

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	420	0.0	1500	420	0	0.52	0	70.2	59.4	43.8	
1-2 AM	291	0.0	1500	291	0	0.51	0	70.2	59.7	44.3	
2-3 AM	209	0.0	1500	209	0	0.50	0	70.2	59.9	44.6	
3-4 AM	221	0.0	1500	221	0	0.50	0	70.2	59.9	44.6	
4-5 AM	519	0.0	1500	519	0	0.53	0	70.1	59.2	43.4	
5-6 AM	1571	0.0	1499	1571	0	2.12	61	68.8	40.1	35.4	
6-7 AM	3864	0.0	1499	1506	2359	15.85+	399	64.5	10.7	36.9	
7-8 AM	5488	0.0	1500	1500	3988	15.20+	400	53.3	10.7	37.0	
8-9 AM	4758	0.0	1500	1500	3258	15.53+	400	58.4	10.7	37.0	
9-10 AM	3478	0.0	1500	1506	1973	15.95+	399	66.4	10.7	36.7	
10-11 AM	3040	0.0	1500	1521	1519	16.01+	398	66.9	10.7	34.6	
11AM-NOON	3218	0.0	1500	1500	1718	16.06+	400	66.8	10.7	34.8	
NOON-1PM	3367	0.0	1500	1500	1867	16.05+	399	66.6	10.7	34.8	
1-2 PM	3431	0.0	1500	1500	1931	16.05+	400	66.4	10.7	34.8	
2-3 PM	3966	0.0	1500	1500	2466	15.92+	400	63.8	10.7	34.8	
3-4 PM	4404	0.0	1500	1500	2904	15.76+	400	60.8	10.7	34.8	
4-5 PM	4220	0.0	1499	1500	2720	15.83+	400	62.0	10.7	34.8	
5-6 PM	4486	0.0	1500	1500	2986	15.73+	400	60.2	10.7	34.8	
6-7 PM	3574	0.0	1500	1500	2074	16.04+	400	66.3	10.7	34.8	
7-8 PM	2409	0.0	1500	1559	850	16.09+	394	67.8	10.7	31.1	
8-9 PM	1883	0.0	1500	1542	341	16.17+	395	68.4	10.6	30.8	
9-10 PM	1590	0.0	1499	1498	92	15.90+	388	68.7	10.8	30.8	
10-11 PM	1128	0.0	1499	1128	0	7.56	215	69.3	19.4	34.5	
11PM-MID	744	0.0	1500	744	0	0.56	0	69.8	58.6	42.6	

+ 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	0.0337
MAIN ROUTE WITH WORKS	0.0139
'DIVERSION'	0.0414
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$198,404
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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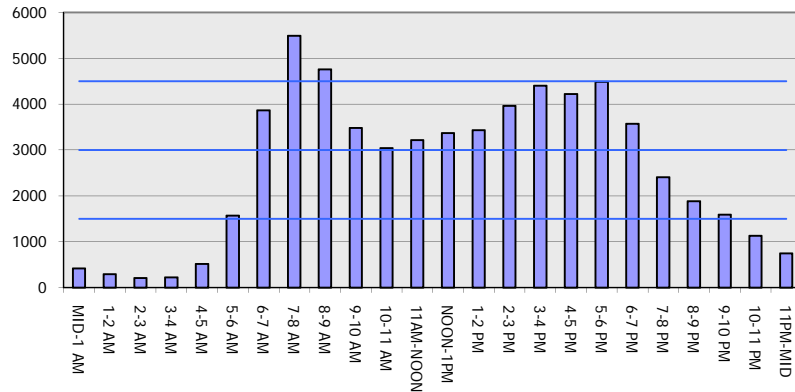
OCTOBER

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 Construction Season

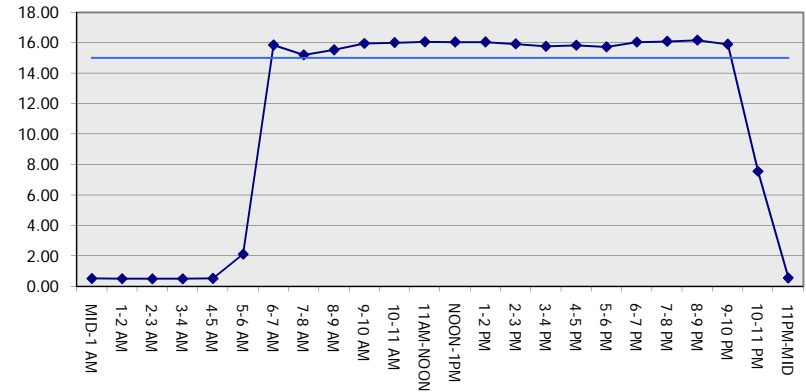
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

