

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER Analyzed for 2009 Construction Season
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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	441	0.0	OFF	441	0	0.00	0	70.2	70.2	70.2
1-2 AM	250	0.0	OFF	250	0	0.00	0	70.2	70.2	70.2
2-3 AM	210	0.0	OFF	210	0	0.00	0	70.2	70.2	70.2
3-4 AM	235	0.0	OFF	235	0	0.00	0	70.2	70.2	70.2
4-5 AM	517	0.0	OFF	517	0	0.00	0	70.1	70.1	70.1
5-6 AM	1429	0.0	OFF	1429	0	0.00	0	68.9	68.9	68.9
6-7 AM	3727	0.0	OFF	3727	0	0.00	0	65.4	65.4	65.4
7-8 AM	5613	0.0	OFF	5613	0	0.00	0	52.5	52.5	52.5
8-9 AM	4559	0.0	OFF	4559	0	0.00	0	59.7	59.7	59.7
9-10 AM	3428	0.0	OFF	3428	0	0.00	0	66.4	66.4	66.4
10-11 AM	3232	0.0	2999	3232	0	2.70	119	66.7	35.5	37.3
11AM-NOON	3324	0.0	3000	3324	0	7.46	384	66.6	19.4	37.3
NOON-1PM	3542	0.0	3000	3252	290	14.37+	759	66.3	12.7	37.3
1-2 PM	3689	0.0	3000	3007	683	15.87+	838	65.6	12.2	37.3
2-3 PM	4163	0.0	3000	3027	1135	15.78+	843	62.4	12.1	37.3
3-4 PM	4456	0.0	OFF	4456	0	2.65	229	60.4	33.8	33.8
4-5 PM	4561	0.0	OFF	4561	0	0.00	0	59.7	59.7	59.7
5-6 PM	4494	0.0	OFF	4494	0	0.00	0	60.2	60.2	60.2
6-7 PM	3886	0.0	OFF	3886	0	0.00	0	64.3	64.3	64.3
7-8 PM	2733	0.0	OFF	2733	0	0.00	0	67.3	67.3	67.3
8-9 PM	2025	0.0	OFF	2025	0	0.00	0	68.2	68.2	68.2
9-10 PM	1834	0.0	OFF	1834	0	0.00	0	68.4	68.4	68.4
10-11 PM	1518	0.0	OFF	1518	0	0.00	0	68.9	68.9	68.9
11PM-MID	1020	0.0	OFF	1020	0	0.00	0	69.5	69.5	69.5

"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	0.0351
MAIN ROUTE WITH WORKS	0.0329
'DIVERSION'	0.0026
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,112
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
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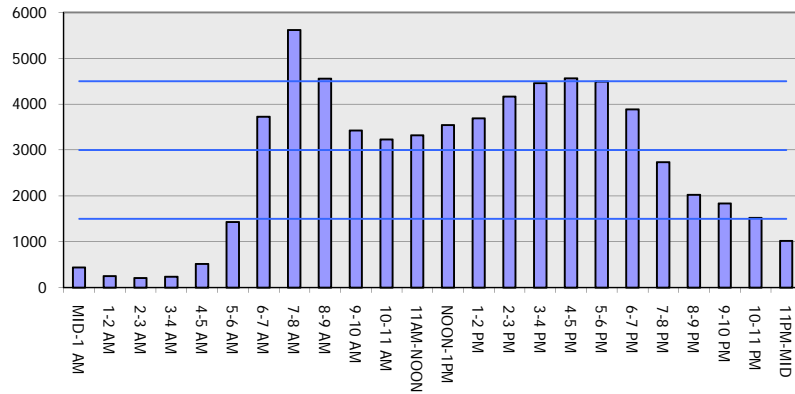
OCTOBER

Analyzed for 2009
 Construction Season

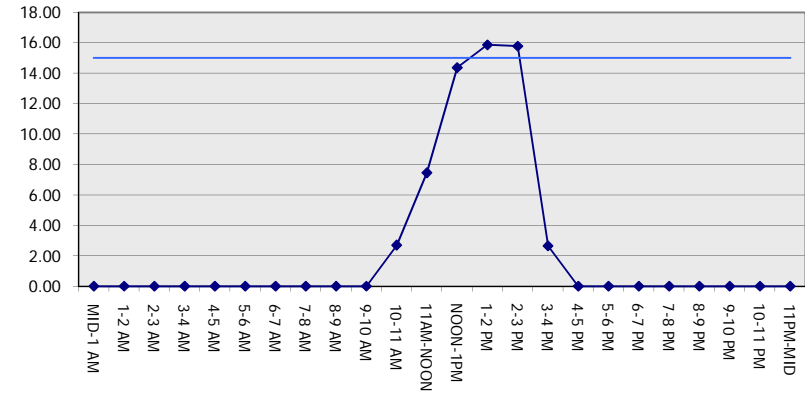
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

