

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	596	0.0	3000	596	0	0.36	0	70.0	62.3	49.7
1-2 AM	307	0.0	3000	307	0	0.36	0	70.2	62.5	49.7
2-3 AM	215	0.0	3000	215	0	0.36	0	70.2	62.5	49.7
3-4 AM	215	0.0	3000	215	0	0.36	0	70.2	62.5	49.7
4-5 AM	319	0.0	3000	319	0	0.36	0	70.2	62.5	49.7
5-6 AM	549	0.0	3000	549	0	0.36	0	70.0	62.4	49.7
6-7 AM	931	0.0	3000	931	0	0.35	0	69.6	62.1	49.7
7-8 AM	1693	0.0	3000	1693	0	0.34	0	68.6	61.6	49.7
8-9 AM	2405	0.0	3000	2405	0	0.34	0	67.8	60.9	49.2
9-10 AM	2828	0.0	2999	2828	0	0.61	0	67.2	55.9	40.1
10-11 AM	3139	0.0	2999	3139	0	1.61	53	66.8	43.7	37.3
11AM-NOON	3332	0.0	3000	3332	0	5.79	295	66.6	23.0	37.3
NOON-1PM	3442	0.0	3000	3408	35	12.97+	687	66.4	13.5	37.3
1-2 PM	3329	0.0	3000	2986	343	15.88+	836	66.6	12.2	37.3
2-3 PM	3359	0.0	2999	2994	365	15.89+	837	66.6	12.2	37.3
3-4 PM	3375	0.0	2999	2995	380	15.89+	837	66.5	12.2	37.3
4-5 PM	3326	0.0	2999	2996	330	15.89+	836	66.6	12.2	37.3
5-6 PM	3472	0.0	2999	2997	475	15.89+	837	66.4	12.2	37.3
6-7 PM	3338	0.0	2999	2998	341	15.89+	836	66.6	12.2	37.3
7-8 PM	2602	0.0	2999	2602	0	13.10+	691	67.5	13.5	37.3
8-9 PM	1874	0.0	3000	1874	0	1.32	98	68.4	47.4	49.5
9-10 PM	1753	0.0	3000	1753	0	0.34	0	68.6	61.5	49.7
10-11 PM	1654	0.0	3000	1654	0	0.34	0	68.7	61.6	49.7
11PM-MID	1233	0.0	3000	1233	0	0.35	0	69.2	61.9	49.7

+ 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	0.0267
MAIN ROUTE WITH WORKS	0.0223
'DIVERSION'	0.0028
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,873
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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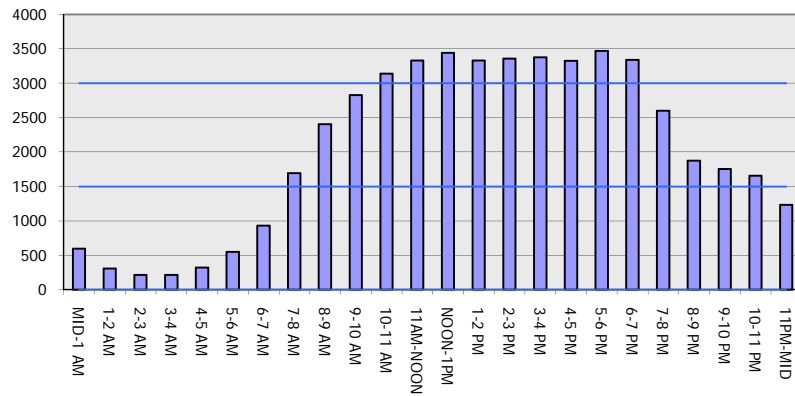
OCTOBER

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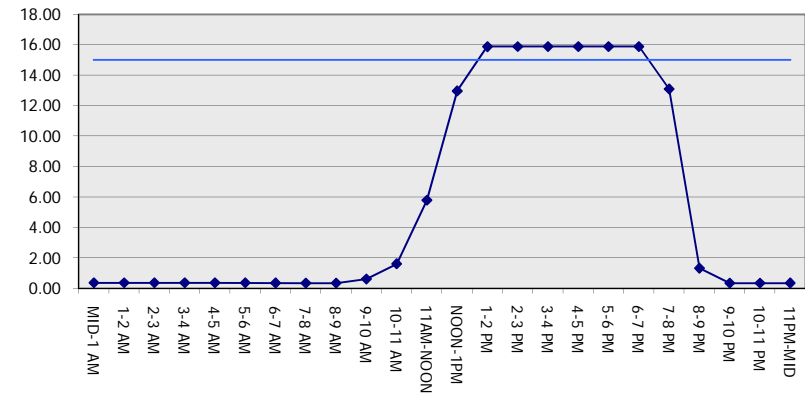
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

