

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	429	0.0	1500	429	0	0.78	12	70.2	55.3	43.7	
1-2 AM	253	0.0	1500	253	0	0.50	0	70.2	59.8	44.5	
2-3 AM	235	0.0	1500	235	0	0.50	0	70.2	59.9	44.5	
3-4 AM	270	0.0	1500	270	0	0.51	0	70.2	59.8	44.4	
4-5 AM	547	0.0	1500	547	0	0.54	0	70.0	59.1	43.3	
5-6 AM	1484	0.0	1499	1484	0	1.89	47	68.9	42.0	36.1	
6-7 AM	3721	0.0	1499	1699	2022	15.64+	387	65.5	10.9	30.8	
7-8 AM	5425	0.0	1500	1500	3925	15.55+	400	53.8	10.6	30.8	
8-9 AM	4588	0.0	1500	1500	3088	15.91+	400	59.5	10.6	30.8	
9-10 AM	3559	0.0	1500	1500	2059	16.26+	400	66.3	10.6	30.8	
10-11 AM	3260	0.0	1500	1500	1760	16.28+	400	66.7	10.6	30.8	
11AM-NOON	3493	0.0	1500	1500	1993	16.27+	400	66.4	10.6	30.8	
NOON-1PM	3455	0.0	1500	1500	1955	16.27+	400	66.4	10.6	30.8	
1-2 PM	3694	0.0	1500	1500	2194	16.23+	400	65.6	10.6	30.8	
2-3 PM	3455	0.0	1500	1500	1955	16.27+	400	66.4	10.6	30.8	
3-4 PM	4664	0.0	1500	1500	3164	15.88+	400	59.0	10.6	30.8	
4-5 PM	4754	0.0	1500	1500	3254	15.84+	400	58.4	10.6	30.8	
5-6 PM	4213	0.0	1500	1500	2713	16.05+	400	62.1	10.6	30.8	
6-7 PM	3933	0.0	1500	1500	2433	16.15+	400	64.0	10.6	30.8	
7-8 PM	2706	0.0	1500	1500	1206	16.31+	400	67.4	10.6	30.8	
8-9 PM	2063	0.0	1500	1500	563	16.35+	400	68.2	10.6	30.8	
9-10 PM	1900	0.0	1500	1500	400	16.36+	400	68.4	10.6	30.8	
10-11 PM	1662	0.0	1500	1500	162	16.37+	400	68.7	10.6	30.8	
11PM-MID	1263	0.0	1500	1263	0	12.36	309	69.2	13.3	31.8	