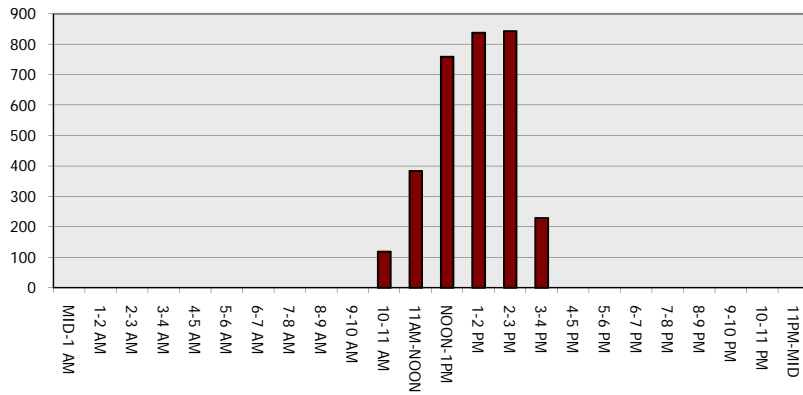
Main Route - Traffic Demand (Vehicles Per Hour)



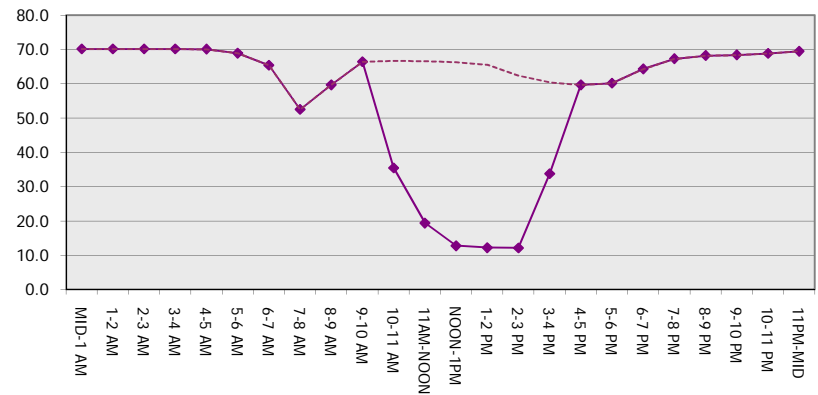
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	695	0.0	OFF	695	0	0.00	0	69.9	69.9	69.9
1-2 AM	497	0.0	OFF	497	0	0.00	0	70.1	70.1	70.1
2-3 AM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2
3-4 AM	391	0.0	OFF	391	0	0.00	0	70.2	70.2	70.2
4-5 AM	523	0.0	OFF	523	0	0.00	0	70.1	70.1	70.1
5-6 AM	1526	0.0	OFF	1526	0	0.00	0	68.8	68.8	68.8
6-7 AM	3395	0.0	OFF	3395	0	0.00	0	66.5	66.5	66.5
7-8 AM	4663	0.0	OFF	4663	0	0.00	0	59.0	59.0	59.0
8-9 AM	3986	0.0	OFF	3986	0	0.00	0	63.7	63.7	63.7
9-10 AM	3253	0.0	OFF	3253	0	0.00	0	66.7	66.7	66.7
10-11 AM	3428	0.0	2999	3428	0	3.77	198	66.4	29.8	37.3
11AM-NOON	3760	0.0	3000	3364	397	13.42+	719	65.1	13.3	37.3
NOON-1PM	4097	0.0	3000	3041	1056	15.81+	843	62.8	12.1	37.3
1-2 PM	4230	0.0	3000	3015	1215	15.78+	845	62.0	12.1	37.3
2-3 PM	4895	0.0	2999	3002	1893	15.81+	864	57.4	12.0	37.3
3-4 PM	5583	0.0	OFF	5583	0	6.63	640	52.7	19.4	19.4
4-5 PM	5842	0.0	OFF	5842	0	3.62	353	50.9	26.8	26.8
5-6 PM	5489	0.0	OFF	5489	0	0.87	73	53.3	43.4	43.4
6-7 PM	4020	0.0	OFF	4020	0	0.00	0	63.4	63.4	63.4
7-8 PM	2989	0.0	OFF	2989	0	0.00	0	67.0	67.0	67.0
8-9 PM	2487	0.0	OFF	2487	0	0.00	0	67.6	67.6	67.6
9-10 PM	2433	0.0	OFF	2433	0	0.00	0	67.7	67.7	67.7
10-11 PM	1841	0.0	OFF	1841	0	0.00	0	68.4	68.4	68.4
11PM-MID	1214	0.0	OFF	1214	0	0.00	0	69.2	69.2	69.2

