

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

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	0.81	11	69.9	54.7	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	1500	1802	459	11.96+	311	67.9	13.6	30.8	
9-10 AM	2746	0.0	1500	1500	1246	16.31+	400	67.3	10.6	30.8	
10-11 AM	3140	0.0	1500	1500	1640	16.29+	399	66.8	10.6	30.8	
11AM-NOON	3422	0.0	1500	1500	1922	16.27+	400	66.5	10.6	30.8	
NOON-1PM	3498	0.0	1500	1500	1998	16.27+	400	66.4	10.6	30.8	
1-2 PM	3451	0.0	1500	1500	1951	16.27+	400	66.4	10.6	30.8	
2-3 PM	3505	0.0	1500	1500	2005	16.27+	400	66.4	10.6	30.8	
3-4 PM	3556	0.0	1500	1500	2056	16.26+	400	66.3	10.6	30.8	
4-5 PM	3312	0.0	1500	1500	1812	16.28+	400	66.6	10.6	30.8	
5-6 PM	3093	0.0	1500	1500	1593	16.29+	400	66.9	10.6	30.8	
6-7 PM	2912	0.0	1500	1500	1412	16.30+	400	67.1	10.6	30.8	
7-8 PM	2420	0.0	1500	1500	920	16.33+	400	67.8	10.6	30.8	
8-9 PM	1968	0.0	1500	1500	468	16.35+	400	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	1535	124	16.19+	395	68.7	10.6	30.8	
11PM-MID	1223	0.0	1499	1223	0	11.83+	301	69.2	13.8	32.1	

