

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

SUNDAY 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	738	0.0	1500	738	0	0.56	0	69.8	58.6	42.6	
1-2 AM	380	0.0	1500	380	0	0.52	0	70.2	59.6	44.0	
2-3 AM	272	0.0	1500	272	0	0.51	0	70.2	59.7	44.4	
3-4 AM	173	0.0	1500	173	0	0.49	0	70.2	60.0	44.8	
4-5 AM	223	0.0	1500	223	0	0.50	0	70.2	59.9	44.6	
5-6 AM	369	0.0	1500	369	0	0.52	0	70.2	59.6	44.0	
6-7 AM	644	0.0	1500	644	0	0.55	0	69.9	58.9	43.0	
7-8 AM	958	0.0	1499	958	0	0.58	0	69.6	58.0	41.9	
8-9 AM	1395	0.0	1499	1395	0	1.10	5	69.0	50.3	33.9	
9-10 AM	2133	0.0	1500	1888	245	9.27+	255	68.1	16.6	30.8	
10-11 AM	2701	0.0	1500	1500	1201	16.31+	400	67.4	10.6	30.8	
11AM-NOON	3205	0.0	1500	1500	1705	16.28+	399	66.8	10.6	30.8	
NOON-1PM	3433	0.0	1500	1500	1933	16.27+	400	66.4	10.6	30.8	
1-2 PM	3433	0.0	1500	1500	1933	16.27+	399	66.4	10.6	30.8	
2-3 PM	3468	0.0	1500	1500	1968	16.27+	400	66.4	10.6	30.8	
3-4 PM	3632	0.0	1500	1500	2132	16.25+	400	66.1	10.6	30.8	
4-5 PM	3659	0.0	1500	1500	2159	16.24+	400	65.8	10.6	30.8	
5-6 PM	3564	0.0	1500	1500	2064	16.26+	400	66.3	10.6	30.8	
6-7 PM	3447	0.0	1500	1500	1947	16.27+	400	66.4	10.6	30.8	
7-8 PM	2571	0.0	1500	1500	1071	16.32+	400	67.6	10.6	30.8	
8-9 PM	1695	0.0	1500	1493	203	16.33+	399	68.6	10.6	30.8	
9-10 PM	1373	0.0	1499	1373	0	14.89+	364	69.1	11.4	30.8	
10-11 PM	864	0.0	1499	864	0	1.97	69	69.7	41.6	41.0	
11PM-MID	644	0.0	1500	644	0	0.55	0	69.9	58.9	43.0	

+ 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	0.0243
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0233
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$170,872
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

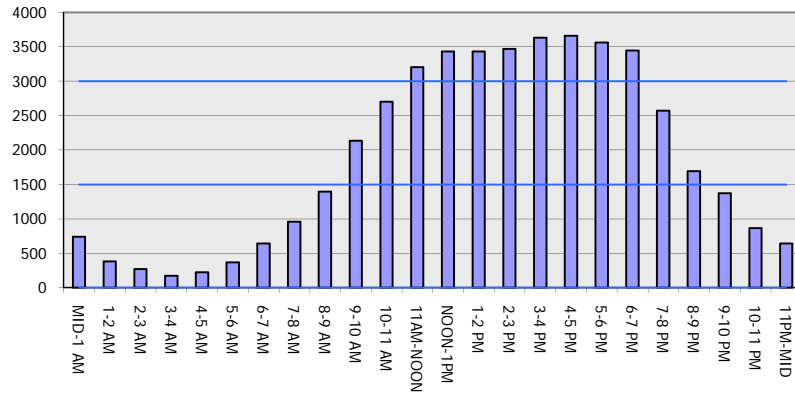
OCTOBER

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 Construction Season

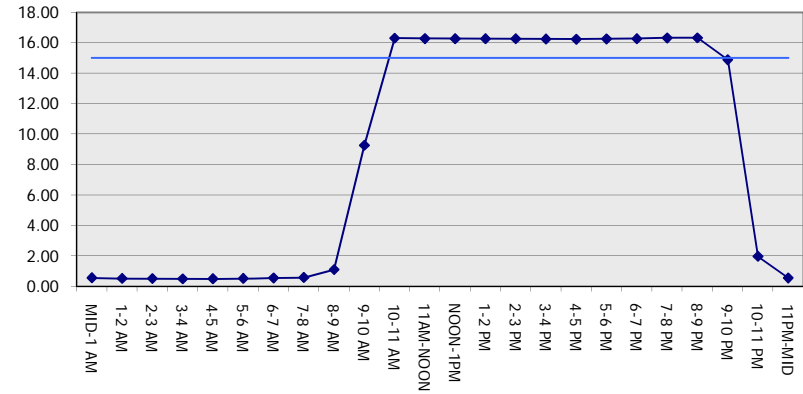
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

