

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

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	1500	596	0	0.78	10	70.0	55.3	43.1	
1-2 AM	307	0.0	1500	307	0	0.51	0	70.2	59.7	44.3	
2-3 AM	215	0.0	1500	215	0	0.50	0	70.2	59.9	44.6	
3-4 AM	215	0.0	1500	215	0	0.50	0	70.2	59.9	44.6	
4-5 AM	319	0.0	1500	319	0	0.51	0	70.2	59.7	44.2	
5-6 AM	549	0.0	1500	549	0	0.54	0	70.0	59.1	43.3	
6-7 AM	931	0.0	1499	931	0	0.58	0	69.6	58.1	41.9	
7-8 AM	1693	0.0	1499	1693	0	2.45	50	68.6	37.6	30.8	
8-9 AM	2405	0.0	1500	1767	638	15.08+	375	67.8	11.2	31.8	
9-10 AM	2828	0.0	1499	1500	1328	16.30+	399	67.2	10.6	30.8	
10-11 AM	3139	0.0	1500	1500	1639	16.29+	400	66.8	10.6	30.8	
11AM-NOON	3332	0.0	1500	1500	1832	16.28+	400	66.6	10.6	30.8	
NOON-1PM	3442	0.0	1500	1500	1942	16.27+	400	66.4	10.6	30.8	
1-2 PM	3329	0.0	1500	1500	1829	16.28+	400	66.6	10.6	30.8	
2-3 PM	3359	0.0	1500	1500	1859	16.27+	400	66.6	10.6	30.8	
3-4 PM	3375	0.0	1500	1500	1875	16.27+	400	66.5	10.6	30.8	
4-5 PM	3326	0.0	1500	1500	1826	16.28+	400	66.6	10.6	30.8	
5-6 PM	3472	0.0	1500	1500	1972	16.27+	400	66.4	10.6	30.8	
6-7 PM	3338	0.0	1500	1500	1838	16.28+	400	66.6	10.6	30.8	
7-8 PM	2602	0.0	1500	1500	1102	16.32+	400	67.5	10.6	30.8	
8-9 PM	1874	0.0	1499	1464	411	16.22+	396	68.4	10.6	30.8	
9-10 PM	1753	0.0	1499	1500	253	16.36+	399	68.6	10.6	30.8	
10-11 PM	1654	0.0	1499	1472	182	16.25+	396	68.7	10.6	30.8	
11PM-MID	1233	0.0	1499	1233	0	11.66	295	69.2	14.0	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	0.0267
MAIN ROUTE WITH WORKS	0.0137
'DIVERSION'	0.0257
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$197,991
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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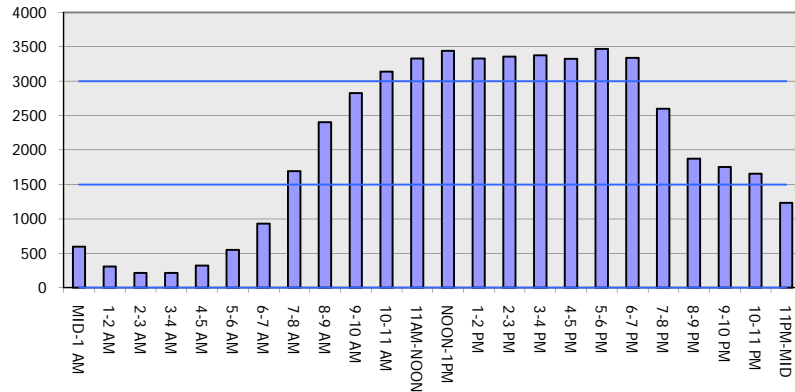
OCTOBER

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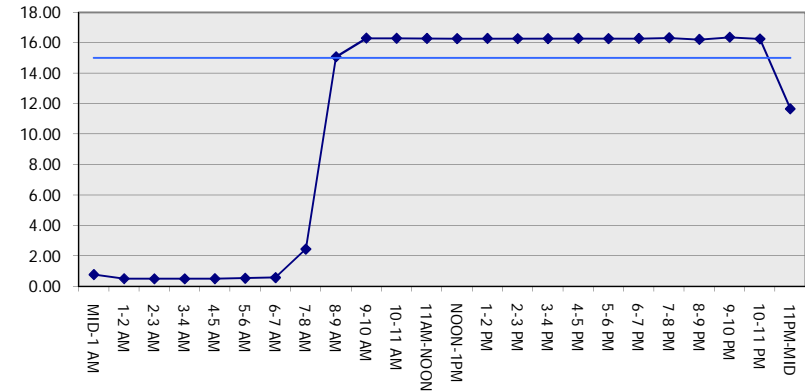
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