+ 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

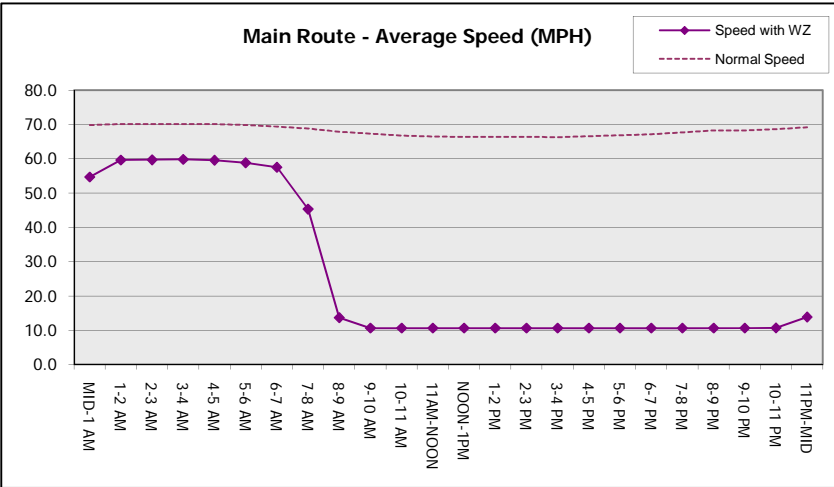
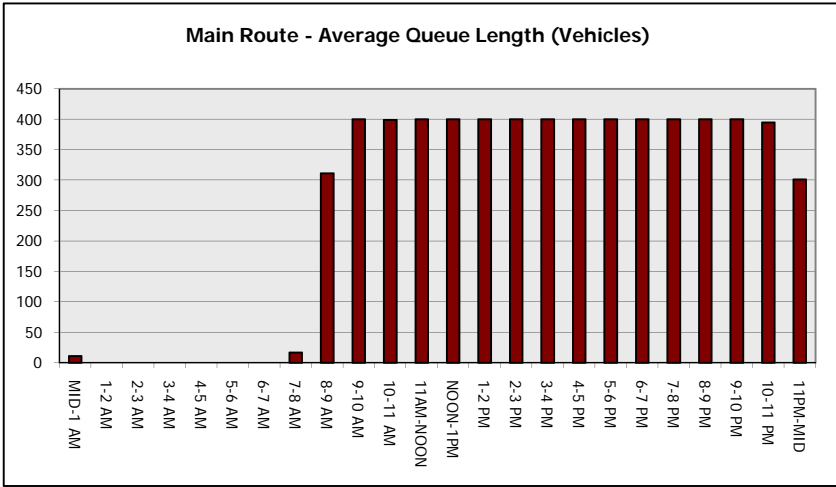
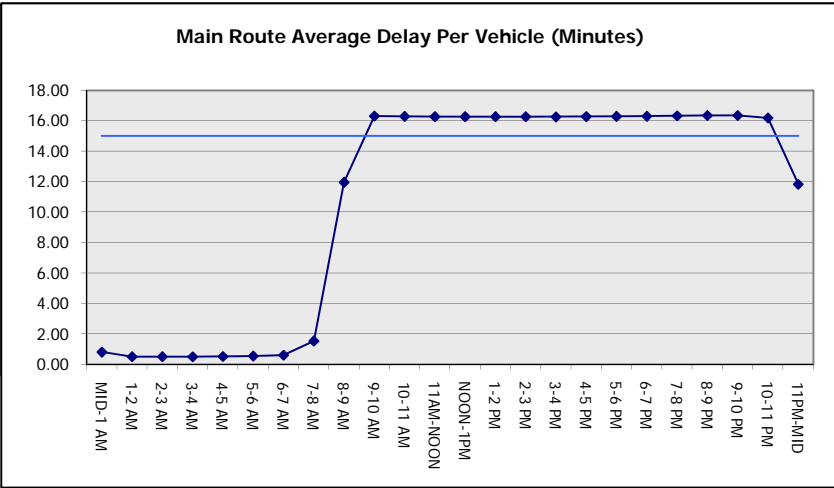
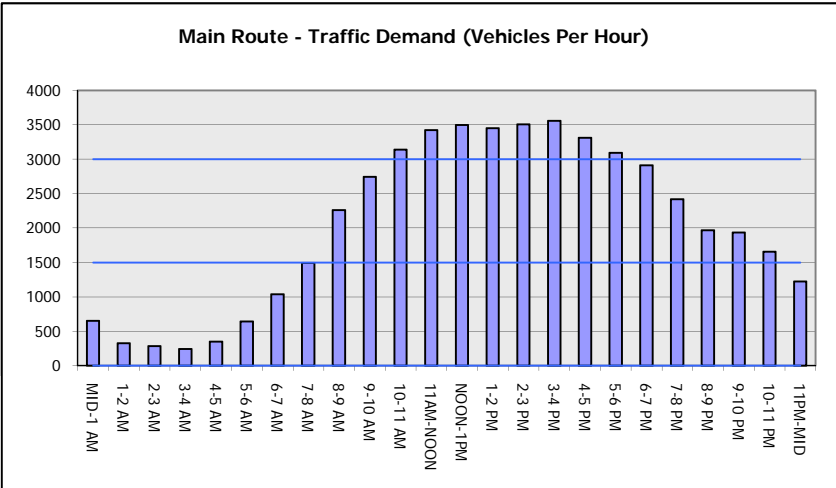
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0266
MAIN ROUTE WITH WORKS	0.0138
'DIVERSION'	0.0251
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$194,201
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



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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	4.60	153	69.4	27.0	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	1500	1801	428	13.51+	341	67.9	12.4	30.8
9-10 AM	2644	0.0	1500	1500	1144	16.31+	400	67.4	10.6	30.8
10-11 AM	3060	0.0	1500	1500	1560	16.29+	400	66.9	10.6	30.8
11AM-NOON	3186	0.0	1500	1500	1686	16.28+	400	66.8	10.6	30.8
NOON-1PM	3472	0.0	1500	1500	1972	16.27+	400	66.4	10.6	30.8
1-2 PM	3302	0.0	1500	1500	1802	16.28+	400	66.6	10.6	30.8
2-3 PM	3289	0.0	1500	1500	1789	16.28+	400	66.6	10.6	30.8
3-4 PM	3498	0.0	1500	1500	1998	16.27+	400	66.4	10.6	30.8
4-5 PM	3140	0.0	1500	1500	1640	16.29+	400	66.8	10.6	30.8
5-6 PM	2989	0.0	1500	1500	1489	16.30+	400	67.0	10.6	30.8
6-7 PM	2471	0.0	1500	1500	971	16.32+	400	67.7	10.6	30.8
7-8 PM	2099	0.0	1500	1500	599	16.34+	400	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	1483	331	16.29+	398	68.5	10.6	30.8
11PM-MID	1446	0.0	1499	1405	41	15.40+	375	68.9	11.1	30.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0269
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0234

