

IH 43: STH 100 TO SILVER SPRING DR (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

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	253	0.0	OFF	253	0	0.00	0	65.9	65.9	65.9	
1-2 AM	155	0.0	OFF	155	0	0.00	0	66.1	66.1	66.1	
2-3 AM	138	0.0	OFF	138	0	0.00	0	66.1	66.1	66.1	
3-4 AM	165	0.0	OFF	165	0	0.00	0	66.1	66.1	66.1	
4-5 AM	353	0.0	OFF	353	0	0.00	0	65.7	65.7	65.7	
5-6 AM	1139	0.0	OFF	1139	0	0.00	0	64.3	64.3	64.3	
6-7 AM	2878	0.0	OFF	2878	0	0.00	0	57.0	57.0	57.0	
7-8 AM	4177	0.0	OFF	4177	0	0.00	0	43.7	43.7	43.7	
8-9 AM	3222	0.0	OFF	3222	0	0.00	0	53.5	53.5	53.5	
9-10 AM	2467	0.0	OFF	2467	0	0.00	0	61.2	61.2	61.2	
10-11 AM	2336	0.0	1499	1917	418	11.51+	306	62.0	13.7	30.8	
11AM-NOON	2469	0.0	1500	1500	970	15.88+	404	61.2	10.7	30.8	
NOON-1PM	2578	0.0	1499	1499	1079	15.82+	404	60.1	10.6	30.8	
1-2 PM	2561	0.0	1500	1499	1062	15.83+	404	60.2	10.6	30.8	
2-3 PM	2774	0.0	1499	1497	1277	15.73+	404	58.1	10.6	30.8	
3-4 PM	3139	0.0	OFF	3139	0	1.79	98	54.3	36.5	36.5	
4-5 PM	3174	0.0	OFF	3174	0	0.00	0	54.0	54.0	54.0	
5-6 PM	3392	0.0	OFF	3392	0	0.00	0	51.7	51.7	51.7	
6-7 PM	2790	0.0	OFF	2790	0	0.00	0	57.9	57.9	57.9	
7-8 PM	1974	0.0	OFF	1974	0	0.00	0	62.7	62.7	62.7	
8-9 PM	1347	0.0	OFF	1347	0	0.00	0	63.9	63.9	63.9	
9-10 PM	1244	0.0	OFF	1244	0	0.00	0	64.1	64.1	64.1	
10-11 PM	1044	0.0	OFF	1044	0	0.00	0	64.5	64.5	64.5	
11PM-MID	749	0.0	OFF	749	0	0.00	0	65.0	65.0	65.0	

"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	0.0244
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0058
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,232
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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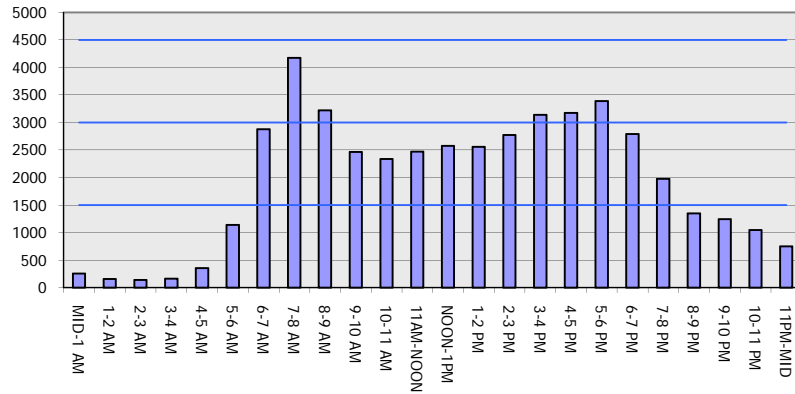
OCTOBER

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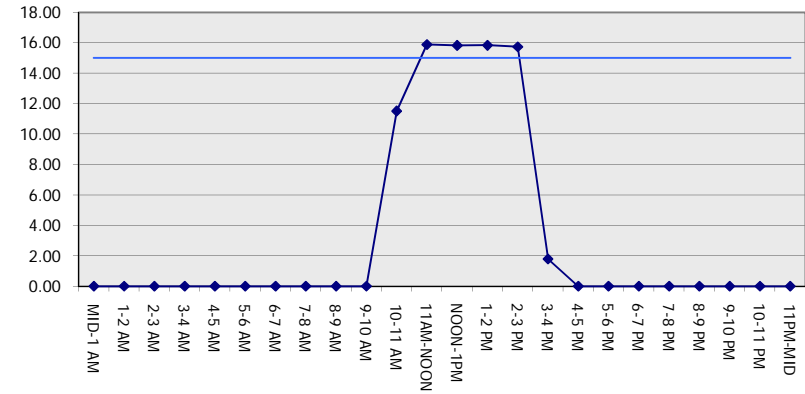
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

