

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	502	0.0	1500	502	0	0.84	14	70.1	54.4	43.4	
1-2 AM	296	0.0	1500	296	0	0.51	0	70.2	59.7	44.3	
2-3 AM	256	0.0	1500	256	0	0.50	0	70.2	59.8	44.5	
3-4 AM	261	0.0	1500	261	0	0.50	0	70.2	59.8	44.5	
4-5 AM	591	0.0	1500	591	0	0.54	0	70.0	59.0	43.2	
5-6 AM	1442	0.0	1499	1442	0	1.70	35	68.9	43.8	36.1	
6-7 AM	3346	0.0	1500	1874	1471	15.19+	382	66.6	11.2	32.1	
7-8 AM	4525	0.0	1500	1500	3025	15.78+	400	59.9	10.6	33.3	
8-9 AM	4493	0.0	1500	1500	2993	15.80+	400	60.2	10.6	33.3	
9-10 AM	3614	0.0	1500	1500	2114	16.10+	400	66.1	10.6	33.3	
10-11 AM	3405	0.0	1500	1500	1905	16.12+	400	66.5	10.6	33.3	
11AM-NOON	3630	0.0	1500	1500	2130	16.10+	400	66.1	10.6	33.3	
NOON-1PM	3792	0.0	1500	1500	2292	16.05+	400	65.0	10.6	33.3	
1-2 PM	3920	0.0	1500	1500	2420	16.00+	400	64.1	10.6	33.3	
2-3 PM	4219	0.0	1500	1500	2719	15.90+	400	62.0	10.6	33.3	
3-4 PM	4031	0.0	1500	1500	2531	15.97+	400	63.3	10.6	33.3	
4-5 PM	4673	0.0	1500	1500	3173	15.73+	400	58.9	10.6	33.3	
5-6 PM	4597	0.0	1500	1500	3097	15.76+	400	59.4	10.6	33.3	
6-7 PM	3762	0.0	1500	1500	2262	16.06+	400	65.1	10.6	33.3	
7-8 PM	2704	0.0	1499	1447	1257	16.02+	395	67.4	10.7	32.9	
8-9 PM	2113	0.0	1499	1470	643	16.23+	397	68.1	10.6	30.8	
9-10 PM	1938	0.0	1499	1500	438	16.35+	399	68.3	10.6	30.8	
10-11 PM	1732	0.0	1499	1465	268	16.22+	396	68.6	10.6	30.8	
11PM-MID	1263	0.0	1499	1263	0	12.72+	318	69.2	13.0	31.7	