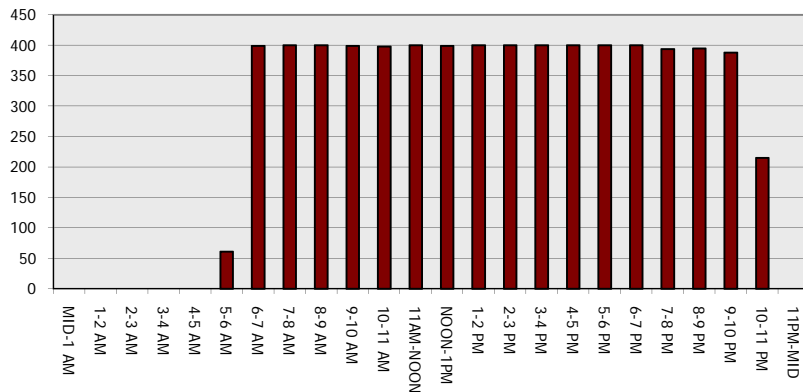
Main Route - Traffic Demand (Vehicles Per Hour)



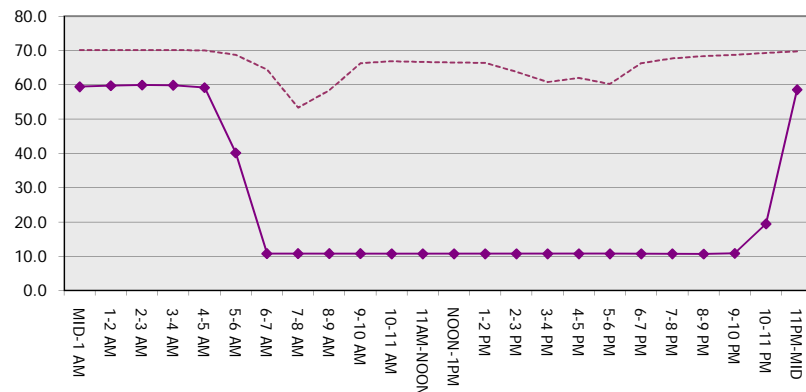
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	516	0.0	1500	516	0	0.53	0	70.1	59.2	43.5	
1-2 AM	324	0.0	1500	324	0	0.51	0	70.2	59.7	44.2	
2-3 AM	270	0.0	1500	270	0	0.51	0	70.2	59.8	44.4	
3-4 AM	297	0.0	1500	297	0	0.51	0	70.2	59.7	44.3	
4-5 AM	485	0.0	1500	485	0	0.53	0	70.1	59.3	43.6	
5-6 AM	1503	0.0	1499	1503	0	1.87	43	68.9	42.2	35.3	
6-7 AM	3222	0.0	1500	1800	1422	15.39+	382	66.8	11.1	30.8	
7-8 AM	4476	0.0	1500	1500	2976	15.95+	400	60.3	10.6	30.8	
8-9 AM	3928	0.0	1500	1500	2428	16.15+	400	64.0	10.6	30.8	
9-10 AM	3047	0.0	1500	1500	1547	16.29+	400	66.9	10.6	30.8	
10-11 AM	2843	0.0	1500	1500	1343	16.30+	400	67.2	10.6	30.8	
11AM-NOON	3062	0.0	1500	1500	1562	16.29+	400	66.9	10.6	30.8	
NOON-1PM	3243	0.0	1500	1500	1743	16.28+	400	66.7	10.6	30.8	
1-2 PM	3337	0.0	1500	1500	1837	16.28+	400	66.6	10.6	30.8	
2-3 PM	3909	0.0	1500	1500	2409	16.16+	400	64.1	10.6	30.8	
3-4 PM	4636	0.0	1500	1500	3136	15.89+	400	59.2	10.6	30.8	
4-5 PM	5228	0.0	1500	1500	3728	15.64+	400	55.1	10.6	30.8	
5-6 PM	5399	0.0	1500	1500	3899	15.56+	400	54.0	10.6	30.8	
6-7 PM	3878	0.0	1500	1500	2378	16.17+	400	64.3	10.6	30.8	
7-8 PM	2717	0.0	1500	1500	1217	16.31+	400	67.4	10.6	30.8	
8-9 PM	2251	0.0	1500	1478	773	16.26+	398	67.9	10.6	30.8	
9-10 PM	2026	0.0	1499	1480	546	16.27+	398	68.2	10.6	30.8	
10-11 PM	1322	0.0	1499	1270	52	13.47+	333	69.1	12.4	31.0	
11PM-MID	880	0.0	1500	880	0	1.40	38	69.6	47.1	41.6	