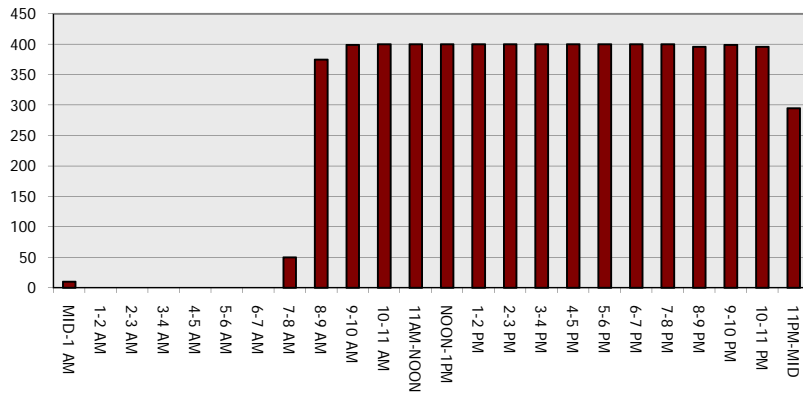
Main Route - Traffic Demand (Vehicles Per Hour)



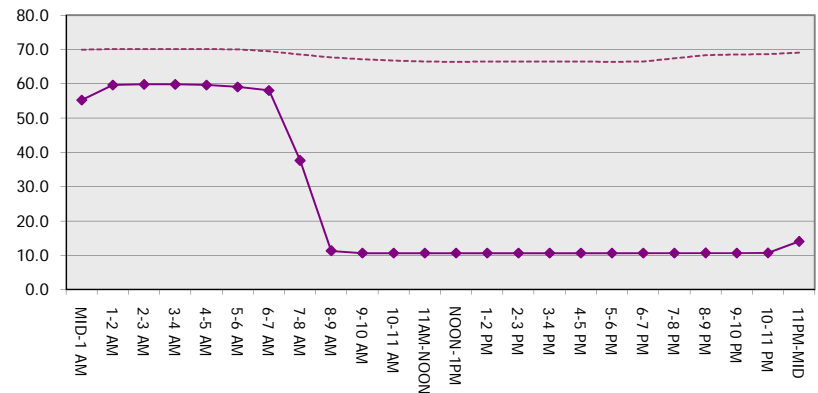
Main Route Average Delay Per Vehicle (Minutes)



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	1499	944	0	3.10	123	69.6	33.8	38.3
1-2 AM	627	0.0	1500	627	0	0.55	0	69.9	58.9	43.0
2-3 AM	584	0.0	1500	584	0	0.54	0	70.0	59.0	43.2
3-4 AM	427	0.0	1500	427	0	0.52	0	70.2	59.4	43.8
4-5 AM	417	0.0	1500	417	0	0.52	0	70.2	59.4	43.8
5-6 AM	629	0.0	1500	629	0	0.55	0	69.9	58.9	43.0
6-7 AM	1007	0.0	1499	1007	0	0.61	0	69.5	57.5	41.0
7-8 AM	1862	0.0	1499	1862	0	4.85	134	68.4	26.0	30.8
8-9 AM	2498	0.0	1499	1500	998	16.32+	399	67.6	10.6	30.8
9-10 AM	2789	0.0	1500	1500	1289	16.31+	400	67.3	10.6	30.8
10-11 AM	3175	0.0	1500	1500	1675	16.28+	400	66.8	10.6	30.8
11AM-NOON	3446	0.0	1500	1500	1946	16.27+	400	66.4	10.6	30.8
NOON-1PM	3711	0.0	1500	1500	2211	16.22+	400	65.5	10.6	30.8
1-2 PM	3518	0.0	1500	1500	2018	16.26+	400	66.4	10.6	30.8
2-3 PM	3518	0.0	1500	1500	2018	16.26+	400	66.4	10.6	30.8
3-4 PM	3456	0.0	1500	1500	1956	16.27+	400	66.4	10.6	30.8
4-5 PM	3352	0.0	1500	1500	1852	16.27+	400	66.6	10.6	30.8
5-6 PM	3131	0.0	1500	1500	1631	16.29+	400	66.8	10.6	30.8
6-7 PM	2711	0.0	1500	1500	1211	16.31+	400	67.4	10.6	30.8
7-8 PM	2218	0.0	1500	1500	718	16.34+	400	68.0	10.6	30.8
8-9 PM	1936	0.0	1500	1500	436	16.35+	400	68.3	10.6	30.8
9-10 PM	1955	0.0	1500	1500	455	16.35+	400	68.3	10.6	30.8
10-11 PM	2192	0.0	1500	1500	692	16.34+	400	68.0	10.6	30.8
11PM-MID	1557	0.0	1500	1475	83	15.50+	377	68.8	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	0.0279
MAIN ROUTE WITH WORKS	0.0145
'DIVERSION'	0.0265

