

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER Analyzed for 2009 Construction Season
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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	OFF	420	0	0.00	0	70.2	70.2	70.2
1-2 AM	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
2-3 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2
3-4 AM	221	0.0	OFF	221	0	0.00	0	70.2	70.2	70.2
4-5 AM	519	0.0	OFF	519	0	0.00	0	70.1	70.1	70.1
5-6 AM	1571	0.0	OFF	1571	0	0.00	0	68.8	68.8	68.8
6-7 AM	3864	0.0	OFF	3864	0	0.00	0	64.5	64.5	64.5
7-8 AM	5488	0.0	OFF	5488	0	0.00	0	53.3	53.3	53.3
8-9 AM	4758	0.0	OFF	4758	0	0.00	0	58.4	58.4	58.4
9-10 AM	3478	0.0	OFF	3478	0	0.00	0	66.4	66.4	66.4
10-11 AM	3040	0.0	1499	1536	1504	16.10+	402	66.9	10.6	36.6
11AM-NOON	3218	0.0	1499	1572	1646	14.65+	386	66.8	11.5	36.3
NOON-1PM	3367	0.0	1499	1873	1495	14.91+	378	66.6	11.4	33.6
1-2 PM	3431	0.0	1499	1500	1931	16.25+	399	66.4	10.6	31.1
2-3 PM	3966	0.0	1500	1500	2466	16.12+	400	63.8	10.6	31.1
3-4 PM	4404	0.0	OFF	4404	0	0.91	72	60.8	47.8	47.8
4-5 PM	4220	0.0	OFF	4220	0	0.00	0	62.0	62.0	62.0
5-6 PM	4486	0.0	OFF	4486	0	0.00	0	60.2	60.2	60.2
6-7 PM	3574	0.0	OFF	3574	0	0.00	0	66.3	66.3	66.3
7-8 PM	2409	0.0	OFF	2409	0	0.00	0	67.8	67.8	67.8
8-9 PM	1883	0.0	OFF	1883	0	0.00	0	68.4	68.4	68.4
9-10 PM	1590	0.0	OFF	1590	0	0.00	0	68.7	68.7	68.7
10-11 PM	1128	0.0	OFF	1128	0	0.00	0	69.3	69.3	69.3
11PM-MID	744	0.0	OFF	744	0	0.00	0	69.8	69.8	69.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0283
'DIVERSION'	0.0113
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,101
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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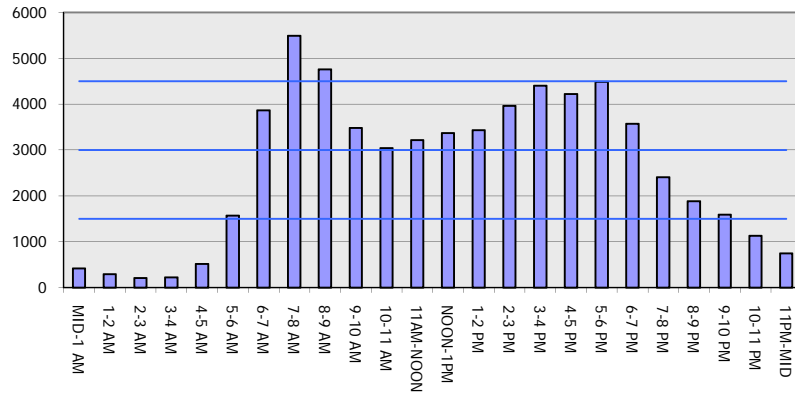
OCTOBER

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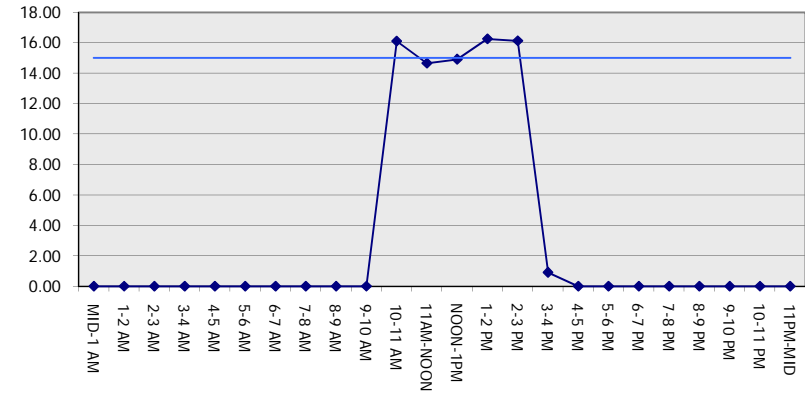
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

