

<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	653	0.0	1500	653	0	0.80	11	69.9	54.8	42.8	
1-2 AM	324	0.0	1500	324	0	0.51	0	70.2	59.7	44.2	
2-3 AM	283	0.0	1500	283	0	0.51	0	70.2	59.7	44.3	
3-4 AM	240	0.0	1500	240	0	0.50	0	70.2	59.9	44.5	
4-5 AM	349	0.0	1500	349	0	0.52	0	70.2	59.6	44.1	
5-6 AM	640	0.0	1500	640	0	0.55	0	69.9	58.9	43.0	
6-7 AM	1038	0.0	1499	1038	0	0.61	0	69.4	57.6	41.1	
7-8 AM	1491	0.0	1499	1491	0	1.54	17	68.9	45.3	32.7	
8-9 AM	2261	0.0	OFF	2261	0	0.01	0	67.9	67.7	67.7	
9-10 AM	2746	0.0	OFF	2746	0	0.00	0	67.3	67.3	67.3	
10-11 AM	3140	0.0	OFF	3140	0	0.00	0	66.8	66.8	66.8	
11AM-NOON	3422	0.0	OFF	3422	0	0.00	0	66.5	66.5	66.5	
NOON-1PM	3498	0.0	OFF	3498	0	0.00	0	66.4	66.4	66.4	
1-2 PM	3451	0.0	OFF	3451	0	0.00	0	66.4	66.4	66.4	
2-3 PM	3505	0.0	OFF	3505	0	0.00	0	66.4	66.4	66.4	
3-4 PM	3556	0.0	OFF	3556	0	0.00	0	66.3	66.3	66.3	
4-5 PM	3312	0.0	OFF	3312	0	0.00	0	66.6	66.6	66.6	
5-6 PM	3093	0.0	OFF	3093	0	0.00	0	66.9	66.9	66.9	
6-7 PM	2912	0.0	1499	1553	1359	15.48+	386	67.1	11.0	36.5	
7-8 PM	2420	0.0	1499	1769	651	13.30+	341	67.8	12.5	34.1	
8-9 PM	1968	0.0	1499	1541	427	16.18+	395	68.3	10.6	30.8	
9-10 PM	1933	0.0	1500	1500	433	16.35+	400	68.3	10.6	30.8	
10-11 PM	1658	0.0	1500	1542	116	16.16+	394	68.7	10.7	30.8	
11PM-MID	1223	0.0	1499	1223	0	11.75+	298	69.2	13.8	32.2	