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$192,823
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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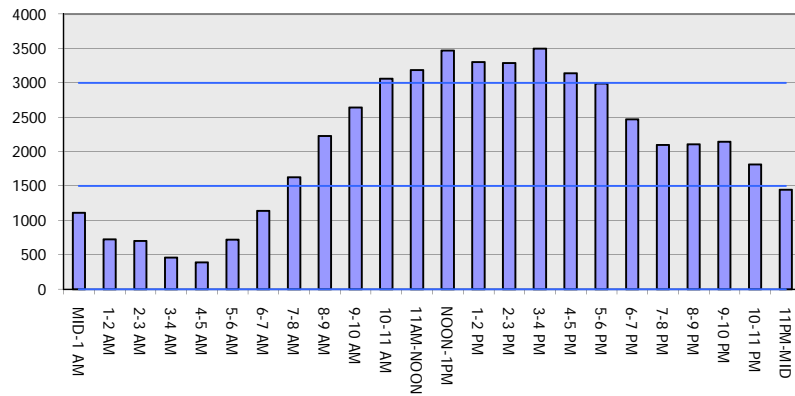
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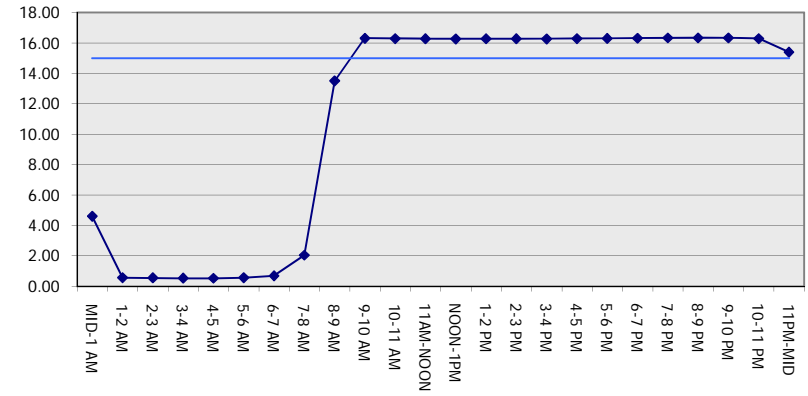
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

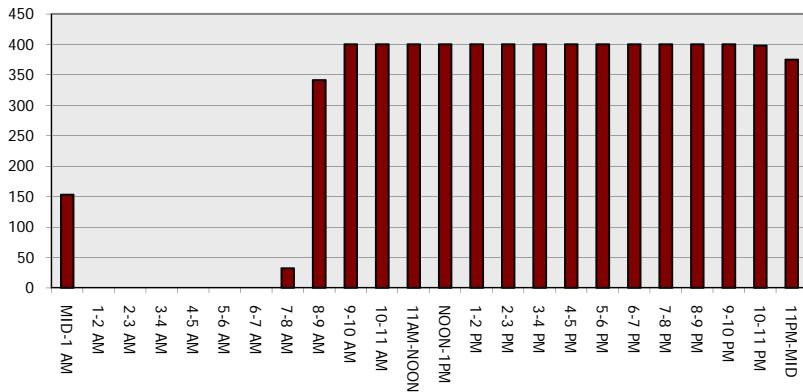
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

