

<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	633	0.0	OFF	633	0	0.00	0	69.9	69.9	69.9	
1-2 AM	349	0.0	OFF	349	0	0.00	0	70.2	70.2	70.2	
2-3 AM	269	0.0	OFF	269	0	0.00	0	70.2	70.2	70.2	
3-4 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2	
4-5 AM	194	0.0	OFF	194	0	0.00	0	70.2	70.2	70.2	
5-6 AM	382	0.0	OFF	382	0	0.00	0	70.2	70.2	70.2	
6-7 AM	644	0.0	OFF	644	0	0.00	0	69.9	69.9	69.9	
7-8 AM	986	0.0	OFF	986	0	0.00	0	69.5	69.5	69.5	
8-9 AM	1586	0.0	OFF	1586	0	0.00	0	68.7	68.7	68.7	
9-10 AM	2265	0.0	3000	2265	0	0.33	0	67.9	61.2	49.7	
10-11 AM	2771	0.0	2999	2771	0	0.58	0	67.3	56.5	41.3	
11AM-NOON	3433	0.0	2999	3433	0	3.57	188	66.4	30.7	37.3	
NOON-1PM	3667	0.0	3000	3346	320	13.45+	719	65.8	13.3	37.3	
1-2 PM	3489	0.0	3000	3013	476	15.89+	837	66.4	12.2	37.3	
2-3 PM	3503	0.0	3000	3010	493	15.89+	837	66.4	12.2	37.3	
3-4 PM	3422	0.0	3000	3008	414	15.89+	837	66.5	12.2	37.3	
4-5 PM	3419	0.0	3000	3006	413	15.89+	837	66.5	12.2	37.3	
5-6 PM	3169	0.0	3000	3013	155	15.87+	834	66.8	12.2	37.3	
6-7 PM	2790	0.0	2999	2790	0	14.24+	746	67.3	12.8	37.3	
7-8 PM	2453	0.0	OFF	2453	0	0.57	54	67.7	56.8	56.8	
8-9 PM	1994	0.0	OFF	1994	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1490	0.0	OFF	1490	0	0.00	0	68.9	68.9	68.9	
10-11 PM	991	0.0	OFF	991	0	0.00	0	69.5	69.5	69.5	
11PM-MID	475	0.0	OFF	475	0	0.00	0	70.2	70.2	70.2	