+ 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

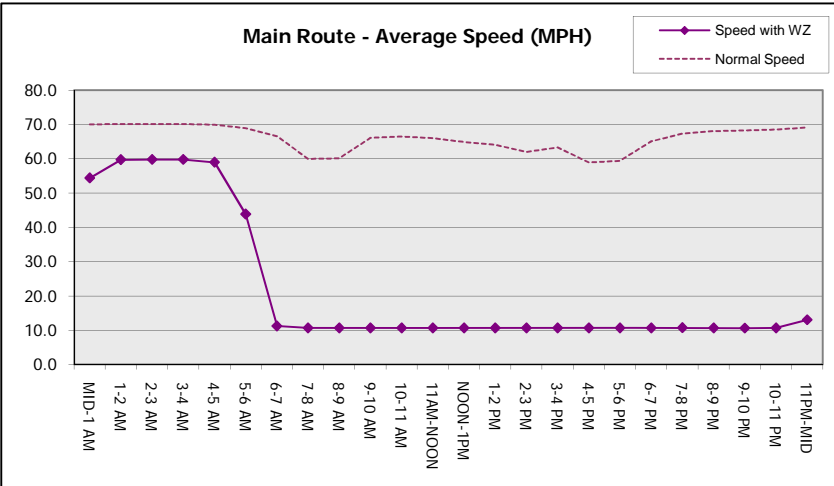
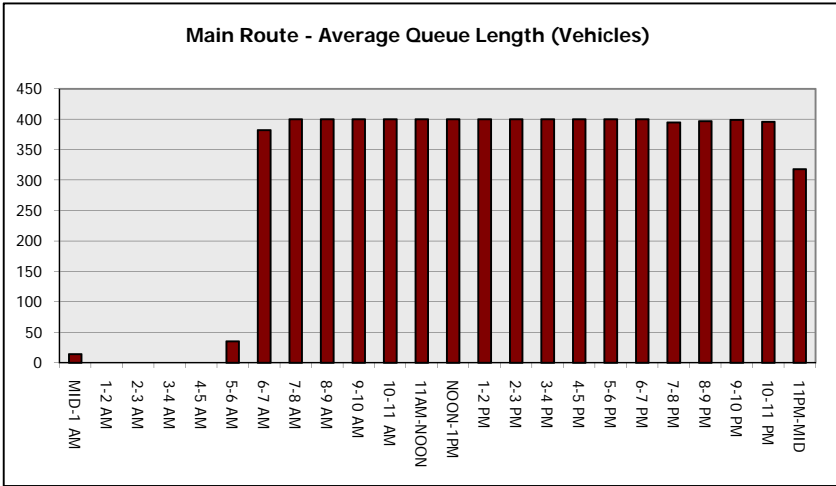
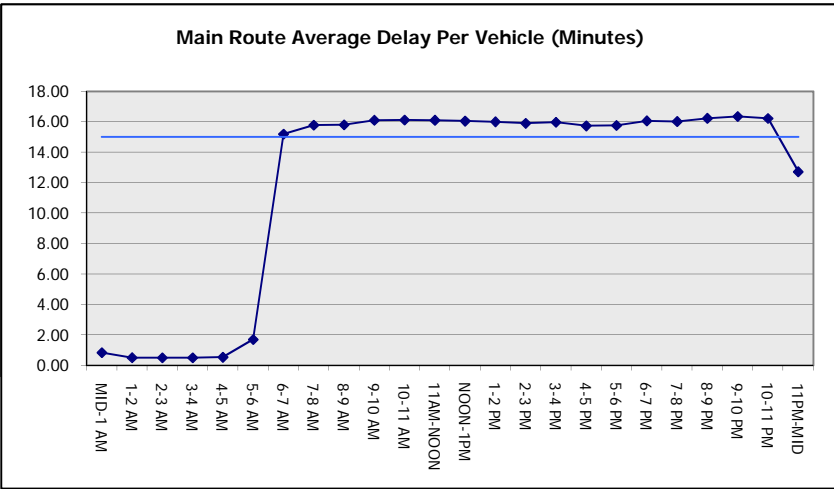
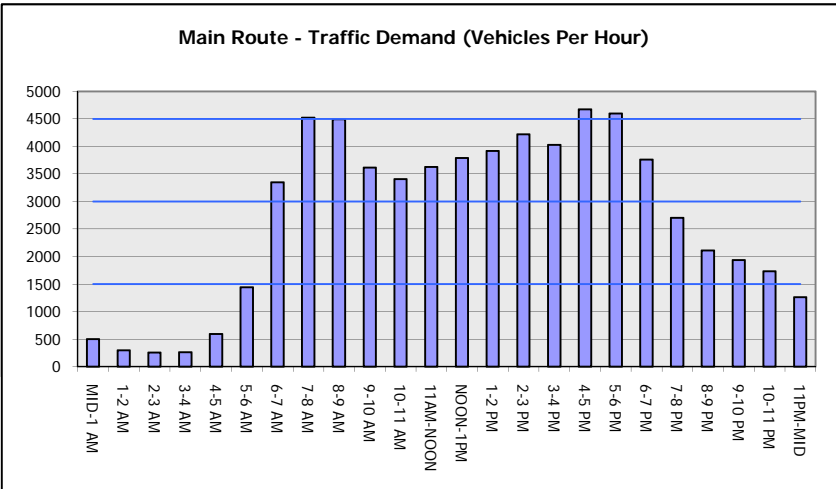
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0352
MAIN ROUTE WITH WORKS	0.0144
'DIVERSION'	0.0435
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$219,603
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



