

IH 43: STH 100 TO SILVER SPRING DR (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	420	0.0	OFF	420	0	0.00	0	65.6	65.6	65.6
1-2 AM	185	0.0	OFF	185	0	0.00	0	66.0	66.0	66.0
2-3 AM	164	0.0	OFF	164	0	0.00	0	66.1	66.1	66.1
3-4 AM	155	0.0	OFF	155	0	0.00	0	66.1	66.1	66.1
4-5 AM	236	0.0	OFF	236	0	0.00	0	66.0	66.0	66.0
5-6 AM	450	0.0	OFF	450	0	0.00	0	65.6	65.6	65.6
6-7 AM	731	0.0	OFF	731	0	0.00	0	65.0	65.0	65.0
7-8 AM	1130	0.0	OFF	1130	0	0.00	0	64.3	64.3	64.3
8-9 AM	1661	0.0	1499	1661	0	2.55	51	63.3	34.8	30.8
9-10 AM	2056	0.0	1500	1733	322	13.15+	341	62.5	12.3	30.8
10-11 AM	2375	0.0	1500	1500	875	15.92+	404	62.0	10.7	30.8
11AM-NOON	2644	0.0	1500	1502	1143	15.79+	404	59.4	10.6	30.8
NOON-1PM	2735	0.0	1500	1502	1233	15.74+	404	58.5	10.6	30.8
1-2 PM	2653	0.0	1500	1501	1151	15.78+	404	59.3	10.6	30.8
2-3 PM	2702	0.0	1500	1501	1201	15.76+	404	58.8	10.6	30.8
3-4 PM	2727	0.0	1500	1501	1226	15.75+	404	58.6	10.6	30.8
4-5 PM	2535	0.0	1500	1500	1035	15.84+	404	60.5	10.7	30.8
5-6 PM	2352	0.0	1500	1500	852	15.92+	404	62.0	10.7	30.8
6-7 PM	2133	0.0	OFF	2133	0	0.75	43	62.4	50.5	50.5
7-8 PM	1686	0.0	OFF	1686	0	0.00	0	63.2	63.2	63.2
8-9 PM	1465	0.0	OFF	1465	0	0.00	0	63.7	63.7	63.7
9-10 PM	1481	0.0	OFF	1481	0	0.00	0	63.7	63.7	63.7
10-11 PM	1125	0.0	OFF	1125	0	0.00	0	64.3	64.3	64.3
11PM-MID	884	0.0	OFF	884	0	0.00	0	64.7	64.7	64.7

"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	0.0193
MAIN ROUTE WITH WORKS	0.0135
'DIVERSION'	0.0110
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,189
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

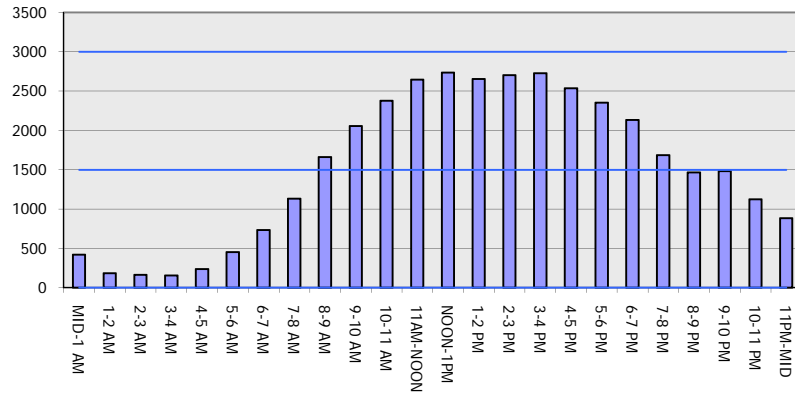
AUGUST

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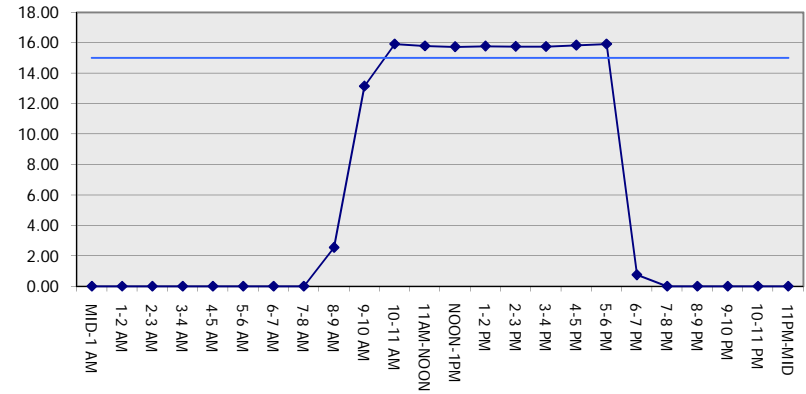
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

