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|--|--|
| <b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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    | 387                          | 0.0       | 3000           | 387        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 1-2 AM      | 206                          | 0.0       | 3000           | 206        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 2-3 AM      | 186                          | 0.0       | 3000           | 186        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 3-4 AM      | 231                          | 0.0       | 3000           | 231        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 4-5 AM      | 565                          | 0.0       | 3000           | 565        | 0           | 0.36                  | 0                     | 70.0              | 62.3           | 49.7 |
| 5-6 AM      | 1555                         | 0.0       | OFF            | 1555       | 0           | 0.00                  | 0                     | 68.8              | 68.8           | 68.8 |
| 6-7 AM      | 3976                         | 0.0       | OFF            | 3976       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 7-8 AM      | 5500                         | 0.0       | OFF            | 5500       | 0           | 0.00                  | 0                     | 53.3              | 53.3           | 53.3 |
| 8-9 AM      | 4833                         | 0.0       | OFF            | 4833       | 0           | 0.00                  | 0                     | 57.8              | 57.8           | 57.8 |
| 9-10 AM     | 3096                         | 0.0       | OFF            | 3096       | 0           | 0.00                  | 0                     | 66.9              | 66.9           | 66.9 |
| 10-11 AM    | 2890                         | 0.0       | OFF            | 2890       | 0           | 0.00                  | 0                     | 67.1              | 67.1           | 67.1 |
| 11AM-NOON   | 3124                         | 0.0       | OFF            | 3124       | 0           | 0.00                  | 0                     | 66.9              | 66.9           | 66.9 |
| NOON-1PM    | 3318                         | 0.0       | OFF            | 3318       | 0           | 0.00                  | 0                     | 66.6              | 66.6           | 66.6 |
| 1-2 PM      | 3301                         | 0.0       | OFF            | 3301       | 0           | 0.00                  | 0                     | 66.6              | 66.6           | 66.6 |
| 2-3 PM      | 3701                         | 0.0       | OFF            | 3701       | 0           | 0.00                  | 0                     | 65.6              | 65.6           | 65.6 |
| 3-4 PM      | 3629                         | 0.0       | OFF            | 3629       | 0           | 0.00                  | 0                     | 66.1              | 66.1           | 66.1 |
| 4-5 PM      | 3885                         | 0.0       | OFF            | 3885       | 0           | 0.00                  | 0                     | 64.3              | 64.3           | 64.3 |
| 5-6 PM      | 4343                         | 0.0       | OFF            | 4343       | 0           | 0.00                  | 0                     | 61.2              | 61.2           | 61.2 |
| 6-7 PM      | 3282                         | 0.0       | OFF            | 3282       | 0           | 0.00                  | 0                     | 66.6              | 66.6           | 66.6 |
| 7-8 PM      | 2305                         | 0.0       | 3000           | 2305       | 0           | 0.33                  | 0                     | 67.9              | 61.2           | 49.7 |
| 8-9 PM      | 1926                         | 0.0       | 3000           | 1926       | 0           | 0.34                  | 0                     | 68.3              | 61.4           | 49.7 |
| 9-10 PM     | 1646                         | 0.0       | 3000           | 1646       | 0           | 0.34                  | 0                     | 68.7              | 61.6           | 49.7 |
| 10-11 PM    | 1165                         | 0.0       | 3000           | 1165       | 0           | 0.35                  | 0                     | 69.3              | 62.0           | 49.7 |
| 11PM-MID    | 744                          | 0.0       | 3000           | 744        | 0           | 0.35                  | 0                     | 69.8              | 62.2           | 49.7 |

