

<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>OCTOBER</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	738	0.0	OFF	738	0	0.00	0	69.8	69.8	69.8	
1-2 AM	380	0.0	OFF	380	0	0.00	0	70.2	70.2	70.2	
2-3 AM	272	0.0	OFF	272	0	0.00	0	70.2	70.2	70.2	
3-4 AM	173	0.0	OFF	173	0	0.00	0	70.2	70.2	70.2	
4-5 AM	223	0.0	OFF	223	0	0.00	0	70.2	70.2	70.2	
5-6 AM	369	0.0	OFF	369	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	958	0.0	OFF	958	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1395	0.0	OFF	1395	0	0.00	0	69.0	69.0	69.0	
9-10 AM	2133	0.0	3000	2133	0	0.33	0	68.1	61.3	49.7	
10-11 AM	2701	0.0	2999	2701	0	0.53	0	67.4	57.3	42.6	
11AM-NOON	3205	0.0	2999	3205	0	2.00	79	66.8	40.4	37.3	
NOON-1PM	3433	0.0	3000	3433	0	7.84	414	66.4	18.7	37.3	
1-2 PM	3433	0.0	2999	3212	221	15.02+	791	66.4	12.5	37.3	
2-3 PM	3468	0.0	2999	2997	471	15.89+	837	66.4	12.2	37.3	
3-4 PM	3632	0.0	2999	2998	634	15.89+	838	66.1	12.2	37.3	
4-5 PM	3659	0.0	2999	2998	661	15.88+	838	65.8	12.2	37.3	
5-6 PM	3564	0.0	2999	2999	565	15.89+	837	66.3	12.2	37.3	
6-7 PM	3447	0.0	3000	2999	449	15.89+	837	66.4	12.2	37.3	
7-8 PM	2571	0.0	OFF	2571	0	1.08	103	67.6	49.7	49.7	
8-9 PM	1695	0.0	OFF	1695	0	0.00	0	68.6	68.6	68.6	
9-10 PM	1373	0.0	OFF	1373	0	0.00	0	69.1	69.1	69.1	
10-11 PM	864	0.0	OFF	864	0	0.00	0	69.7	69.7	69.7	
11PM-MID	644	0.0	OFF	644	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	0.0243
MAIN ROUTE WITH WORKS	0.0207
'DIVERSION'	0.0038
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,307
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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

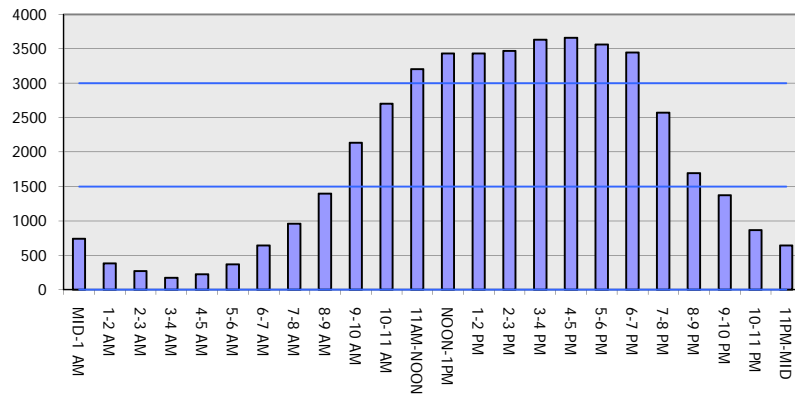
**OCTOBER**

Analyzed for 2009  
 Construction Season

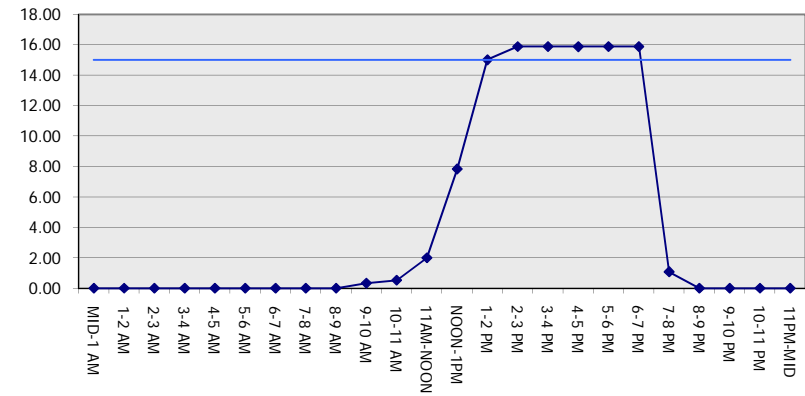
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

