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| IH 43: STH 100/BROWN DEER RD TO SILVER SPRING DR (MILWAUKEE COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 478 | 0.0 | 1500 | 478 | 0 | 0.47 | 0 | 65.5 | 56.7 | 43.6 | |
| 1-2 AM | 240 | 0.0 | 1500 | 240 | 0 | 0.45 | 0 | 66.0 | 57.4 | 44.5 | |
| 2-3 AM | 141 | 0.0 | 1500 | 141 | 0 | 0.44 | 0 | 66.1 | 57.7 | 44.9 | |
| 3-4 AM | 116 | 0.0 | 1500 | 116 | 0 | 0.43 | 0 | 66.2 | 57.8 | 45.0 | |
| 4-5 AM | 133 | 0.0 | 1500 | 133 | 0 | 0.44 | 0 | 66.1 | 57.8 | 45.0 | |
| 5-6 AM | 233 | 0.0 | 1500 | 233 | 0 | 0.45 | 0 | 66.0 | 57.4 | 44.5 | |
| 6-7 AM | 427 | 0.0 | 1500 | 427 | 0 | 0.46 | 0 | 65.6 | 56.8 | 43.8 | |
| 7-8 AM | 801 | 0.0 | 1500 | 801 | 0 | 0.50 | 0 | 64.9 | 55.8 | 42.4 | |
| 8-9 AM | 1117 | 0.0 | 1499 | 1117 | 0 | 0.60 | 0 | 64.3 | 53.8 | 39.5 | |
| 9-10 AM | 1754 | 0.0 | OFF | 1754 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 | |
| 10-11 AM | 2217 | 0.0 | OFF | 2217 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | |
| 11AM-NOON | 2580 | 0.0 | OFF | 2580 | 0 | 0.00 | 0 | 60.1 | 60.1 | 60.1 | |
| NOON-1PM | 2859 | 0.0 | OFF | 2859 | 0 | 0.00 | 0 | 57.2 | 57.2 | 57.2 | |
| 1-2 PM | 2842 | 0.0 | OFF | 2842 | 0 | 0.00 | 0 | 57.4 | 57.4 | 57.4 | |
| 2-3 PM | 2829 | 0.0 | OFF | 2829 | 0 | 0.00 | 0 | 57.5 | 57.5 | 57.5 | |
| 3-4 PM | 3057 | 0.0 | OFF | 3057 | 0 | 0.00 | 0 | 55.2 | 55.2 | 55.2 | |
| 4-5 PM | 3147 | 0.0 | OFF | 3147 | 0 | 0.00 | 0 | 54.3 | 54.3 | 54.3 | |
| 5-6 PM | 3195 | 0.0 | OFF | 3195 | 0 | 0.00 | 0 | 53.8 | 53.8 | 53.8 | |
| 6-7 PM | 3062 | 0.0 | OFF | 3062 | 0 | 0.00 | 0 | 55.1 | 55.1 | 55.1 | |
| 7-8 PM | 2144 | 0.0 | 1499 | 1931 | 213 | 11.72+ | 309 | 62.4 | 13.5 | 30.8 | |
| 8-9 PM | 1306 | 0.0 | 1499 | 1267 | 39 | 13.12+ | 335 | 64.0 | 12.3 | 31.1 | |
| 9-10 PM | 1045 | 0.0 | 1499 | 1045 | 0 | 1.80 | 53 | 64.5 | 40.7 | 38.8 | |
| 10-11 PM | 613 | 0.0 | 1500 | 613 | 0 | 0.48 | 0 | 65.3 | 56.3 | 43.1 | |
| 11PM-MID | 462 | 0.0 | 1500 | 462 | 0 | 0.47 | 0 | 65.5 | 56.8 | 43.7 | |

"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 | 0.0186 |
| 'DIVERSION' | 0.0003 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$12,466 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding User-Specified Maximum