+ 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	0.0340
MAIN ROUTE WITH WORKS	0.0142
'DIVERSION'	0.0413

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$202,958
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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OCTOBER

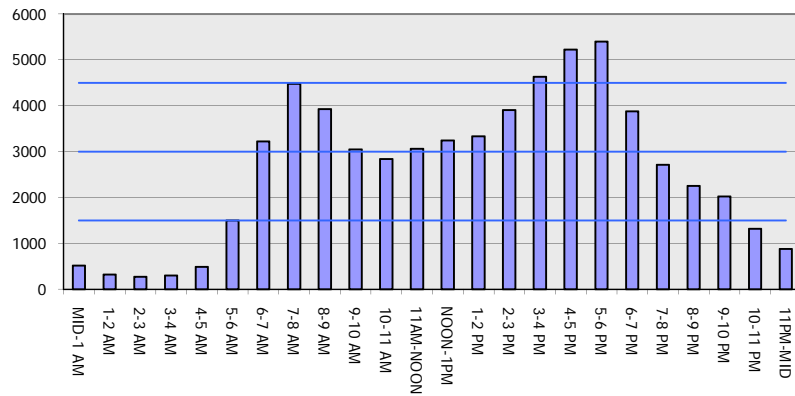
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

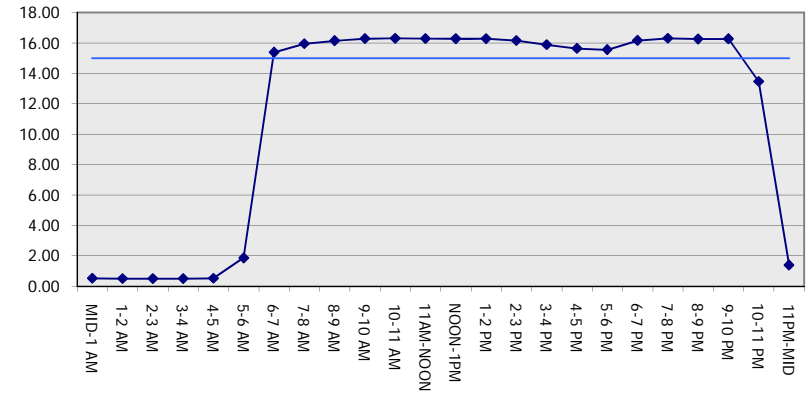
MON-THUR

NORTHBOUND DIRECTION

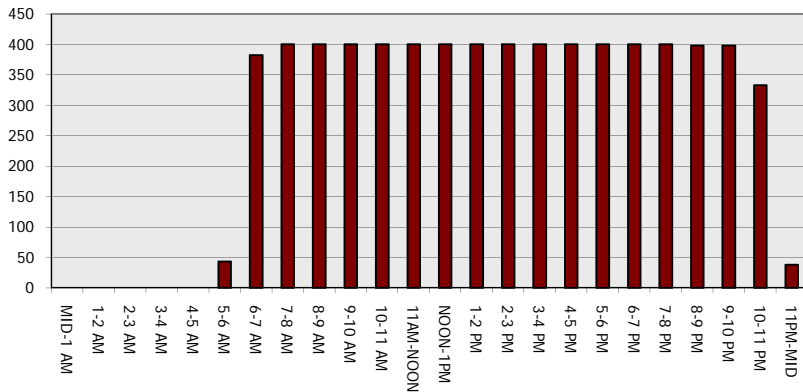
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