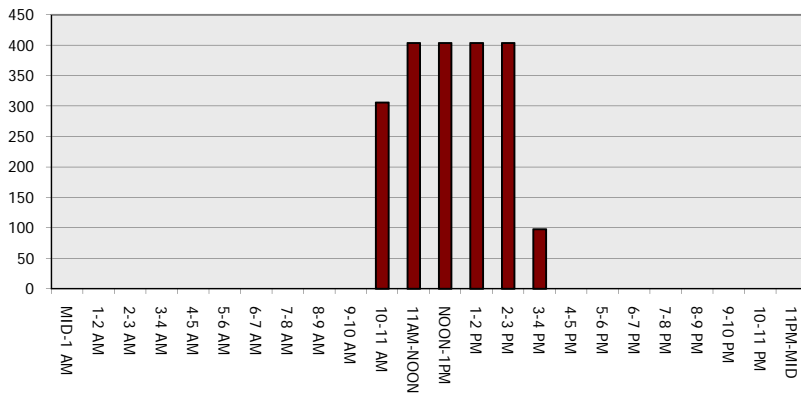
Main Route - Traffic Demand (Vehicles Per Hour)



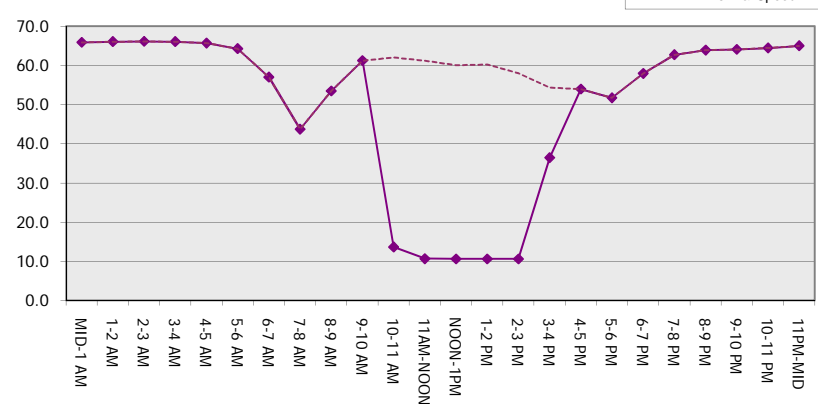
Main Route Average Delay Per Vehicle (Minutes)



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	413	0.0	OFF	413	0	0.00	0	65.6	65.6	65.6
1-2 AM	253	0.0	OFF	253	0	0.00	0	65.9	65.9	65.9
2-3 AM	224	0.0	OFF	224	0	0.00	0	66.0	66.0	66.0
3-4 AM	217	0.0	OFF	217	0	0.00	0	66.0	66.0	66.0
4-5 AM	307	0.0	OFF	307	0	0.00	0	65.8	65.8	65.8
5-6 AM	810	0.0	OFF	810	0	0.00	0	64.9	64.9	64.9
6-7 AM	1901	0.0	OFF	1901	0	0.00	0	62.8	62.8	62.8
7-8 AM	2922	0.0	OFF	2922	0	0.00	0	56.6	56.6	56.6
8-9 AM	2887	0.0	OFF	2887	0	0.00	0	56.9	56.9	56.9
9-10 AM	2422	0.0	OFF	2422	0	0.00	0	61.7	61.7	61.7
10-11 AM	2664	0.0	1499	1933	731	12.76+	332	59.2	12.4	32.7
11AM-NOON	2984	0.0	1499	1493	1491	15.63+	405	56.0	10.6	30.8
NOON-1PM	3151	0.0	1499	1497	1654	15.53+	406	54.2	10.6	30.8
1-2 PM	3343	0.0	1499	1500	1844	15.39+	406	52.2	10.6	30.8
2-3 PM	3787	0.0	1500	1500	2287	15.02+	406	47.7	10.6	30.8
3-4 PM	4124	0.0	OFF	4124	0	7.15	484	44.3	17.0	17.0
4-5 PM	4266	0.0	OFF	4266	0	9.92	679	42.8	13.6	13.6
5-6 PM	4098	0.0	OFF	4098	0	12.82	861	44.5	11.5	11.5
6-7 PM	3630	0.0	OFF	3630	0	11.21	725	49.3	13.0	13.0
7-8 PM	2318	0.0	OFF	2318	0	1.57	86	62.0	41.6	41.6
8-9 PM	1969	0.0	OFF	1969	0	0.00	0	62.7	62.7	62.7
9-10 PM	1856	0.0	OFF	1856	0	0.00	0	62.9	62.9	62.9
10-11 PM	1497	0.0	OFF	1497	0	0.00	0	63.6	63.6	63.6
11PM-MID	889	0.0	OFF	889	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	0.0
(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	0
(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	0.0278
MAIN ROUTE WITH WORKS	0.0231
'DIVERSION'	0.0097