**"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 |

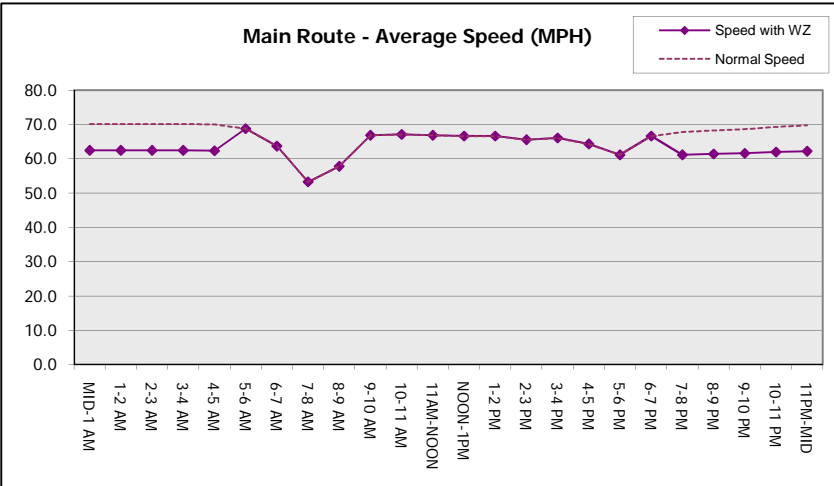
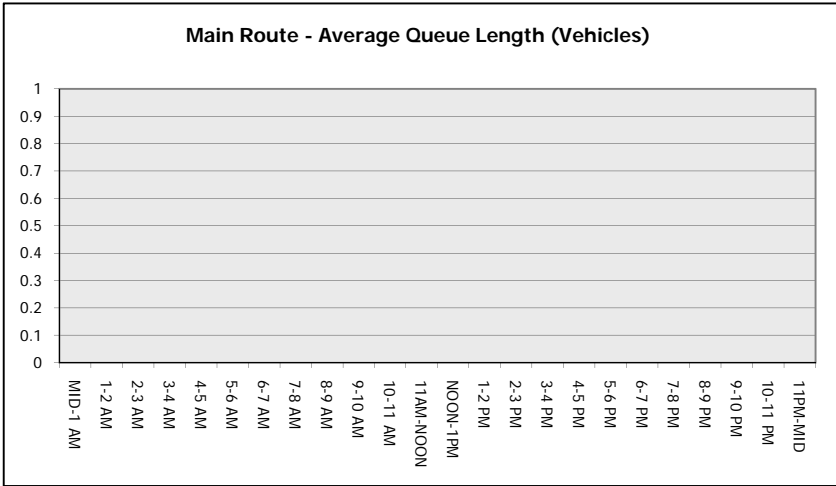
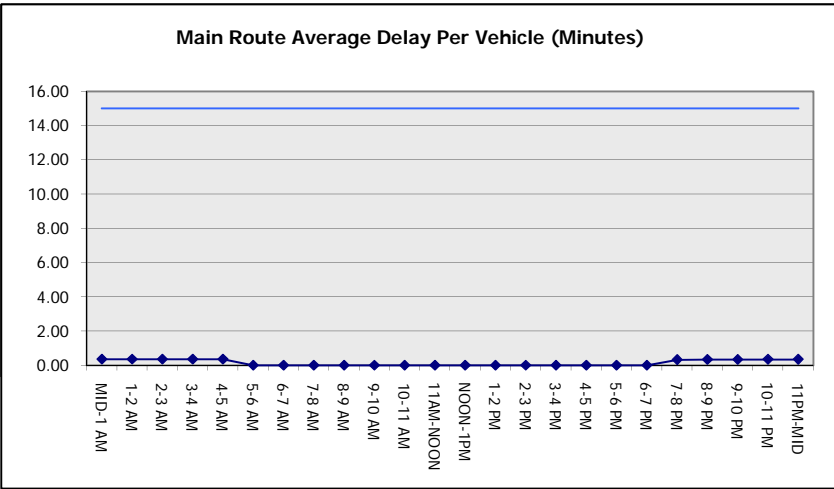
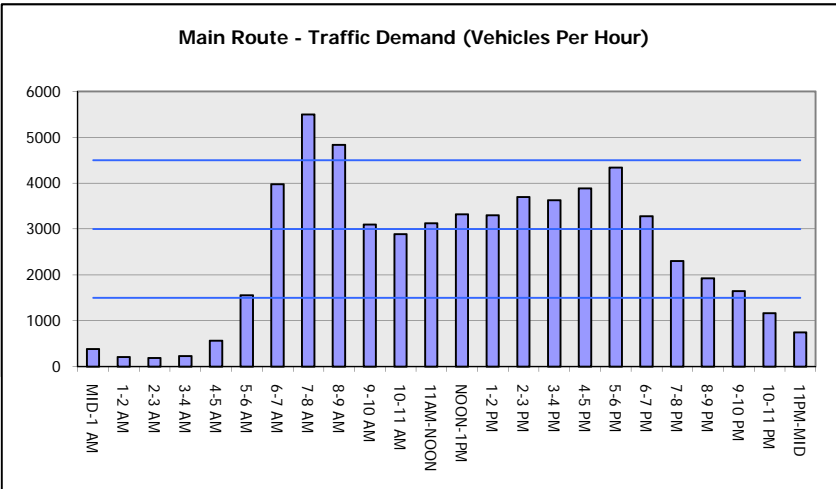
| AVERAGE ACCIDENT NUMBERS (PIA/DAY)            |        |
|---|--------|
| MAIN ROUTE WITHOUT WORKS                      | 0.0323 |
| MAIN ROUTE WITH WORKS                         | 0.0317 |
| 'DIVERSION'                                   | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> |        |
| IMPACTS ON ROAD USERS                         |        |
| ROAD USER COSTS PER DAY                       | \$644  |
| CONGESTED HOURS PER DAY*                      | 0      |