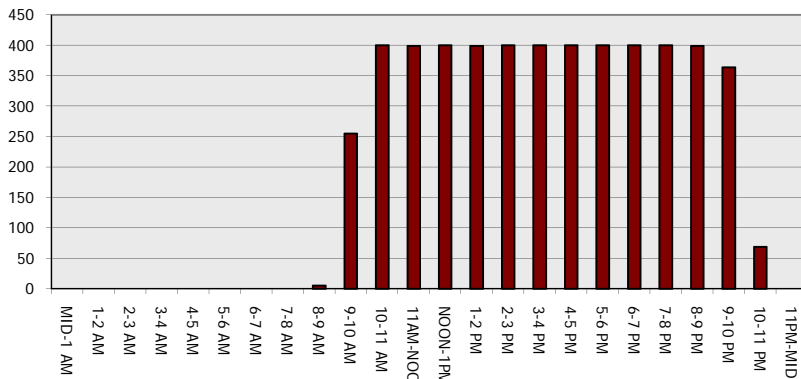
Main Route - Traffic Demand (Vehicles Per Hour)



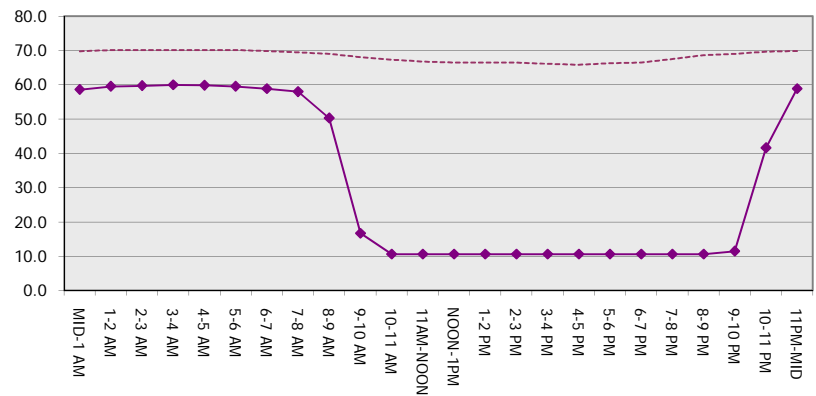
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	1075	0.0	1500	1075	0	0.59	0	69.4	57.7	41.4	
1-2 AM	699	0.0	1500	699	0	0.55	0	69.9	58.7	42.8	
2-3 AM	766	0.0	1500	766	0	0.56	0	69.8	58.5	42.5	
3-4 AM	419	0.0	1500	419	0	0.52	0	70.2	59.4	43.8	
4-5 AM	276	0.0	1500	276	0	0.51	0	70.2	59.7	44.4	
5-6 AM	411	0.0	1500	411	0	0.52	0	70.2	59.5	43.8	
6-7 AM	809	0.0	1500	809	0	0.57	0	69.7	58.4	42.4	
7-8 AM	1190	0.0	1499	1190	0	0.71	0	69.2	55.8	38.5	
8-9 AM	1652	0.0	1499	1652	0	2.57	48	68.7	36.8	30.8	
9-10 AM	2076	0.0	1500	1738	338	13.35+	335	68.1	12.5	30.8	
10-11 AM	2448	0.0	1500	1500	948	16.33+	399	67.7	10.6	30.8	
11AM-NOON	2823	0.0	1500	1500	1323	16.30+	400	67.3	10.6	30.8	
NOON-1PM	3037	0.0	1500	1500	1537	16.29+	399	66.9	10.6	30.8	
1-2 PM	3189	0.0	1500	1500	1689	16.28+	400	66.8	10.6	30.8	
2-3 PM	3158	0.0	1500	1500	1658	16.29+	400	66.8	10.6	30.8	
3-4 PM	3231	0.0	1500	1500	1731	16.28+	399	66.7	10.6	30.8	
4-5 PM	3016	0.0	1500	1500	1516	16.29+	399	67.0	10.6	30.8	
5-6 PM	2735	0.0	1500	1500	1235	16.31+	400	67.3	10.6	30.8	
6-7 PM	2503	0.0	1500	1500	1003	16.32+	399	67.6	10.6	30.8	
7-8 PM	2136	0.0	1500	1500	636	16.34+	399	68.1	10.6	30.8	
8-9 PM	1632	0.0	1500	1508	123	16.33+	398	68.7	10.6	30.8	
9-10 PM	1411	0.0	1499	1411	0	15.18+	369	69.0	11.2	30.8	
10-11 PM	1128	0.0	1499	1128	0	4.51	147	69.3	27.3	35.6	
11PM-MID	811	0.0	1500	811	0	0.57	0	69.7	58.4	42.4	