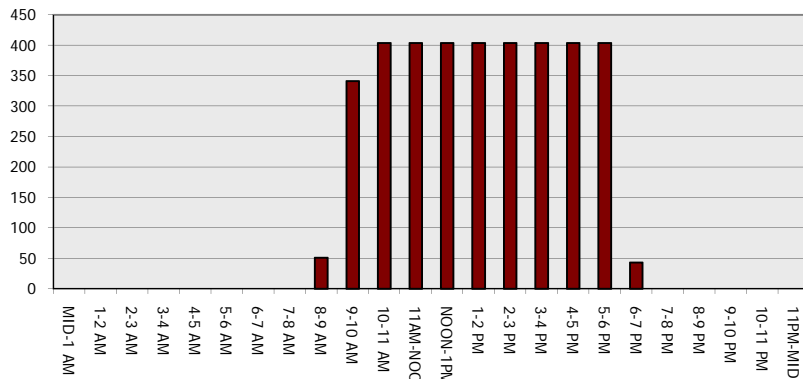
Main Route - Traffic Demand (Vehicles Per Hour)



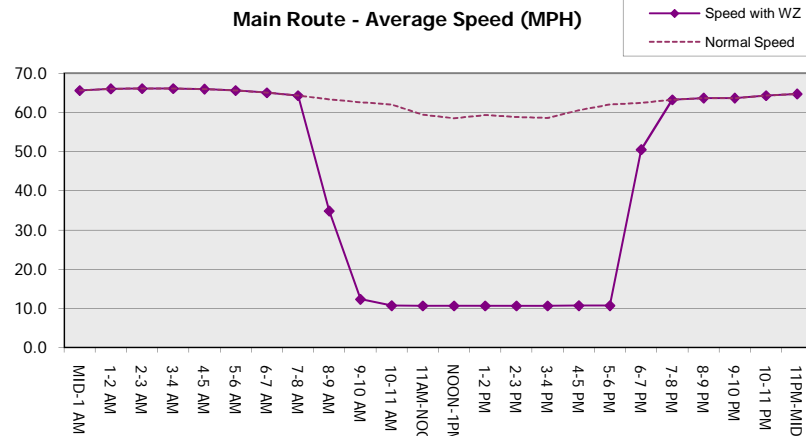
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	658	0.0	OFF	658	0	0.00	0	65.1	65.1	65.1
1-2 AM	389	0.0	OFF	389	0	0.00	0	65.6	65.6	65.6
2-3 AM	370	0.0	OFF	370	0	0.00	0	65.7	65.7	65.7
3-4 AM	233	0.0	OFF	233	0	0.00	0	66.0	66.0	66.0
4-5 AM	257	0.0	OFF	257	0	0.00	0	65.9	65.9	65.9
5-6 AM	446	0.0	OFF	446	0	0.00	0	65.6	65.6	65.6
6-7 AM	795	0.0	OFF	795	0	0.00	0	64.9	64.9	64.9
7-8 AM	1224	0.0	OFF	1224	0	0.00	0	64.1	64.1	64.1
8-9 AM	1740	0.0	1499	1740	0	3.65	89	63.2	29.2	30.8
9-10 AM	2183	0.0	1500	1735	448	15.08+	385	62.3	11.1	30.8
10-11 AM	2661	0.0	1499	1491	1170	15.82+	405	59.2	10.6	30.8
11AM-NOON	2726	0.0	1499	1491	1235	15.78+	405	58.6	10.6	30.8
NOON-1PM	2859	0.0	1499	1490	1369	15.70+	405	57.2	10.6	30.8
1-2 PM	2723	0.0	1499	1493	1230	15.77+	405	58.6	10.6	30.8
2-3 PM	2748	0.0	1499	1494	1255	15.75+	405	58.4	10.6	30.8
3-4 PM	2795	0.0	1499	1494	1301	15.72+	405	57.9	10.6	30.8
4-5 PM	2516	0.0	1499	1499	1017	15.86+	404	60.7	10.6	30.8
5-6 PM	2253	0.0	1500	1499	754	15.93+	404	62.2	10.7	30.8
6-7 PM	1891	0.0	OFF	1891	0	0.68	42	62.8	51.7	51.7
7-8 PM	1504	0.0	OFF	1504	0	0.00	0	63.6	63.6	63.6
8-9 PM	1577	0.0	OFF	1577	0	0.00	0	63.5	63.5	63.5
9-10 PM	1528	0.0	OFF	1528	0	0.00	0	63.5	63.5	63.5
10-11 PM	1248	0.0	OFF	1248	0	0.00	0	64.1	64.1	64.1
11PM-MID	857	0.0	OFF	857	0	0.00	0	64.8	64.8	64.8

"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	0.0200
MAIN ROUTE WITH WORKS	0.0139
'DIVERSION'	0.0119

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$103,602
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