"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

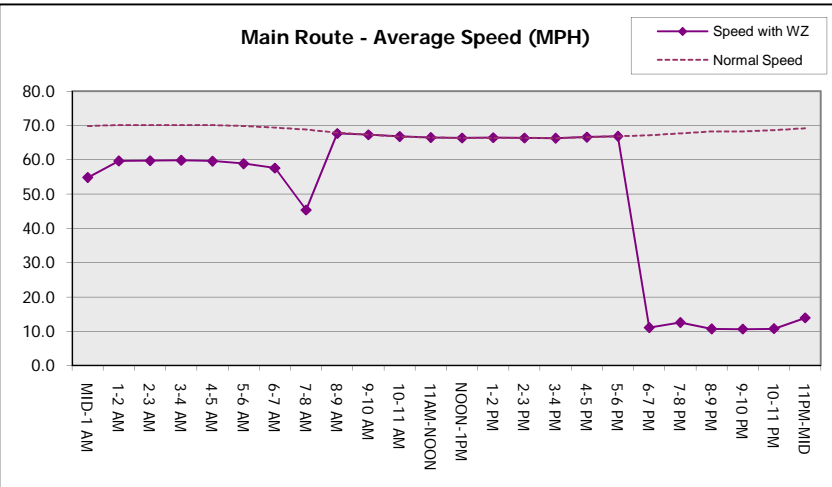
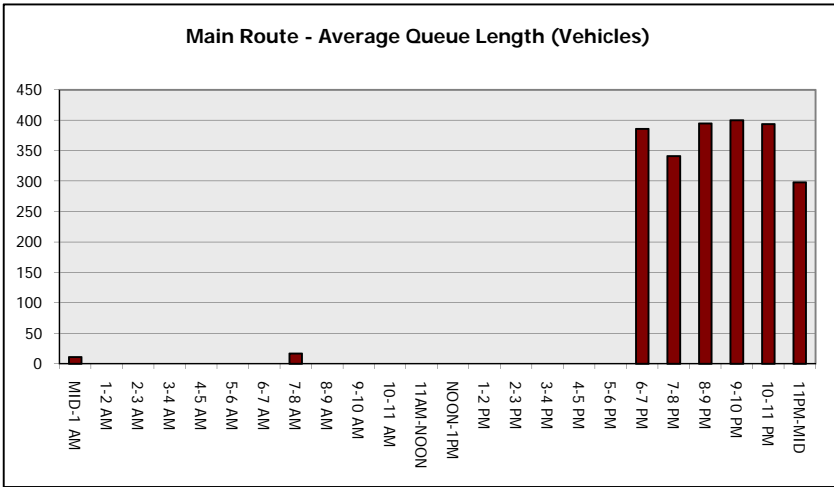
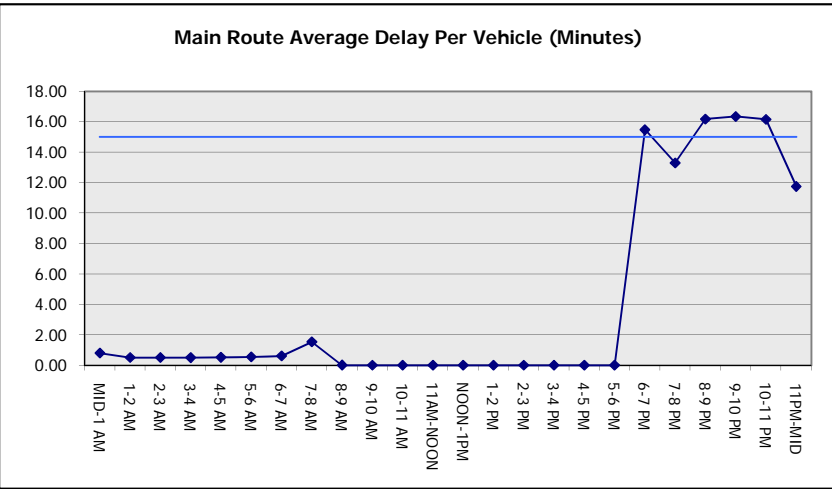
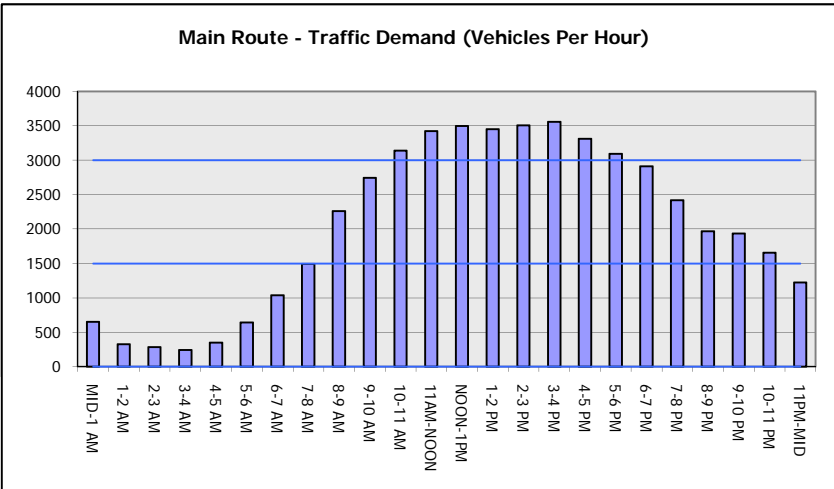
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0266
MAIN ROUTE WITH WORKS	0.0240
'DIVERSION'	0.0037
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$48,396
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY SOUTHBOUND DIRECTION**



<b>IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	1111	0.0	1499	1111	0	4.72	157	69.4	26.6	35.8
1-2 AM	727	0.0	1500	727	0	0.56	0	69.8	58.6	42.7
2-3 AM	704	0.0	1500	704	0	0.55	0	69.9	58.7	42.7
3-4 AM	460	0.0	1500	460	0	0.53	0	70.2	59.4	43.7
4-5 AM	389	0.0	1500	389	0	0.52	0	70.2	59.5	43.9
5-6 AM	719	0.0	1500	719	0	0.56	0	69.9	58.7	42.7
6-7 AM	1141	0.0	1499	1141	0	0.68	0	69.3	56.3	39.2
7-8 AM	1627	0.0	1499	1627	0	2.04	32	68.7	40.7	30.9
8-9 AM	2229	0.0	OFF	2229	0	0.03	2	67.9	67.3	67.3
9-10 AM	2644	0.0	OFF	2644	0	0.00	0	67.4	67.4	67.4
10-11 AM	3060	0.0	OFF	3060	0	0.00	0	66.9	66.9	66.9
11AM-NOON	3186	0.0	OFF	3186	0	0.00	0	66.8	66.8	66.8
NOON-1PM	3472	0.0	OFF	3472	0	0.00	0	66.4	66.4	66.4
1-2 PM	3302	0.0	OFF	3302	0	0.00	0	66.6	66.6	66.6
2-3 PM	3289	0.0	OFF	3289	0	0.00	0	66.6	66.6	66.6
3-4 PM	3498	0.0	OFF	3498	0	0.00	0	66.4	66.4	66.4
4-5 PM	3140	0.0	OFF	3140	0	0.00	0	66.8	66.8	66.8
5-6 PM	2989	0.0	OFF	2989	0	0.00	0	67.0	67.0	67.0
6-7 PM	2471	0.0	1499	1879	592	13.05+	323	67.7	12.7	32.9
7-8 PM	2099	0.0	1499	1500	599	16.34+	399	68.1	10.6	30.8
8-9 PM	2108	0.0	1500	1500	608	16.34+	400	68.1	10.6	30.8
9-10 PM	2146	0.0	1500	1500	646	16.34+	400	68.1	10.6	30.8
10-11 PM	1815	0.0	1500	1500	315	16.36+	400	68.5	10.6	30.8
11PM-MID	1446	0.0	1500	1446	0	15.35+	373	68.9	11.1	30.8