\*Delays Exceeding User-Specified Maximum

**IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR SOUTHBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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       | 3000           | 525        | 0           | 0.36                  | 0                     | 70.1              | 62.4           | 49.7 |
| 1-2 AM      | 342                          | 0.0       | 3000           | 342        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 2-3 AM      | 260                          | 0.0       | 3000           | 260        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 3-4 AM      | 291                          | 0.0       | 3000           | 291        | 0           | 0.36                  | 0                     | 70.2              | 62.5           | 49.7 |
| 4-5 AM      | 481                          | 0.0       | 3000           | 481        | 0           | 0.36                  | 0                     | 70.1              | 62.4           | 49.7 |
| 5-6 AM      | 1623                         | 0.0       | OFF            | 1623       | 0           | 0.00                  | 0                     | 68.7              | 68.7           | 68.7 |
| 6-7 AM      | 3401                         | 0.0       | OFF            | 3401       | 0           | 0.00                  | 0                     | 66.5              | 66.5           | 66.5 |
| 7-8 AM      | 4507                         | 0.0       | OFF            | 4507       | 0           | 0.00                  | 0                     | 60.1              | 60.1           | 60.1 |
| 8-9 AM      | 4149                         | 0.0       | OFF            | 4149       | 0           | 0.00                  | 0                     | 62.5              | 62.5           | 62.5 |
| 9-10 AM     | 2738                         | 0.0       | OFF            | 2738       | 0           | 0.00                  | 0                     | 67.3              | 67.3           | 67.3 |
| 10-11 AM    | 2743                         | 0.0       | OFF            | 2743       | 0           | 0.00                  | 0                     | 67.3              | 67.3           | 67.3 |
| 11AM-NOON   | 2982                         | 0.0       | OFF            | 2982       | 0           | 0.00                  | 0                     | 67.0              | 67.0           | 67.0 |
| NOON-1PM    | 3198                         | 0.0       | OFF            | 3198       | 0           | 0.00                  | 0                     | 66.8              | 66.8           | 66.8 |
| 1-2 PM      | 3276                         | 0.0       | OFF            | 3276       | 0           | 0.00                  | 0                     | 66.6              | 66.6           | 66.6 |
| 2-3 PM      | 3849                         | 0.0       | OFF            | 3849       | 0           | 0.00                  | 0                     | 64.6              | 64.6           | 64.6 |
| 3-4 PM      | 4118                         | 0.0       | OFF            | 4118       | 0           | 0.00                  | 0                     | 62.7              | 62.7           | 62.7 |
| 4-5 PM      | 4769                         | 0.0       | OFF            | 4769       | 0           | 0.00                  | 0                     | 58.2              | 58.2           | 58.2 |
| 5-6 PM      | 5232                         | 0.0       | OFF            | 5232       | 0           | 0.00                  | 0                     | 55.1              | 55.1           | 55.1 |
| 6-7 PM      | 3536                         | 0.0       | OFF            | 3536       | 0           | 0.00                  | 0                     | 66.3              | 66.3           | 66.3 |
| 7-8 PM      | 2500                         | 0.0       | 3000           | 2500       | 0           | 0.40                  | 0                     | 67.6              | 59.7           | 46.8 |
| 8-9 PM      | 2155                         | 0.0       | 3000           | 2155       | 0           | 0.33                  | 0                     | 68.1              | 61.3           | 49.7 |
| 9-10 PM     | 2097                         | 0.0       | 3000           | 2097       | 0           | 0.33                  | 0                     | 68.1              | 61.3           | 49.7 |
| 10-11 PM    | 1459                         | 0.0       | 3000           | 1459       | 0           | 0.34                  | 0                     | 68.9              | 61.7           | 49.7 |
| 11PM-MID    | 903                          | 0.0       | 3000           | 903        | 0           | 0.35                  | 0                     | 69.6              | 62.2           | 49.7 |

**"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           | 0.0331 |
| MAIN ROUTE WITH WORKS              | 0.0323 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |       |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY       | \$782 |
| CONGESTED HOURS PER DAY*      | 0     |

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR NORTHBOUND DIRECTION**