+ 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	0.0231
MAIN ROUTE WITH WORKS	0.0137
'DIVERSION'	0.0172

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,428
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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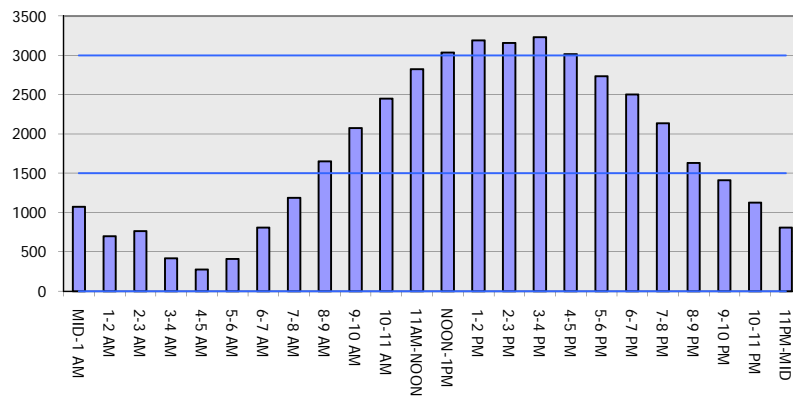
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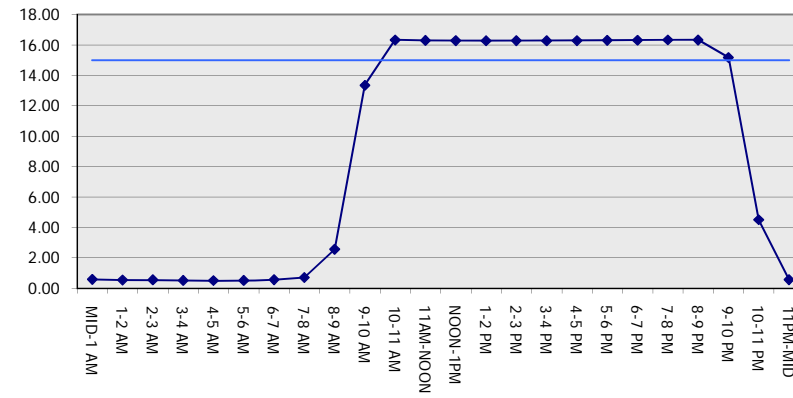
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SUNDAY NORTHBOUND DIRECTION

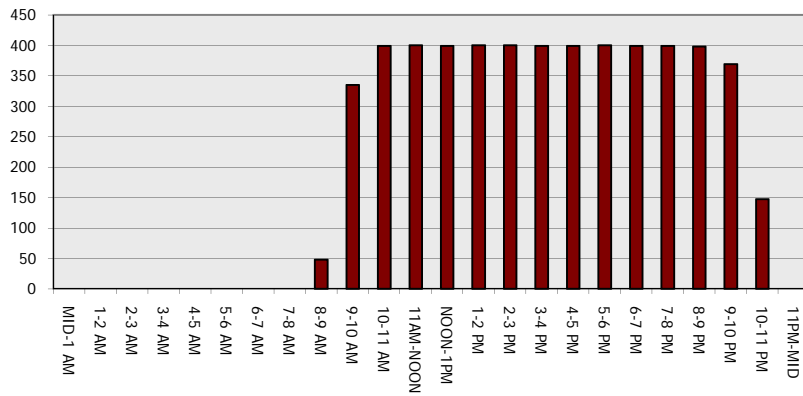
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

