

| | |
|---|--|
| IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 649 | 0.0 | OFF | 649 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | |
| 1-2 AM | 350 | 0.0 | OFF | 350 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 2-3 AM | 285 | 0.0 | OFF | 285 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 3-4 AM | 290 | 0.0 | OFF | 290 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 4-5 AM | 398 | 0.0 | OFF | 398 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 5-6 AM | 634 | 0.0 | OFF | 634 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | |
| 6-7 AM | 1133 | 0.0 | OFF | 1133 | 0 | 0.00 | 0 | 69.3 | 69.3 | 69.3 | |
| 7-8 AM | 1767 | 0.0 | OFF | 1767 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | |
| 8-9 AM | 2373 | 0.0 | 3000 | 2373 | 0 | 0.33 | 0 | 67.8 | 61.1 | 49.7 | |
| 9-10 AM | 1876 | 0.0 | 3000 | 1876 | 0 | 0.34 | 0 | 68.4 | 61.5 | 49.7 | |
| 10-11 AM | 2078 | 0.0 | 3000 | 2078 | 0 | 0.33 | 0 | 68.1 | 61.3 | 49.7 | |
| 11AM-NOON | 2505 | 0.0 | 2999 | 2505 | 0 | 0.42 | 0 | 67.6 | 59.4 | 46.4 | |
| NOON-1PM | 3401 | 0.0 | 2999 | 3401 | 0 | 3.41 | 175 | 66.5 | 31.5 | 37.3 | |
| 1-2 PM | 3301 | 0.0 | 2999 | 3301 | 0 | 10.50 | 547 | 66.6 | 15.2 | 37.3 | |
| 2-3 PM | 3539 | 0.0 | 2999 | 3146 | 393 | 15.57+ | 820 | 66.3 | 12.3 | 37.3 | |
| 3-4 PM | 3447 | 0.0 | 3000 | 2997 | 450 | 15.89+ | 837 | 66.4 | 12.2 | 37.3 | |
| 4-5 PM | 3513 | 0.0 | 3000 | 2998 | 515 | 15.89+ | 837 | 66.4 | 12.2 | 37.3 | |
| 5-6 PM | 3328 | 0.0 | 3000 | 2998 | 330 | 15.89+ | 836 | 66.6 | 12.2 | 37.3 | |
| 6-7 PM | 3161 | 0.0 | OFF | 3161 | 0 | 1.41 | 125 | 66.8 | 45.7 | 45.7 | |
| 7-8 PM | 1956 | 0.0 | OFF | 1956 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | |
| 8-9 PM | 1303 | 0.0 | OFF | 1303 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | |
| 9-10 PM | 1846 | 0.0 | OFF | 1846 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | |
| 10-11 PM | 1635 | 0.0 | OFF | 1635 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | |
| 11PM-MID | 1117 | 0.0 | OFF | 1117 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 |

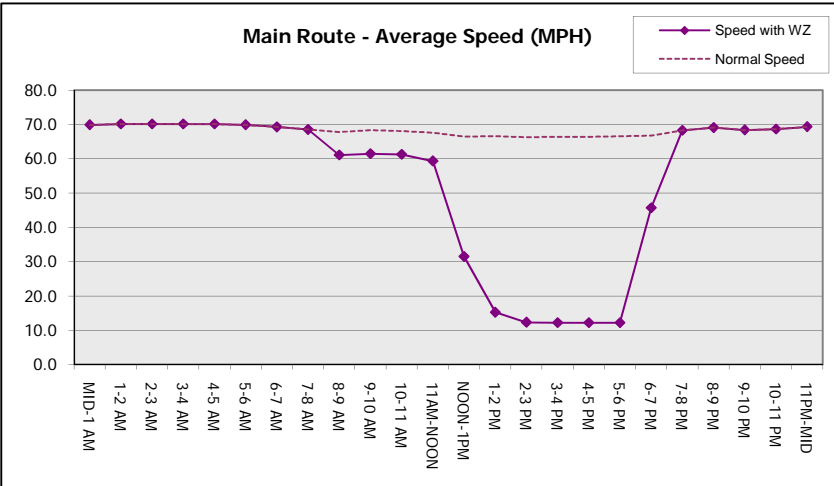
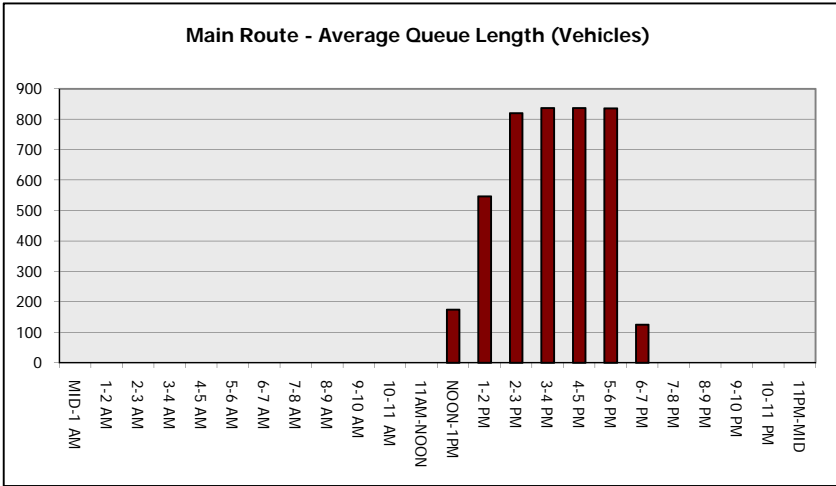
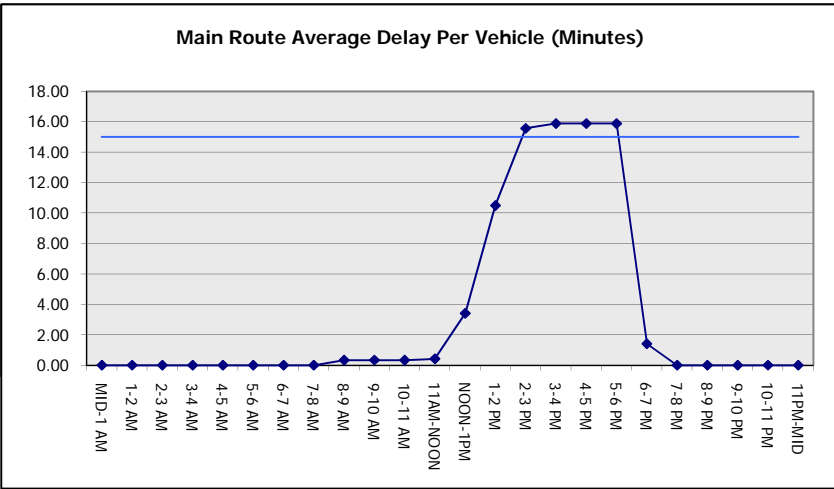
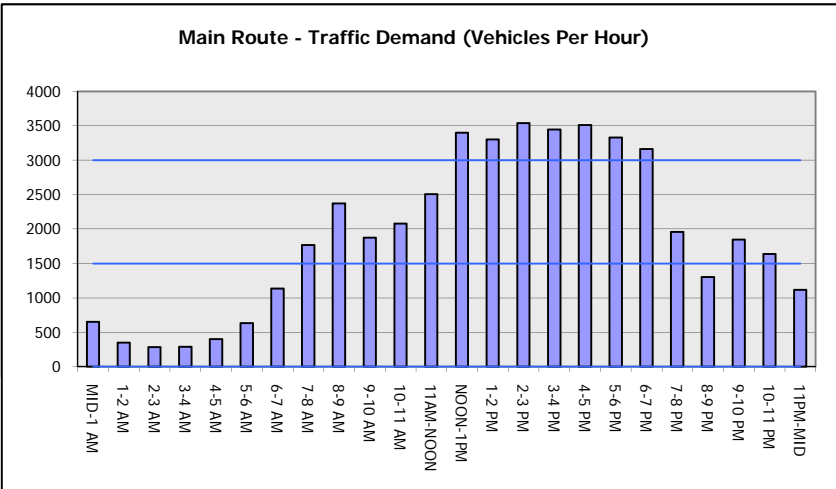
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0248 |
| MAIN ROUTE WITH WORKS | 0.0221 |
| 'DIVERSION' | 0.0021 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$72,278 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

