

<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	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	1499	1930	443	12.01+	307	67.8	13.6	30.8	
9-10 AM	1876	0.0	1500	1500	376	16.36+	400	68.4	10.6	30.8	
10-11 AM	2078	0.0	1500	1500	578	16.35+	400	68.1	10.6	30.8	
11AM-NOON	2505	0.0	1500	1500	1005	16.32+	400	67.6	10.6	30.8	
NOON-1PM	3401	0.0	1500	1500	1901	16.27+	400	66.5	10.6	30.8	
1-2 PM	3301	0.0	1500	1500	1801	16.28+	400	66.6	10.6	30.8	
2-3 PM	3539	0.0	1500	1500	2039	16.26+	400	66.3	10.6	30.8	
3-4 PM	3447	0.0	1500	1500	1947	16.27+	400	66.4	10.6	30.8	
4-5 PM	3513	0.0	1500	1500	2013	16.27+	400	66.4	10.6	30.8	
5-6 PM	3328	0.0	1500	1500	1828	16.28+	400	66.6	10.6	30.8	
6-7 PM	3161	0.0	OFF	3161	0	0.35	32	66.8	59.9	59.9	
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

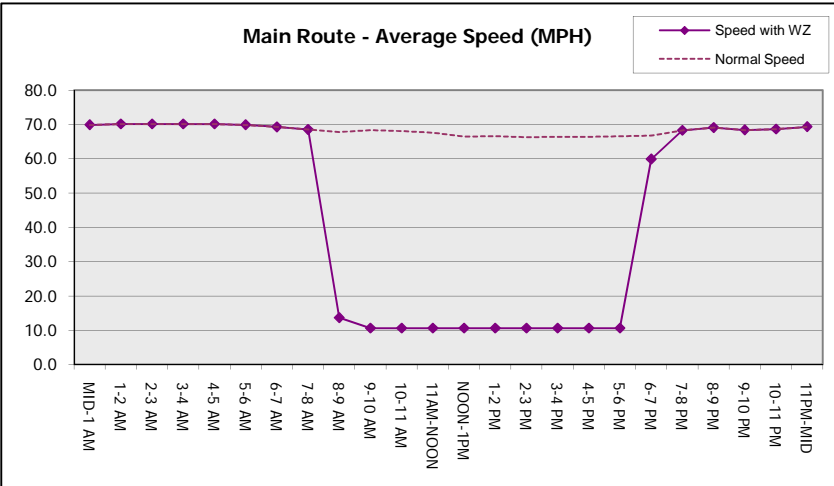
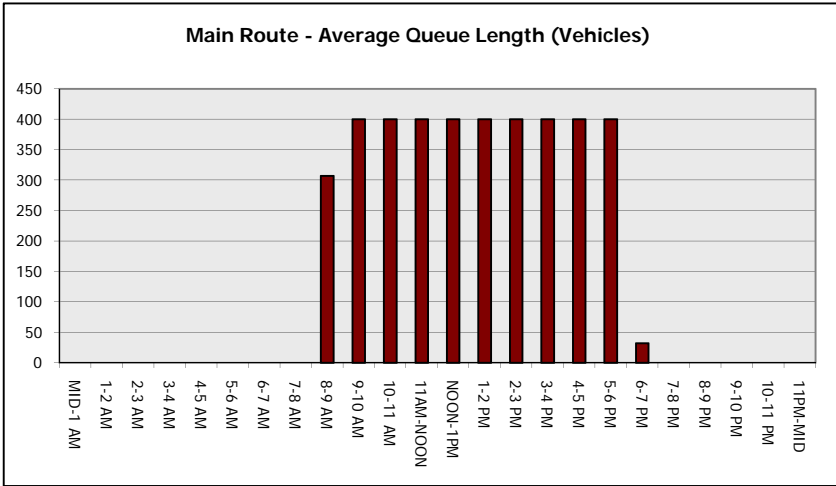
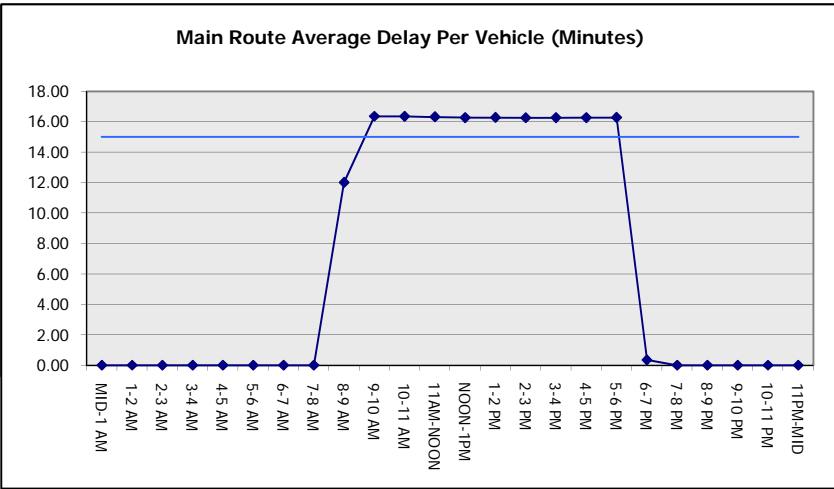
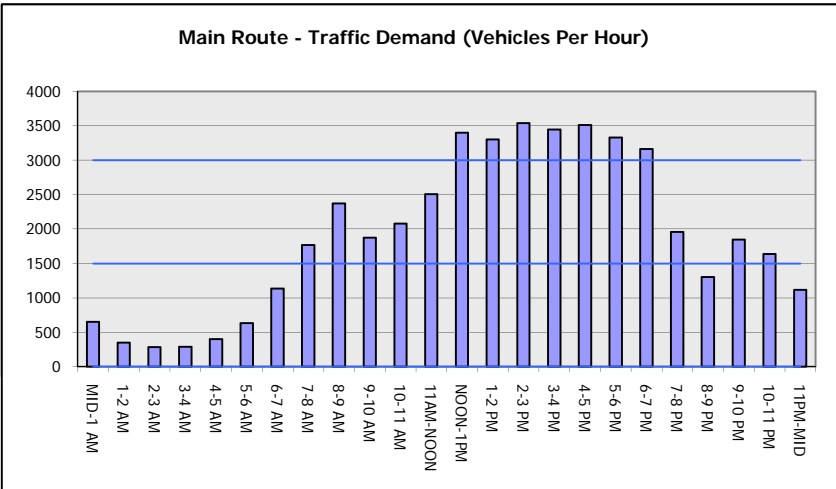
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0248
MAIN ROUTE WITH WORKS	0.0163
'DIVERSION'	0.0175
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$128,329
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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



<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	1499	1918	416	11.84+	304	67.8	13.7	30.8
9-10 AM	1847	0.0	1500	1500	347	16.36+	400	68.4	10.6	30.8
10-11 AM	1969	0.0	1500	1500	469	16.35+	400	68.3	10.6	30.8
11AM-NOON	2469	0.0	1500	1500	969	16.32+	400	67.7	10.6	30.8
NOON-1PM	3497	0.0	1500	1500	1997	16.27+	400	66.4	10.6	30.8
1-2 PM	3368	0.0	1500	1500	1868	16.27+	400	66.6	10.6	30.8
2-3 PM	3373	0.0	1500	1500	1873	16.27+	400	66.6	10.6	30.8
3-4 PM	3418	0.0	1500	1500	1918	16.27+	400	66.5	10.6	30.8
4-5 PM	3129	0.0	1500	1500	1629	16.29+	400	66.8	10.6	30.8
5-6 PM	2934	0.0	1500	1500	1434	16.30+	400	67.1	10.6	30.8
6-7 PM	2639	0.0	OFF	2639	0	0.28	26	67.4	61.7	61.7
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	0.0172
'DIVERSION'	0.0162

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$123,642
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

