

<b>IH 43: STH 100 TO SILVER SPRING DR (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	372	0.0	OFF	372	0	0.00	0	65.7	65.7	65.7	
1-2 AM	189	0.0	OFF	189	0	0.00	0	66.0	66.0	66.0	
2-3 AM	136	0.0	OFF	136	0	0.00	0	66.1	66.1	66.1	
3-4 AM	115	0.0	OFF	115	0	0.00	0	66.2	66.2	66.2	
4-5 AM	120	0.0	OFF	120	0	0.00	0	66.1	66.1	66.1	
5-6 AM	239	0.0	OFF	239	0	0.00	0	66.0	66.0	66.0	
6-7 AM	447	0.0	OFF	447	0	0.00	0	65.6	65.6	65.6	
7-8 AM	711	0.0	OFF	711	0	0.00	0	65.1	65.1	65.1	
8-9 AM	1118	0.0	OFF	1118	0	0.00	0	64.3	64.3	64.3	
9-10 AM	1692	0.0	1499	1692	0	2.94	65	63.2	32.6	30.8	
10-11 AM	2097	0.0	1500	1741	356	13.94+	358	62.5	11.7	30.8	
11AM-NOON	2613	0.0	1499	1496	1116	15.82+	404	59.7	10.6	30.8	
NOON-1PM	2775	0.0	1499	1494	1281	15.73+	404	58.1	10.6	30.8	
1-2 PM	2655	0.0	1499	1497	1158	15.79+	404	59.3	10.6	30.8	
2-3 PM	2665	0.0	1499	1497	1168	15.78+	404	59.2	10.6	30.8	
3-4 PM	2693	0.0	1499	1497	1196	15.77+	404	58.9	10.6	30.8	
4-5 PM	2661	0.0	1499	1498	1163	15.78+	404	59.2	10.6	30.8	
5-6 PM	2493	0.0	1499	1500	993	15.87+	404	61.0	10.7	30.8	
6-7 PM	2140	0.0	1500	1500	640	15.94+	404	62.4	10.7	30.8	
7-8 PM	1923	0.0	OFF	1923	0	0.65	40	62.8	52.0	52.0	
8-9 PM	1592	0.0	OFF	1592	0	0.00	0	63.4	63.4	63.4	
9-10 PM	1196	0.0	OFF	1196	0	0.00	0	64.1	64.1	64.1	
10-11 PM	778	0.0	OFF	778	0	0.00	0	65.0	65.0	65.0	
11PM-MID	389	0.0	OFF	389	0	0.00	0	65.6	65.6	65.6	