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,565
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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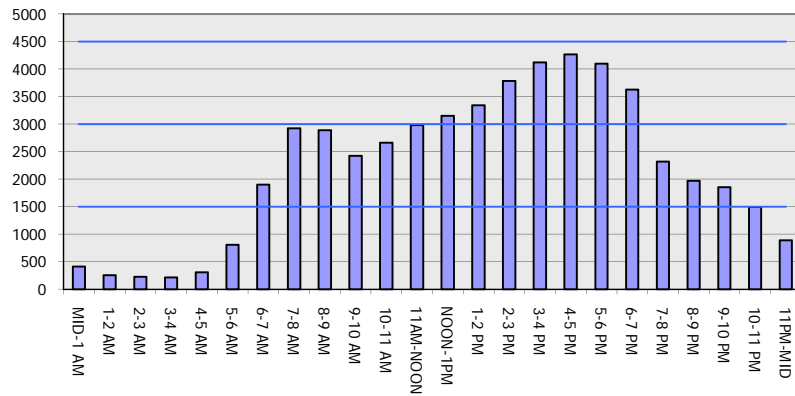
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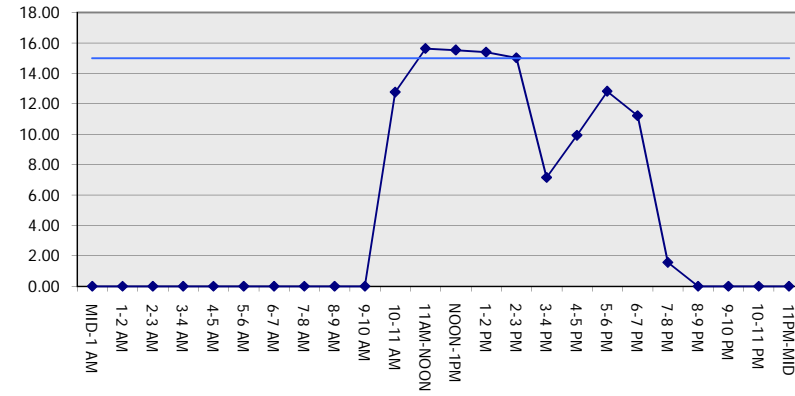
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FRIDAY NORTHBOUND DIRECTION

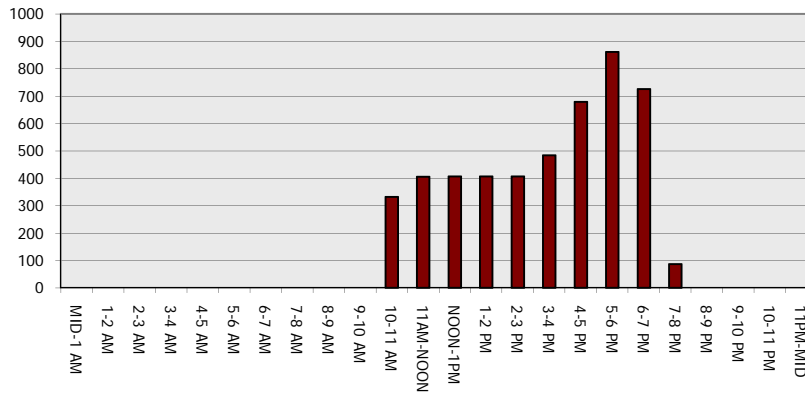
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