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$205,447
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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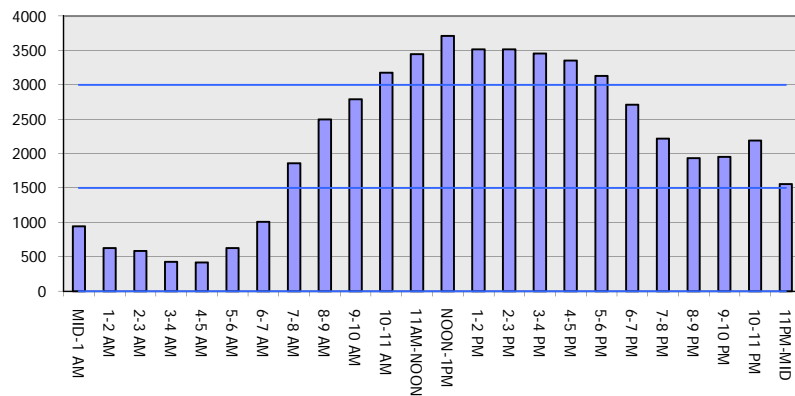
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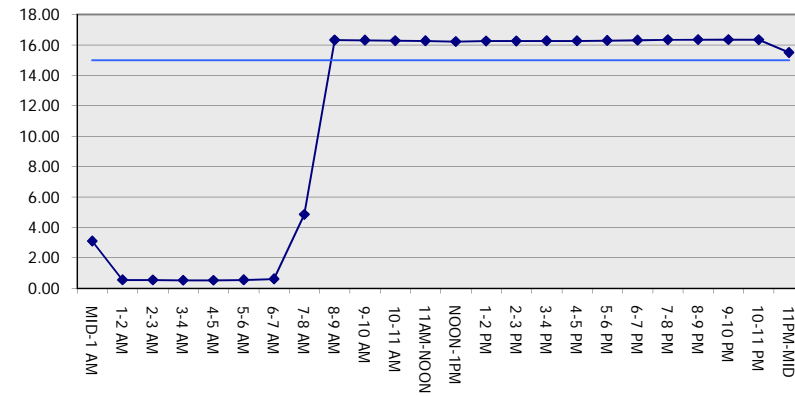
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SATURDAY NORTHBOUND DIRECTION

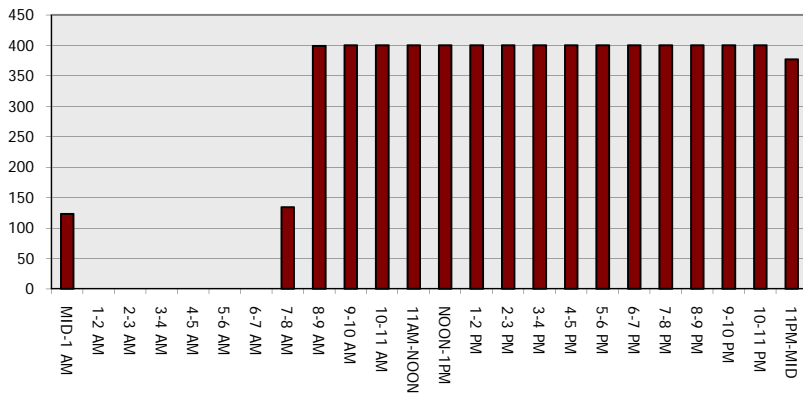
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