"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	0.0269
MAIN ROUTE WITH WORKS	0.0244
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,690
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

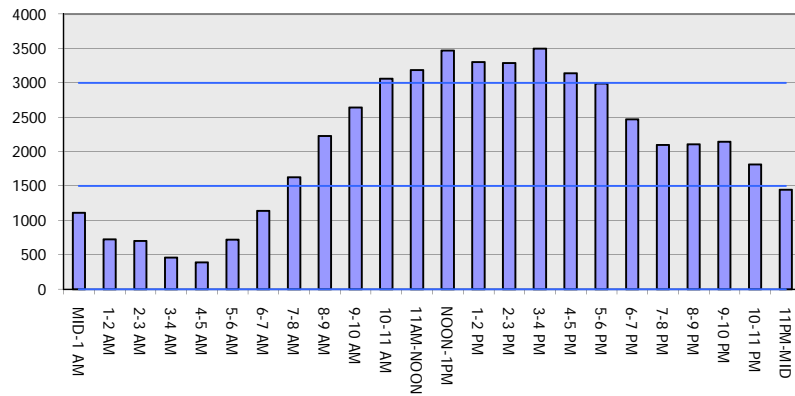
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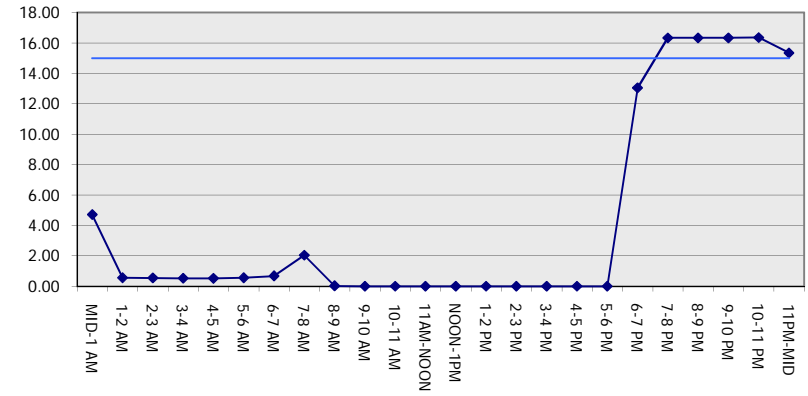
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY NORTHBOUND DIRECTION**

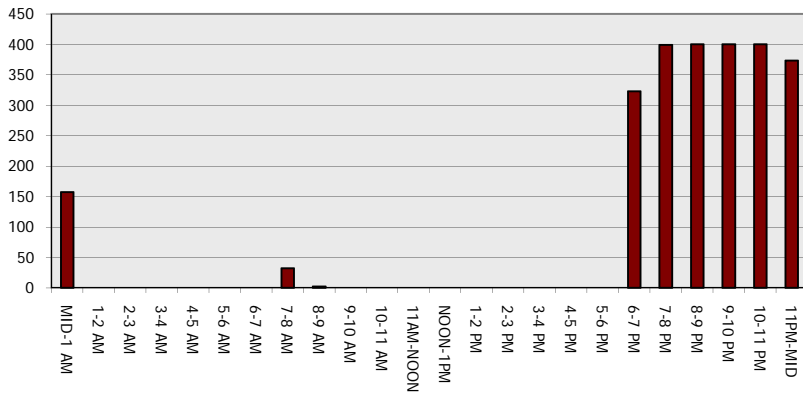
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