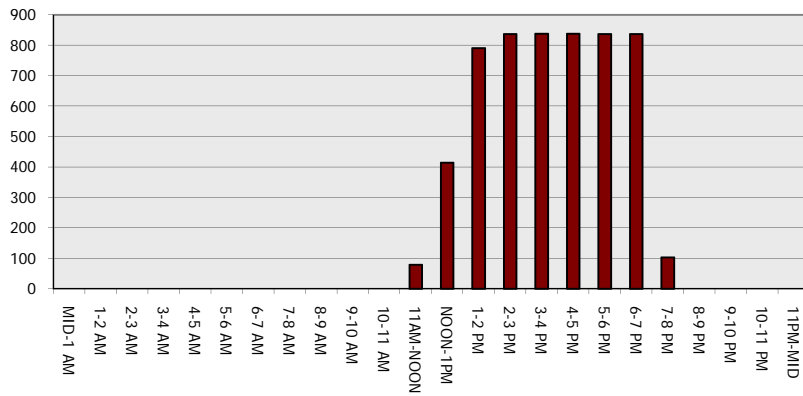
**Main Route - Traffic Demand (Vehicles Per Hour)**



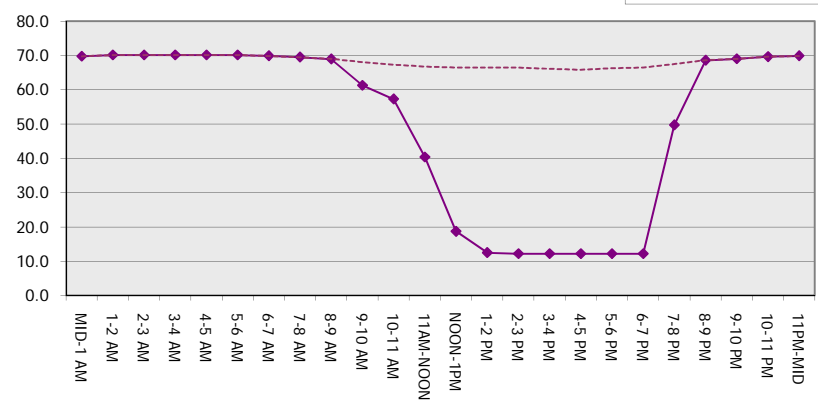
**Main Route Average Delay Per Vehicle (Minutes)**



**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	1075	0.0	OFF	1075	0	0.00	0	69.4	69.4	69.4
1-2 AM	699	0.0	OFF	699	0	0.00	0	69.9	69.9	69.9
2-3 AM	766	0.0	OFF	766	0	0.00	0	69.8	69.8	69.8
3-4 AM	419	0.0	OFF	419	0	0.00	0	70.2	70.2	70.2
4-5 AM	276	0.0	OFF	276	0	0.00	0	70.2	70.2	70.2
5-6 AM	411	0.0	OFF	411	0	0.00	0	70.2	70.2	70.2
6-7 AM	809	0.0	OFF	809	0	0.00	0	69.7	69.7	69.7
7-8 AM	1190	0.0	OFF	1190	0	0.00	0	69.2	69.2	69.2
8-9 AM	1652	0.0	OFF	1652	0	0.00	0	68.7	68.7	68.7
9-10 AM	2076	0.0	3000	2076	0	0.33	0	68.1	61.3	49.7
10-11 AM	2448	0.0	3000	2448	0	0.37	0	67.7	60.3	48.1
11AM-NOON	2823	0.0	2999	2823	0	0.61	0	67.3	56.0	40.2
NOON-1PM	3037	0.0	2999	3037	0	0.90	10	66.9	51.7	37.3
1-2 PM	3189	0.0	3000	3189	0	2.99	131	66.8	33.7	37.3
2-3 PM	3158	0.0	2999	3158	0	6.24	307	66.8	21.9	37.3
3-4 PM	3231	0.0	3000	3231	0	9.84	508	66.7	15.8	37.3
4-5 PM	3016	0.0	2999	3016	0	12.39	643	67.0	13.7	37.3
5-6 PM	2735	0.0	2999	2735	0	10.03	519	67.3	15.6	37.3
6-7 PM	2503	0.0	2999	2503	0	2.47	154	67.6	37.2	42.7
7-8 PM	2136	0.0	OFF	2136	0	0.00	0	68.1	68.1	68.1
8-9 PM	1632	0.0	OFF	1632	0	0.00	0	68.7	68.7	68.7
9-10 PM	1411	0.0	OFF	1411	0	0.00	0	69.0	69.0	69.0
10-11 PM	1128	0.0	OFF	1128	0	0.00	0	69.3	69.3	69.3
11PM-MID	811	0.0	OFF	811	0	0.00	0	69.7	69.7	69.7

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

*----- 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	0.0212
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,957
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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