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 | 1015 | 0.0 | OFF | 1015 | 0 | 0.00 | 0 | 69.5 | 69.5 | 69.5 |
| 1-2 AM | 700 | 0.0 | OFF | 700 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 |
| 2-3 AM | 618 | 0.0 | OFF | 618 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 3-4 AM | 398 | 0.0 | OFF | 398 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 386 | 0.0 | OFF | 386 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 5-6 AM | 706 | 0.0 | OFF | 706 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 |
| 6-7 AM | 1174 | 0.0 | OFF | 1174 | 0 | 0.00 | 0 | 69.3 | 69.3 | 69.3 |
| 7-8 AM | 1866 | 0.0 | OFF | 1866 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 8-9 AM | 2334 | 0.0 | 3000 | 2334 | 0 | 0.33 | 0 | 67.8 | 61.1 | 49.7 |
| 9-10 AM | 1847 | 0.0 | 3000 | 1847 | 0 | 0.34 | 0 | 68.4 | 61.5 | 49.7 |
| 10-11 AM | 1969 | 0.0 | 3000 | 1969 | 0 | 0.34 | 0 | 68.3 | 61.4 | 49.7 |
| 11AM-NOON | 2469 | 0.0 | 2999 | 2469 | 0 | 0.42 | 0 | 67.7 | 59.5 | 46.5 |
| NOON-1PM | 3497 | 0.0 | 2999 | 3497 | 0 | 4.02 | 220 | 66.4 | 28.8 | 37.3 |
| 1-2 PM | 3368 | 0.0 | 2999 | 3368 | 0 | 12.99+ | 684 | 66.6 | 13.4 | 37.3 |
| 2-3 PM | 3373 | 0.0 | 2999 | 2994 | 380 | 15.89+ | 837 | 66.6 | 12.2 | 37.3 |
| 3-4 PM | 3418 | 0.0 | 2999 | 2995 | 423 | 15.89+ | 837 | 66.5 | 12.2 | 37.3 |
| 4-5 PM | 3129 | 0.0 | 2999 | 2982 | 148 | 15.86+ | 834 | 66.8 | 12.2 | 37.3 |
| 5-6 PM | 2934 | 0.0 | 2999 | 2934 | 0 | 15.57+ | 817 | 67.1 | 12.3 | 37.3 |
| 6-7 PM | 2639 | 0.0 | OFF | 2639 | 0 | 0.92 | 88 | 67.4 | 51.7 | 51.7 |
| 7-8 PM | 1662 | 0.0 | OFF | 1662 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 8-9 PM | 1445 | 0.0 | OFF | 1445 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 |
| 9-10 PM | 2263 | 0.0 | OFF | 2263 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 10-11 PM | 1991 | 0.0 | OFF | 1991 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 11PM-MID | 1440 | 0.0 | OFF | 1440 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0252 |
| MAIN ROUTE WITH WORKS | 0.0229 |
| 'DIVERSION' | 0.0012 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$70,714 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