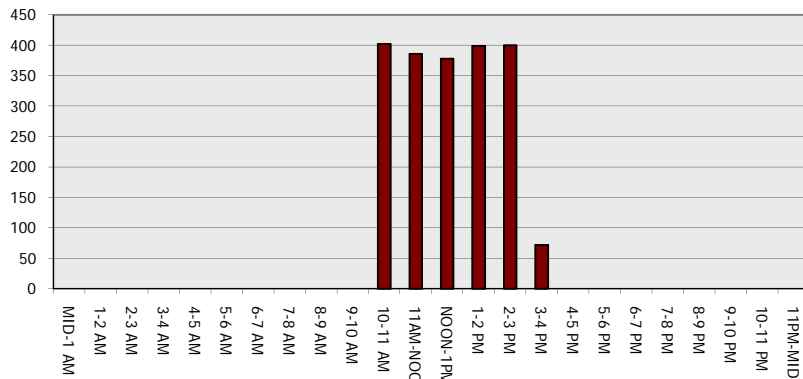
Main Route - Traffic Demand (Vehicles Per Hour)



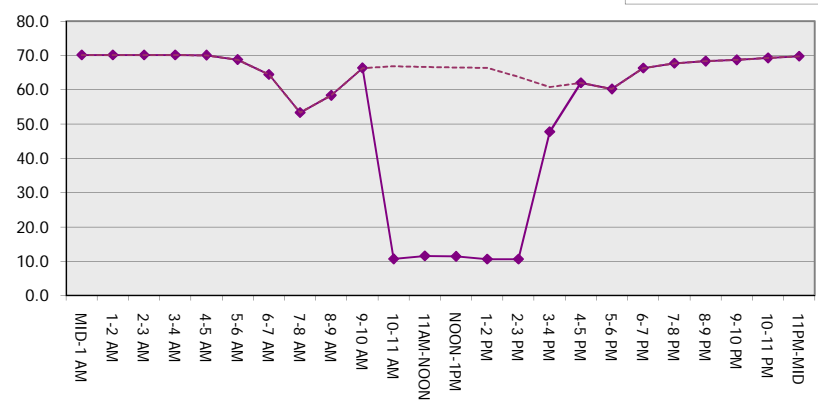
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	516	0	0.00	0	70.1	70.1	70.1
1-2 AM	324	0.0	OFF	324	0	0.00	0	70.2	70.2	70.2
2-3 AM	270	0.0	OFF	270	0	0.00	0	70.2	70.2	70.2
3-4 AM	297	0.0	OFF	297	0	0.00	0	70.2	70.2	70.2
4-5 AM	485	0.0	OFF	485	0	0.00	0	70.1	70.1	70.1
5-6 AM	1503	0.0	OFF	1503	0	0.00	0	68.9	68.9	68.9
6-7 AM	3222	0.0	OFF	3222	0	0.00	0	66.8	66.8	66.8
7-8 AM	4476	0.0	OFF	4476	0	0.00	0	60.3	60.3	60.3
8-9 AM	3928	0.0	OFF	3928	0	0.00	0	64.0	64.0	64.0
9-10 AM	3047	0.0	OFF	3047	0	0.00	0	66.9	66.9	66.9
10-11 AM	2843	0.0	1499	1700	1143	14.06+	355	67.2	11.9	35.7
11AM-NOON	3062	0.0	1499	1697	1366	15.69+	386	66.9	10.9	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	OFF	4636	0	0.74	57	59.2	48.7	48.7
4-5 PM	5228	0.0	OFF	5228	0	0.00	0	55.1	55.1	55.1
5-6 PM	5399	0.0	OFF	5399	0	0.00	0	54.0	54.0	54.0
6-7 PM	3878	0.0	OFF	3878	0	0.00	0	64.3	64.3	64.3
7-8 PM	2717	0.0	OFF	2717	0	0.00	0	67.4	67.4	67.4
8-9 PM	2251	0.0	OFF	2251	0	0.00	0	67.9	67.9	67.9
9-10 PM	2026	0.0	OFF	2026	0	0.00	0	68.2	68.2	68.2
10-11 PM	1322	0.0	OFF	1322	0	0.00	0	69.1	69.1	69.1
11PM-MID	880	0.0	OFF	880	0	0.00	0	69.6	69.6	69.6

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0289
'DIVERSION'	0.0106

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$56,327
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR NORTHBOUND DIRECTION