"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

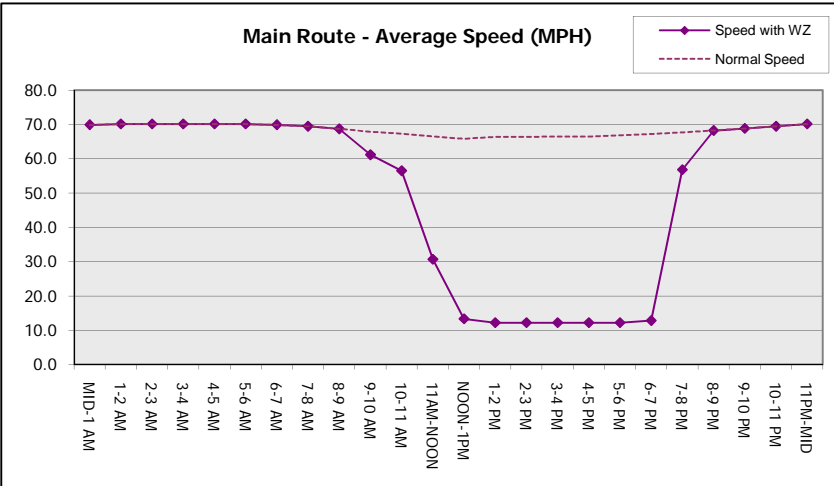
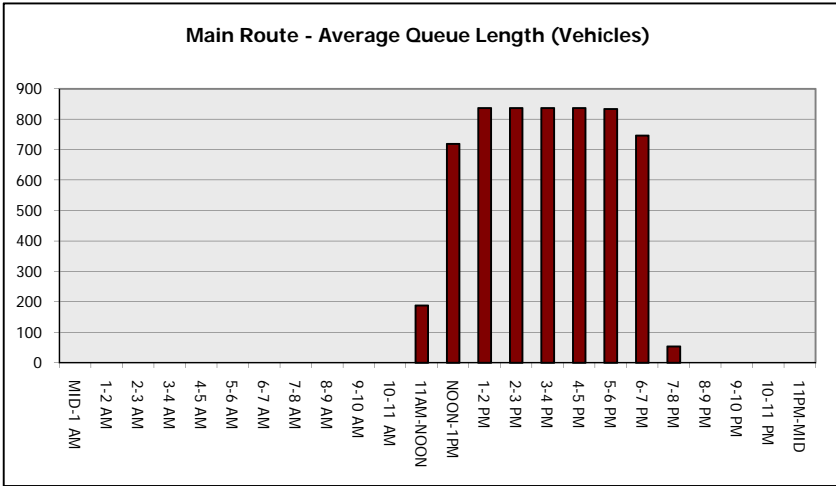
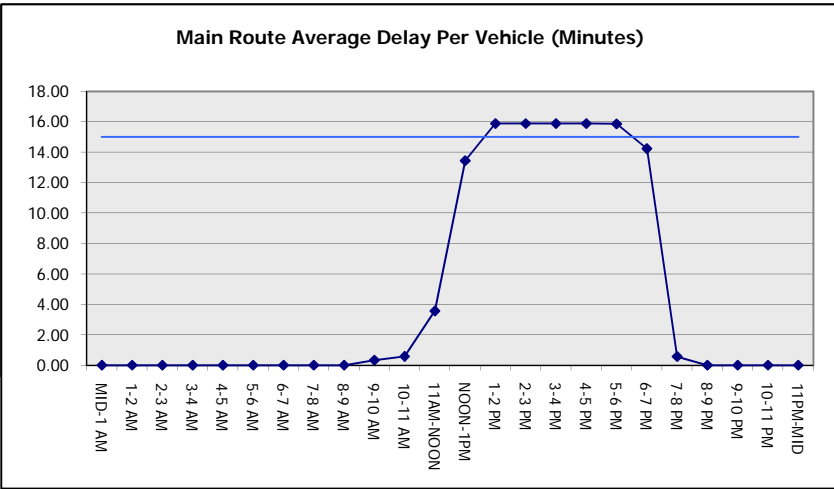
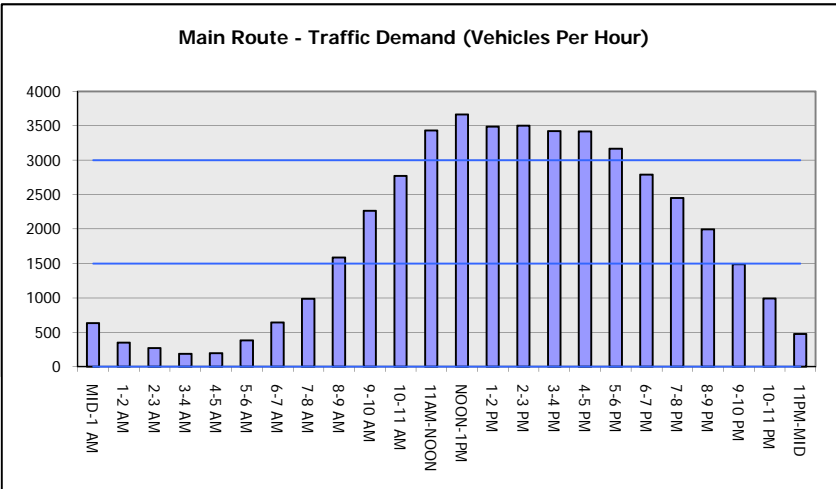
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0241
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0028
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$103,781
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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



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

**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	956	0.0	OFF	956	0	0.00	0	69.6	69.6	69.6
1-2 AM	706	0.0	OFF	706	0	0.00	0	69.9	69.9	69.9
2-3 AM	740	0.0	OFF	740	0	0.00	0	69.8	69.8	69.8
3-4 AM	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
4-5 AM	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
5-6 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
6-7 AM	576	0.0	OFF	576	0	0.00	0	70.0	70.0	70.0
7-8 AM	850	0.0	OFF	850	0	0.00	0	69.7	69.7	69.7
8-9 AM	1240	0.0	OFF	1240	0	0.00	0	69.2	69.2	69.2
9-10 AM	1857	0.0	3000	1857	0	0.34	0	68.4	61.5	49.7
10-11 AM	2239	0.0	3000	2239	0	0.33	0	67.9	61.2	49.7
11AM-NOON	2798	0.0	2999	2798	0	0.60	0	67.3	56.2	40.7
NOON-1PM	2968	0.0	2999	2968	0	0.75	2	67.1	53.8	37.9
1-2 PM	3235	0.0	3000	3235	0	2.77	123	66.7	35.0	37.3
2-3 PM	3135	0.0	2999	3135	0	6.36	313	66.8	21.7	37.3
3-4 PM	3260	0.0	3000	3260	0	9.52	492	66.7	16.2	37.3
4-5 PM	3738	0.0	2999	3231	507	15.36+	812	65.3	12.4	37.3
5-6 PM	3316	0.0	2999	2968	348	15.85+	834	66.6	12.2	37.3
6-7 PM	2533	0.0	2999	2533	0	12.02+	638	67.6	14.2	37.5
7-8 PM	2305	0.0	OFF	2305	0	0.21	18	67.9	63.4	63.4
8-9 PM	1898	0.0	OFF	1898	0	0.00	0	68.4	68.4	68.4
9-10 PM	1557	0.0	OFF	1557	0	0.00	0	68.8	68.8	68.8
10-11 PM	1130	0.0	OFF	1130	0	0.00	0	69.3	69.3	69.3
11PM-MID	667	0.0	OFF	667	0	0.00	0	69.9	69.9	69.9

"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	0.0231
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,018
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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