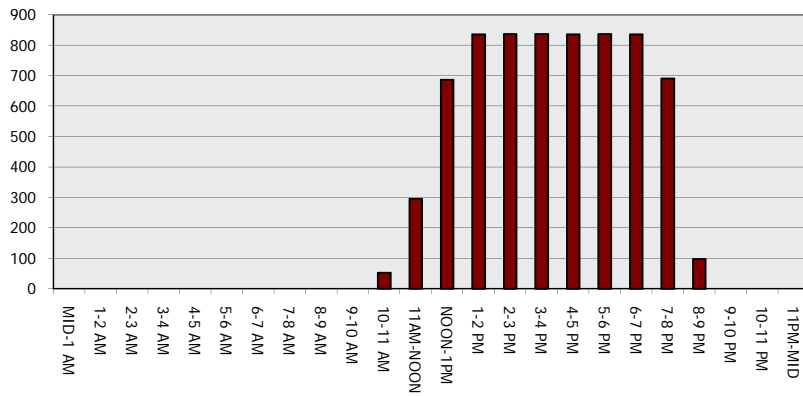
Main Route - Traffic Demand (Vehicles Per Hour)



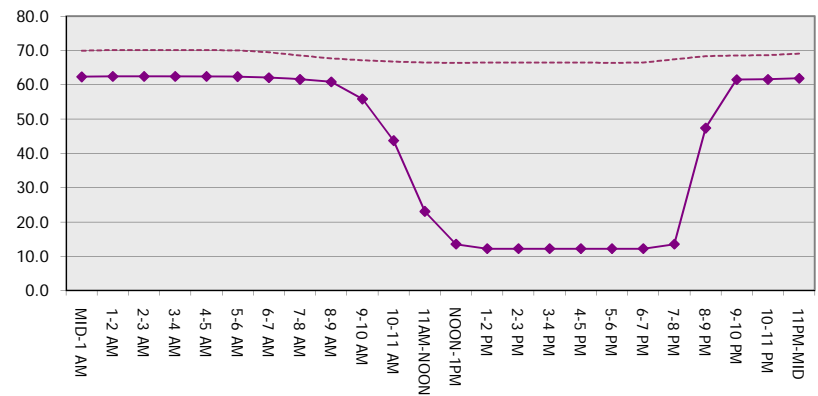
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	944	0.0	3000	944	0	0.35	0	69.6	62.1	49.7
1-2 AM	627	0.0	3000	627	0	0.36	0	69.9	62.3	49.7
2-3 AM	584	0.0	3000	584	0	0.36	0	70.0	62.3	49.7
3-4 AM	427	0.0	3000	427	0	0.36	0	70.2	62.5	49.7
4-5 AM	417	0.0	3000	417	0	0.36	0	70.2	62.5	49.7
5-6 AM	629	0.0	3000	629	0	0.36	0	69.9	62.3	49.7
6-7 AM	1007	0.0	3000	1007	0	0.35	0	69.5	62.0	49.7
7-8 AM	1862	0.0	3000	1862	0	0.34	0	68.4	61.5	49.7
8-9 AM	2498	0.0	3000	2498	0	0.40	0	67.6	59.7	46.8
9-10 AM	2789	0.0	2999	2789	0	0.59	0	67.3	56.3	40.8
10-11 AM	3175	0.0	2999	3175	0	1.80	66	66.8	42.0	37.3
11AM-NOON	3446	0.0	3000	3446	0	7.18	381	66.4	19.9	37.3
NOON-1PM	3711	0.0	2999	3274	437	15.28+	808	65.5	12.4	37.3
1-2 PM	3518	0.0	2999	2987	531	15.90+	837	66.4	12.2	37.3
2-3 PM	3518	0.0	2999	2990	528	15.90+	837	66.4	12.2	37.3
3-4 PM	3456	0.0	2999	2992	463	15.90+	837	66.4	12.2	37.3
4-5 PM	3352	0.0	2999	2994	358	15.89+	837	66.6	12.2	37.3
5-6 PM	3131	0.0	2999	2970	161	15.84+	833	66.8	12.2	37.3
6-7 PM	2711	0.0	2999	2711	0	13.59+	712	67.4	13.1	37.3
7-8 PM	2218	0.0	2999	2218	0	2.64	206	68.0	36.1	45.3
8-9 PM	1936	0.0	3000	1936	0	0.34	0	68.3	61.4	49.7
9-10 PM	1955	0.0	3000	1955	0	0.34	0	68.3	61.4	49.7
10-11 PM	2192	0.0	3000	2192	0	0.33	0	68.0	61.2	49.7
11PM-MID	1557	0.0	3000	1557	0	0.34	0	68.8	61.7	49.7