IH 43: STH 100/BROWN DEER RD TO SILVER SPRING DR (MILWAUKEE COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

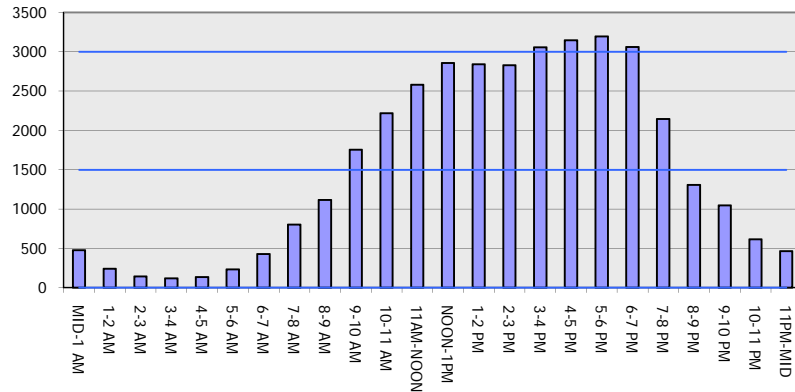
OCTOBER

Analyzed for 2009
 Construction Season

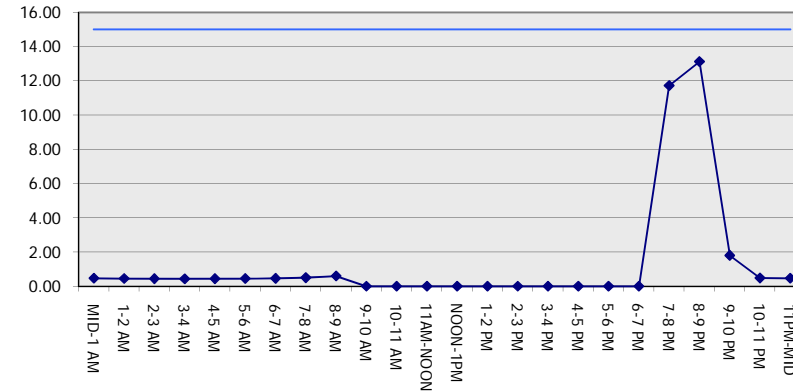
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

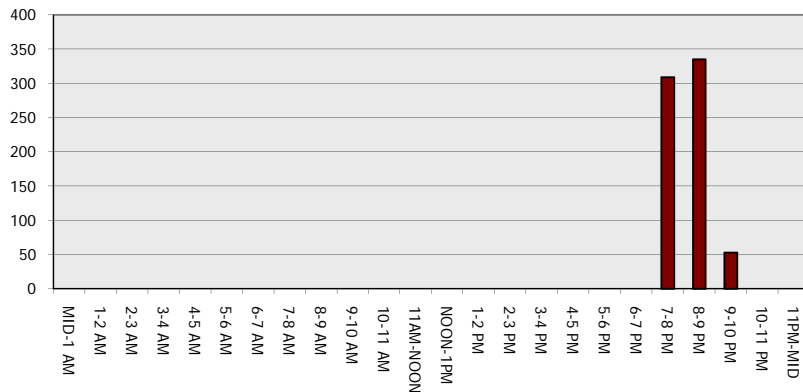
Main Route - Traffic Demand (Vehicles Per Hour)