+ 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

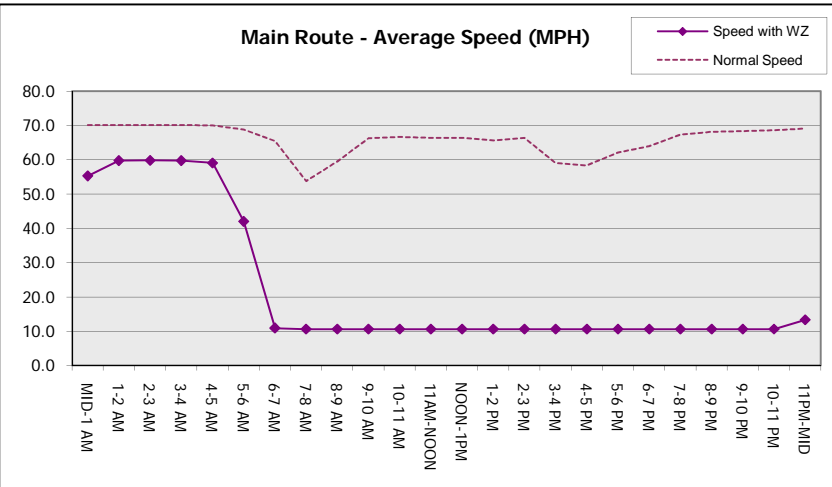
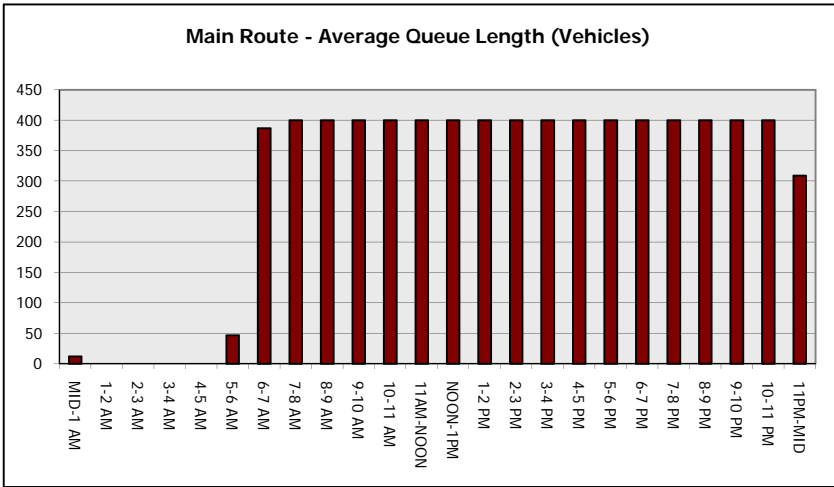
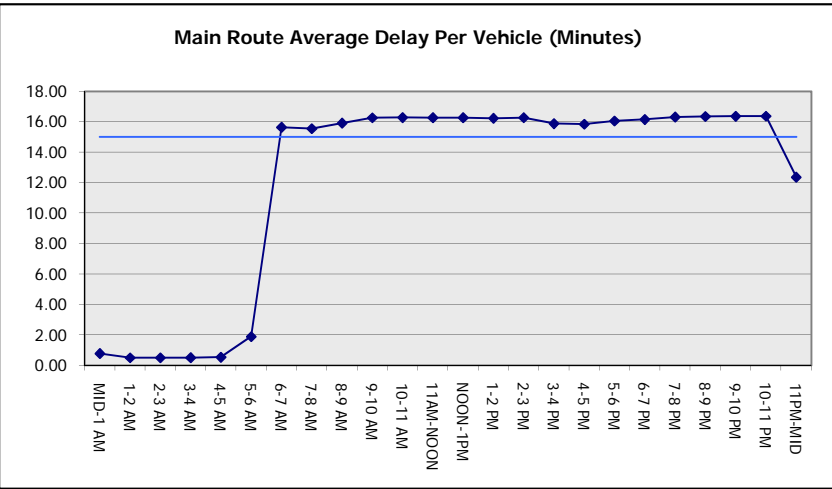
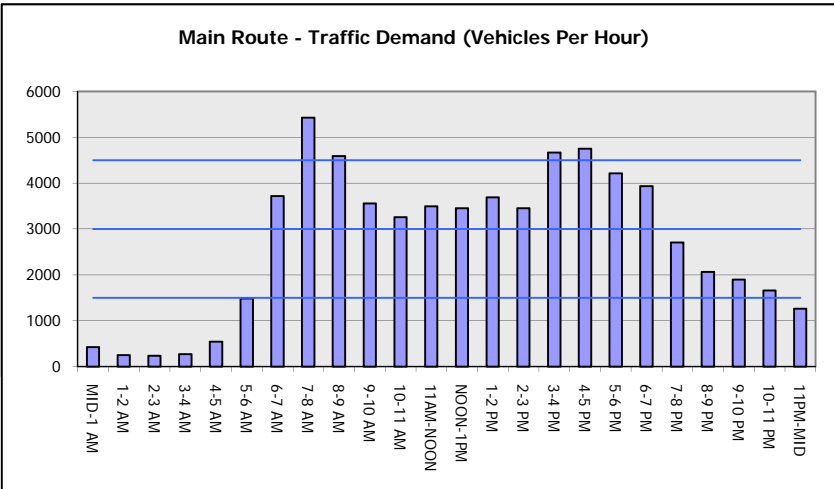
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0352
MAIN ROUTE WITH WORKS	0.0143
'DIVERSION'	0.0437
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$221,590
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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MAY
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	693	0.0	1500	693	0	2.00	79	69.9	41.4	42.0
1-2 AM	506	0.0	1500	506	0	0.53	0	70.1	59.2	43.5
2-3 AM	388	0.0	1500	388	0	0.52	0	70.2	59.5	44.0
3-4 AM	349	0.0	1500	349	0	0.52	0	70.2	59.6	44.1
4-5 AM	483	0.0	1500	483	0	0.53	0	70.1	59.3	43.6
5-6 AM	1594	0.0	1499	1594	0	2.17	56	68.7	39.7	34.1
6-7 AM	3349	0.0	1499	1626	1722	15.87+	390	66.6	10.7	30.8
7-8 AM	4588	0.0	1500	1500	3088	15.91+	400	59.5	10.6	30.8
8-9 AM	4048	0.0	1500	1500	2548	16.11+	400	63.2	10.6	30.8
9-10 AM	3242	0.0	1500	1500	1742	16.28+	400	66.7	10.6	30.8
10-11 AM	3105	0.0	1500	1500	1605	16.29+	400	66.9	10.6	30.8
11AM-NOON	3442	0.0	1500	1500	1942	16.27+	400	66.4	10.6	30.8
NOON-1PM	3761	0.0	1500	1500	2261	16.21+	400	65.1	10.6	30.8
1-2 PM	3838	0.0	1500	1500	2338	16.18+	400	64.6	10.6	30.8
2-3 PM	3608	0.0	1500	1500	2108	16.26+	400	66.2	10.6	30.8
3-4 PM	5287	0.0	1500	1500	3787	15.61+	400	54.7	10.6	30.8
4-5 PM	5745	0.0	1500	1500	4245	15.39+	400	51.6	10.6	30.8
5-6 PM	4832	0.0	1500	1500	3332	15.81+	400	57.8	10.6	30.8
6-7 PM	3674	0.0	1499	1500	2174	16.24+	400	65.8	10.6	30.8
7-8 PM	2752	0.0	1500	1500	1252	16.31+	400	67.3	10.6	30.8
8-9 PM	2384	0.0	1499	1500	884	16.33+	400	67.8	10.6	30.8
9-10 PM	2502	0.0	1500	1500	1002	16.32+	400	67.6	10.6	30.8
10-11 PM	2418	0.0	1499	1500	918	16.33+	400	67.8	10.6	30.8
11PM-MID	1639	0.0	1500	1474	165	15.21+	371	68.7	11.2	30.8

+ 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	0.0369
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0465

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$231,081
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