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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	870	0.0	1499	870	0	3.69	160	69.7	30.8	38.1	
1-2 AM	554	0.0	1500	554	0	0.54	0	70.0	59.1	43.3	
2-3 AM	426	0.0	1500	426	0	0.52	0	70.2	59.4	43.8	
3-4 AM	397	0.0	1500	397	0	0.52	0	70.2	59.5	43.9	
4-5 AM	571	0.0	1500	571	0	0.54	0	70.0	59.1	43.2	
5-6 AM	1577	0.0	1499	1577	0	2.11	53	68.7	40.2	34.2	
6-7 AM	3356	0.0	1499	1656	1700	15.79+	388	66.6	10.8	30.8	
7-8 AM	4055	0.0	1500	1500	2555	16.11+	400	63.2	10.6	30.8	
8-9 AM	4047	0.0	1500	1500	2547	16.11+	400	63.2	10.6	30.8	
9-10 AM	3341	0.0	1500	1500	1841	16.28+	400	66.6	10.6	30.8	
10-11 AM	3371	0.0	1500	1500	1871	16.27+	400	66.6	10.6	30.8	
11AM-NOON	3849	0.0	1500	1500	2349	16.18+	400	64.6	10.6	30.8	
NOON-1PM	4092	0.0	1500	1500	2592	16.10+	400	62.9	10.6	30.8	
1-2 PM	4290	0.0	1500	1500	2790	16.02+	400	61.5	10.6	30.8	
2-3 PM	4534	0.0	1500	1500	3034	15.93+	400	59.9	10.6	30.8	
3-4 PM	5133	0.0	1500	1500	3633	15.68+	400	55.8	10.6	30.8	
4-5 PM	5470	0.0	1500	1500	3970	15.53+	400	53.5	10.6	30.8	
5-6 PM	5135	0.0	1500	1500	3635	15.68+	400	55.8	10.6	30.8	
6-7 PM	3704	0.0	1500	1500	2204	16.23+	400	65.6	10.6	30.8	
7-8 PM	2945	0.0	1500	1500	1445	16.30+	400	67.1	10.6	30.8	
8-9 PM	2488	0.0	1500	1500	988	16.32+	400	67.6	10.6	30.8	
9-10 PM	2565	0.0	1500	1500	1065	16.32+	400	67.6	10.6	30.8	
10-11 PM	2739	0.0	1500	1500	1239	16.31+	400	67.3	10.6	30.8	
11PM-MID	1806	0.0	1500	1536	270	16.10+	393	68.5	10.7	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	0.0386
MAIN ROUTE WITH WORKS	0.0150
'DIVERSION'	0.0498

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$241,160
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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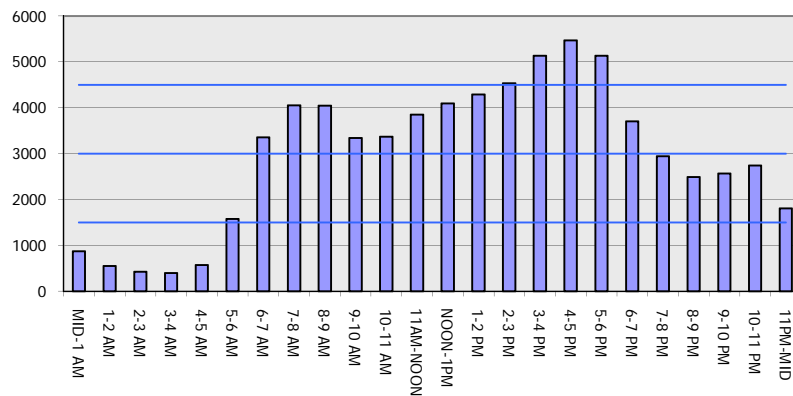
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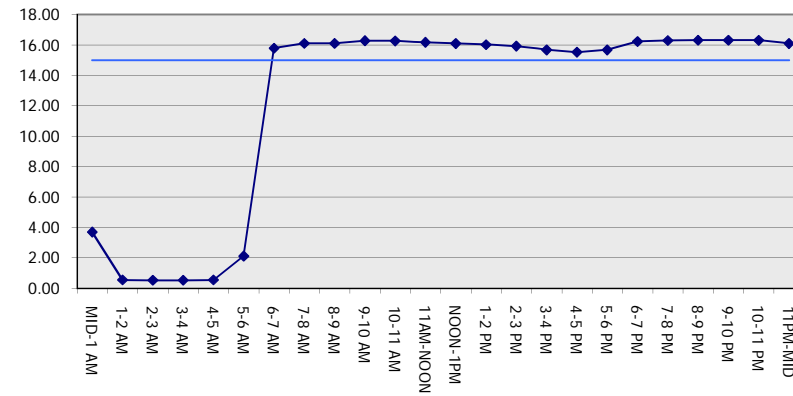
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

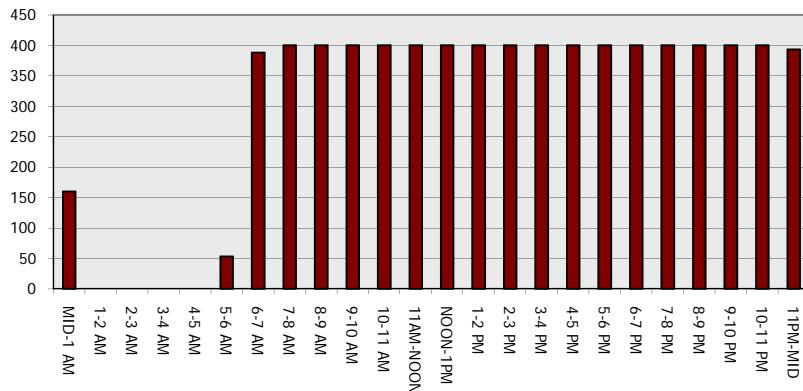
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