"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	0.0388
MAIN ROUTE WITH WORKS	0.0352
'DIVERSION'	0.0057

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,034
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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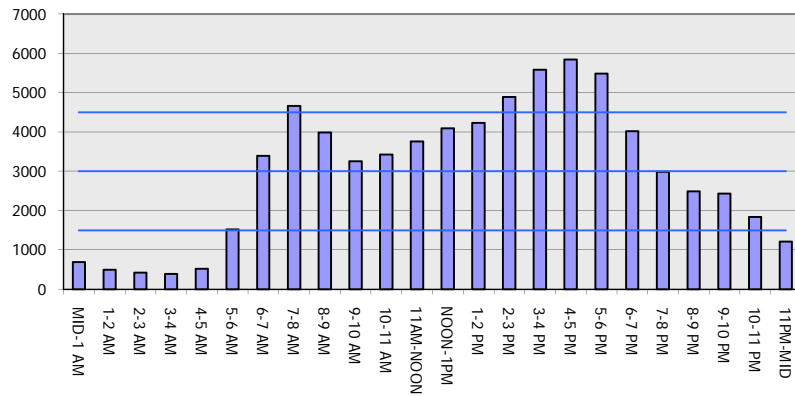
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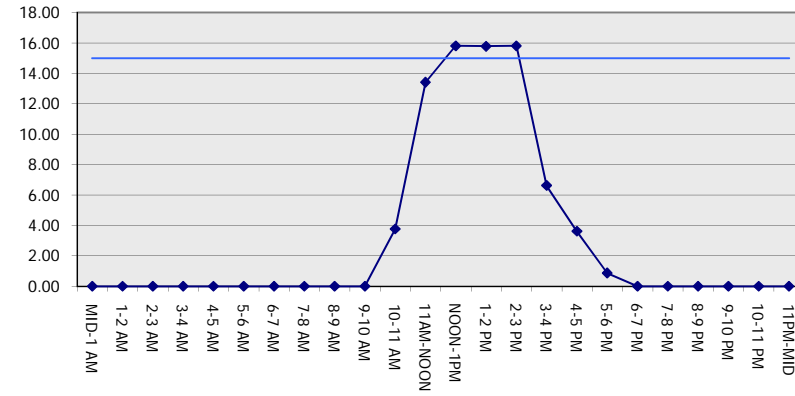
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FRIDAY NORTHBOUND DIRECTION

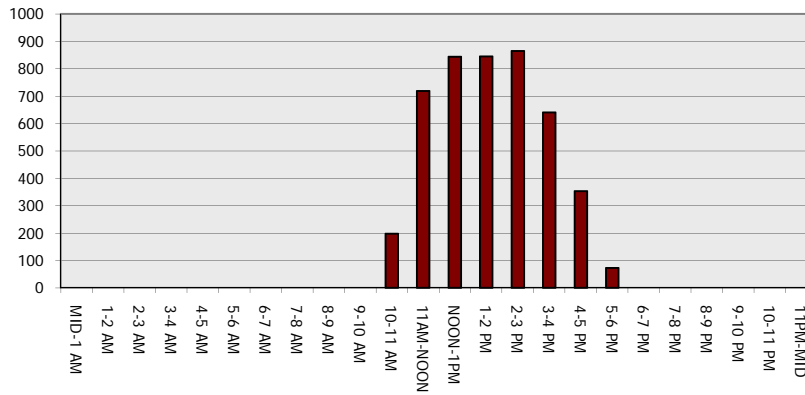
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

