0.46	0	65.7	57.1	44.0
2-3 AM	324	0.0	1500	324	0	0.45	0	65.8	57.1	44.2
3-4 AM	238	0.0	1500	238	0	0.45	0	66.0	57.4	44.5
4-5 AM	171	0.0	1500	171	0	0.44	0	66.1	57.6	44.8
5-6 AM	288	0.0	1500	288	0	0.45	0	65.8	57.3	44.3
6-7 AM	693	0.0	1500	693	0	0.49	0	65.1	56.1	42.8
7-8 AM	1184	0.0	1499	1184	0	0.64	0	64.1	53.2	38.6
8-9 AM	1580	0.0	1499	1580	0	1.65	20	63.5	41.5	30.8
9-10 AM	1832	0.0	1500	1832	0	8.78	233	63.0	16.6	30.8
10-11 AM	2009	0.0	1499	1500	510	15.95+	403	62.7	10.7	30.8
11AM-NOON	2466	0.0	1499	1500	967	15.88+	404	61.2	10.7	30.8
NOON-1PM	2618	0.0	1499	1499	1119	15.80+	404	59.7	10.6	30.8
1-2 PM	2575	0.0	1499	1500	1076	15.82+	404	60.1	10.6	30.8
2-3 PM	2580	0.0	1500	1500	1080	15.82+	404	60.1	10.6	30.8
3-4 PM	2694	0.0	1499	1499	1195	15.76+	404	58.9	10.6	30.8
4-5 PM	2489	0.0	1500	1500	989	15.87+	404	61.0	10.7	30.8
5-6 PM	2138	0.0	1500	1500	638	15.94+	404	62.4	10.7	30.8
6-7 PM	1850	0.0	1500	1500	350	15.96+	403	63.0	10.7	30.8
7-8 PM	1460	0.0	1500	1429	30	15.41+	388	63.7	10.9	30.8
8-9 PM	1045	0.0	1499	1045	0	3.74	141	64.5	29.1	37.2
9-10 PM	874	0.0	1500	874	0	0.51	0	64.8	55.5	42.1
10-11 PM	712	0.0	1500	712	0	0.49	0	65.1	56.0	42.7
11PM-MID	493	0.0	1500	493	0	0.47	0	65.5	56.6	43.5

+ 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	0.0175
MAIN ROUTE WITH WORKS	0.0116
'DIVERSION'	0.0097

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,357
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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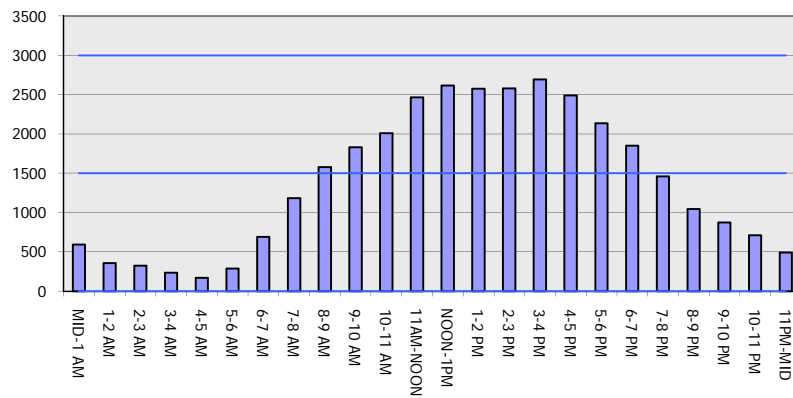
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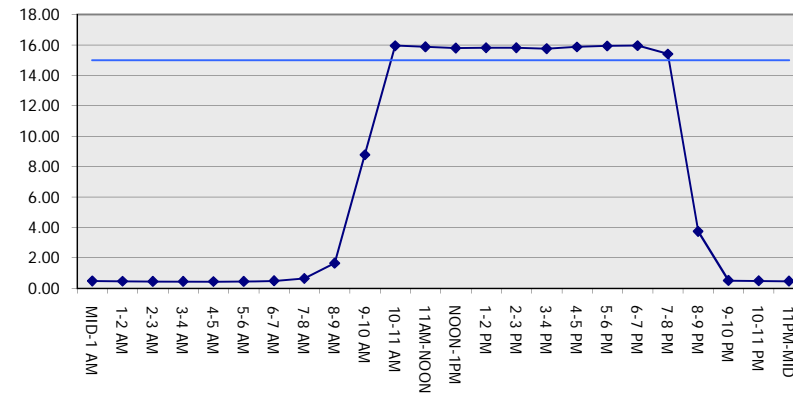
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

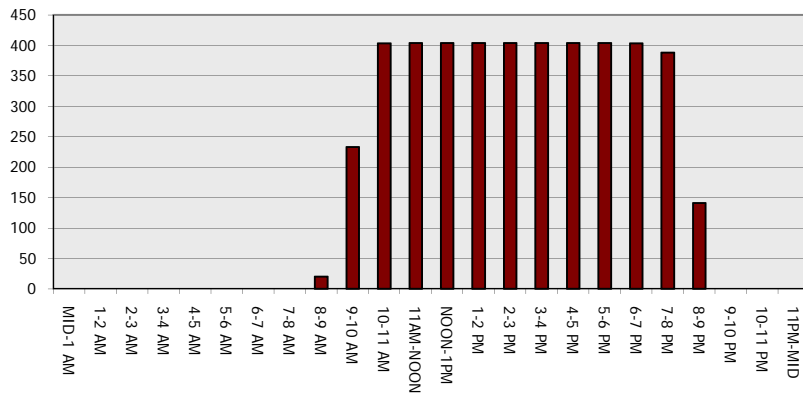
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