+ 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	0.0279
MAIN ROUTE WITH WORKS	0.0234
'DIVERSION'	0.0031

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,810
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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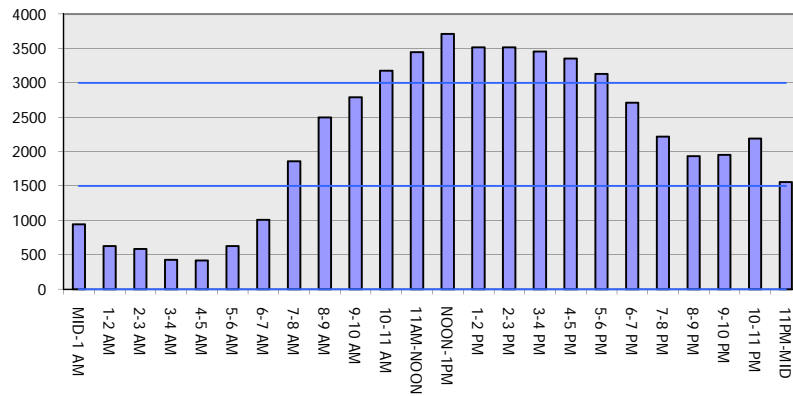
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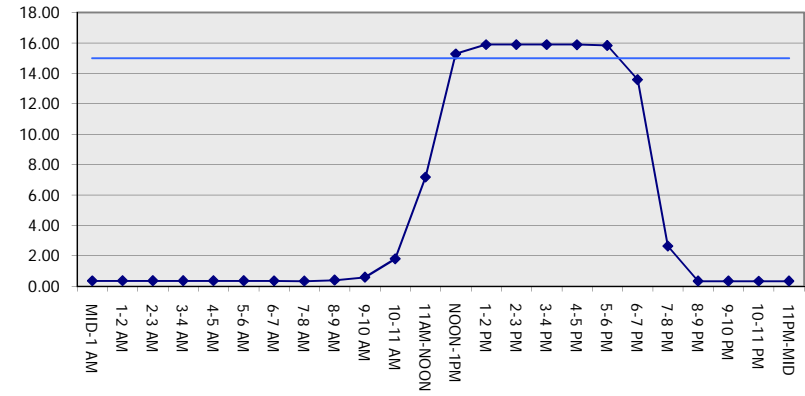
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SATURDAY NORTHBOUND DIRECTION

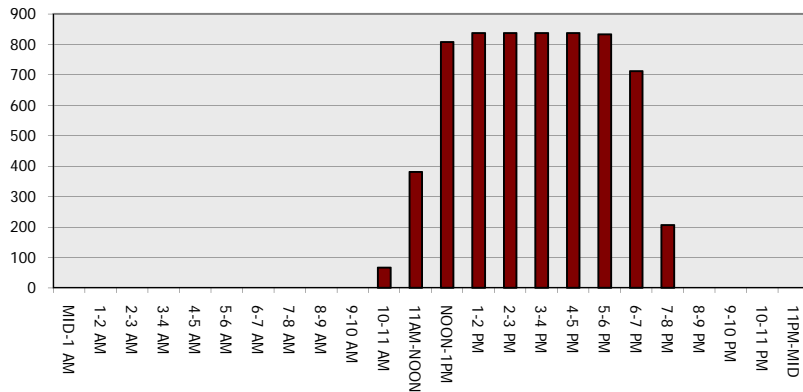
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