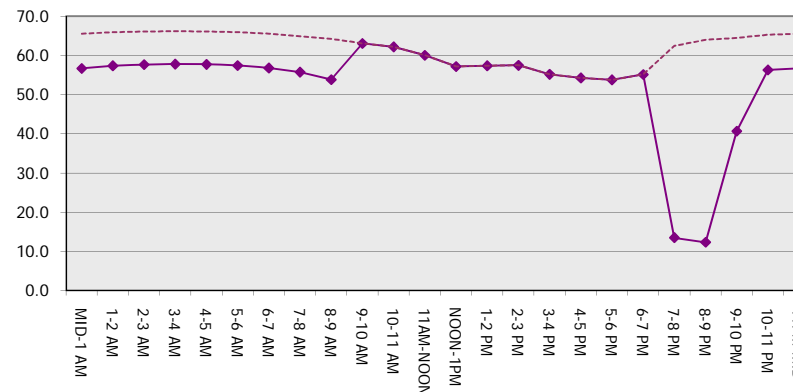
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| | 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 | 596 | 0.0 | 1500 | 596 | 0 | 0.48 | 0 | 65.3 | 56.3 | 43.2 |
| 1-2 AM | 358 | 0.0 | 1500 | 358 | 0 | 0.46 | 0 | 65.7 | 57.1 | 44.0 |
| 2-3 AM | 324 | 0.0 | 1500 | 324 | 0 | 0.45 | 0 | 65.8 | 57.1 | 44.2 |
| 3-4 AM | 238 | 0.0 | 1500 | 238 | 0 | 0.45 | 0 | 66.0 | 57.4 | 44.5 |
| 4-5 AM | 171 | 0.0 | 1500 | 171 | 0 | 0.44 | 0 | 66.1 | 57.6 | 44.8 |
| 5-6 AM | 288 | 0.0 | 1500 | 288 | 0 | 0.45 | 0 | 65.8 | 57.3 | 44.3 |
| 6-7 AM | 693 | 0.0 | 1500 | 693 | 0 | 0.49 | 0 | 65.1 | 56.1 | 42.8 |
| 7-8 AM | 1184 | 0.0 | 1499 | 1184 | 0 | 0.64 | 0 | 64.1 | 53.2 | 38.6 |
| 8-9 AM | 1580 | 0.0 | 1499 | 1580 | 0 | 1.65 | 20 | 63.5 | 41.5 | 30.8 |
| 9-10 AM | 1832 | 0.0 | OFF | 1832 | 0 | 0.03 | 1 | 63.0 | 62.3 | 62.3 |
| 10-11 AM | 2009 | 0.0 | OFF | 2009 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| 11AM-NOON | 2466 | 0.0 | OFF | 2466 | 0 | 0.00 | 0 | 61.2 | 61.2 | 61.2 |
| NOON-1PM | 2618 | 0.0 | OFF | 2618 | 0 | 0.00 | 0 | 59.7 | 59.7 | 59.7 |
| 1-2 PM | 2575 | 0.0 | OFF | 2575 | 0 | 0.00 | 0 | 60.1 | 60.1 | 60.1 |
| 2-3 PM | 2580 | 0.0 | OFF | 2580 | 0 | 0.00 | 0 | 60.1 | 60.1 | 60.1 |
| 3-4 PM | 2694 | 0.0 | OFF | 2694 | 0 | 0.00 | 0 | 58.9 | 58.9 | 58.9 |
| 4-5 PM | 2489 | 0.0 | OFF | 2489 | 0 | 0.00 | 0 | 61.0 | 61.0 | 61.0 |
| 5-6 PM | 2138 | 0.0 | OFF | 2138 | 0 | 0.00 | 0 | 62.4 | 62.4 | 62.4 |
| 6-7 PM | 1850 | 0.0 | OFF | 1850 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 7-8 PM | 1460 | 0.0 | 1499 | 1460 | 0 | 1.31 | 10 | 63.7 | 44.8 | 32.2 |
| 8-9 PM | 1045 | 0.0 | 1500 | 1045 | 0 | 0.52 | 0 | 64.5 | 55.1 | 41.5 |
| 9-10 PM | 874 | 0.0 | 1500 | 874 | 0 | 0.51 | 0 | 64.8 | 55.5 | 42.1 |
| 10-11 PM | 712 | 0.0 | 1500 | 712 | 0 | 0.49 | 0 | 65.1 | 56.0 | 42.7 |
| 11PM-MID | 493 | 0.0 | 1500 | 493 | 0 | 0.47 | 0 | 65.5 | 56.6 | 43.5 |

"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 | 0.0175 |
| MAIN ROUTE WITH WORKS | 0.0168 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,184 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