"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

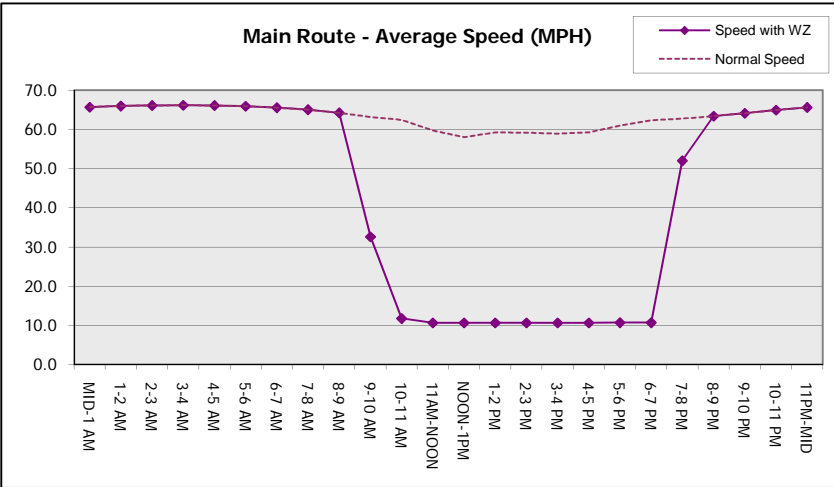
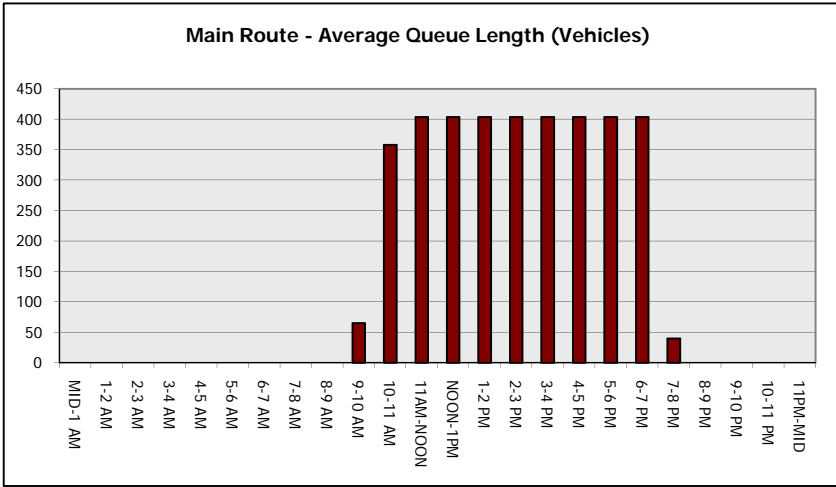
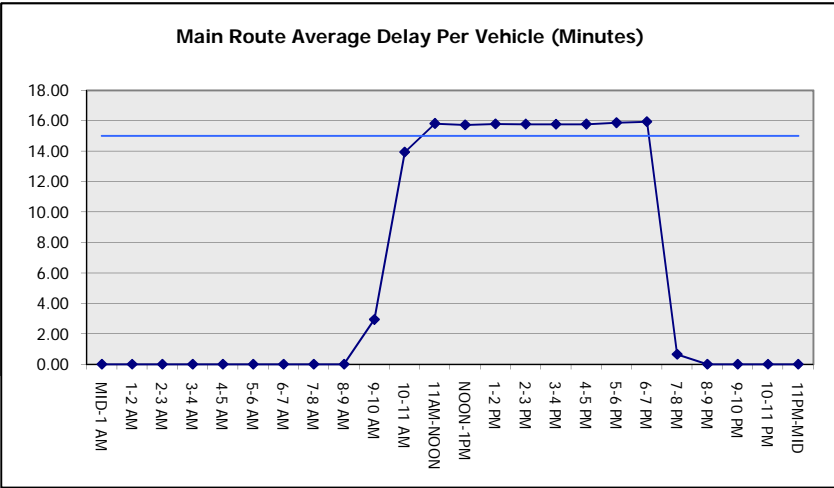
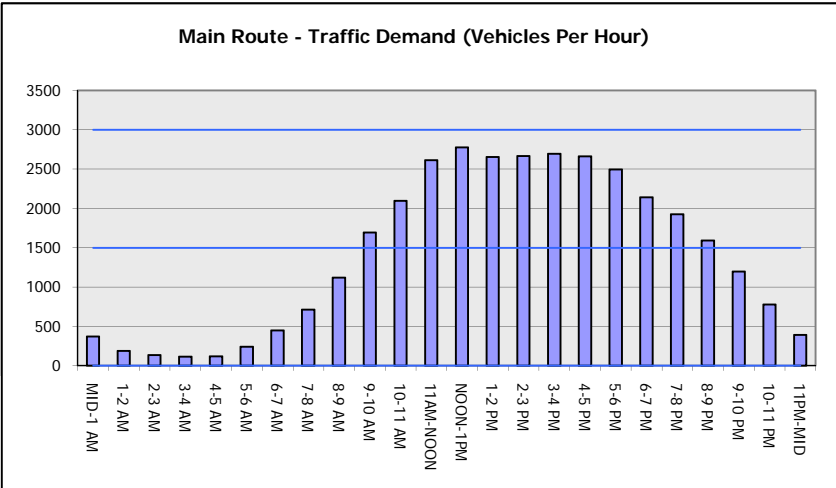
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0178
MAIN ROUTE WITH WORKS	0.0120
'DIVERSION'	0.0110
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$100,073
CONGESTED HOURS PER DAY*	9

\*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: STH 100 TO SILVER SPRING DR (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	525	0.0	OFF	525	0	0.00	0	65.4	65.4	65.4
1-2 AM	349	0.0	OFF	349	0	0.00	0	65.8	65.8	65.8
2-3 AM	315	0.0	OFF	315	0	0.00	0	65.8	65.8	65.8
3-4 AM	185	0.0	OFF	185	0	0.00	0	66.0	66.0	66.0
4-5 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1
5-6 AM	259	0.0	OFF	259	0	0.00	0	65.9	65.9	65.9
6-7 AM	449	0.0	OFF	449	0	0.00	0	65.6	65.6	65.6
7-8 AM	666	0.0	OFF	666	0	0.00	0	65.1	65.1	65.1
8-9 AM	940	0.0	OFF	940	0	0.00	0	64.6	64.6	64.6
9-10 AM	1426	0.0	1499	1426	0	1.02	3	63.7	47.9	32.8
10-11 AM	1752	0.0	1500	1752	0	4.59	115	63.1	25.6	30.8
11AM-NOON	2199	0.0	1499	1667	532	15.31+	389	62.3	10.9	30.8
NOON-1PM	2398	0.0	1499	1499	899	15.92+	404	61.9	10.7	30.8
1-2 PM	2420	0.0	1499	1499	921	15.91+	404	61.7	10.7	30.8
2-3 PM	2450	0.0	1499	1499	951	15.89+	404	61.4	10.7	30.8
3-4 PM	2496	0.0	1499	1498	998	15.87+	404	60.9	10.6	30.8
4-5 PM	2585	0.0	1499	1497	1087	15.83+	404	60.1	10.6	30.8
5-6 PM	2375	0.0	1499	1499	875	15.92+	404	62.0	10.7	30.8
6-7 PM	1903	0.0	1499	1499	404	15.96+	403	62.8	10.7	30.8
7-8 PM	1687	0.0	OFF	1687	0	0.63	39	63.2	52.7	52.7
8-9 PM	1328	0.0	OFF	1328	0	0.00	0	63.9	63.9	63.9
9-10 PM	1084	0.0	OFF	1084	0	0.00	0	64.3	64.3	64.3
10-11 PM	734	0.0	OFF	734	0	0.00	0	65.0	65.0	65.0
11PM-MID	442	0.0	OFF	442	0	0.00	0	65.6	65.6	65.6

"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	0.0163
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0081

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,166
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

