

**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

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	OFF	596	0	0.00	0	70.0	70.0	70.0
1-2 AM	307	0.0	OFF	307	0	0.00	0	70.2	70.2	70.2
2-3 AM	215	0.0	OFF	215	0	0.00	0	70.2	70.2	70.2
3-4 AM	215	0.0	OFF	215	0	0.00	0	70.2	70.2	70.2
4-5 AM	319	0.0	OFF	319	0	0.00	0	70.2	70.2	70.2
5-6 AM	549	0.0	OFF	549	0	0.00	0	70.0	70.0	70.0
6-7 AM	931	0.0	OFF	931	0	0.00	0	69.6	69.6	69.6
7-8 AM	1693	0.0	OFF	1693	0	0.00	0	68.6	68.6	68.6
8-9 AM	2405	0.0	1499	1881	523	11.30+	295	67.8	14.2	30.8
9-10 AM	2828	0.0	1500	1500	1328	16.30+	400	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	OFF	3338	0	0.33	27	66.6	60.2	60.2
7-8 PM	2602	0.0	OFF	2602	0	0.00	0	67.5	67.5	67.5
8-9 PM	1874	0.0	OFF	1874	0	0.00	0	68.4	68.4	68.4
9-10 PM	1753	0.0	OFF	1753	0	0.00	0	68.6	68.6	68.6
10-11 PM	1654	0.0	OFF	1654	0	0.00	0	68.7	68.7	68.7
11PM-MID	1233	0.0	OFF	1233	0	0.00	0	69.2	69.2	69.2

"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	0.0267
MAIN ROUTE WITH WORKS	0.0167
'DIVERSION'	0.0208
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$140,076
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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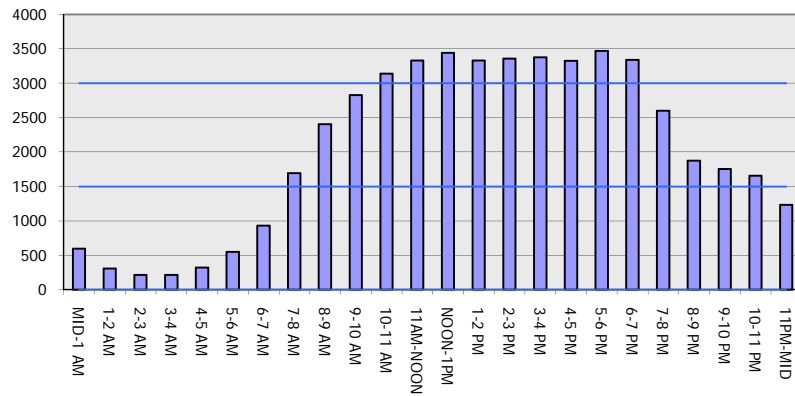
OCTOBER

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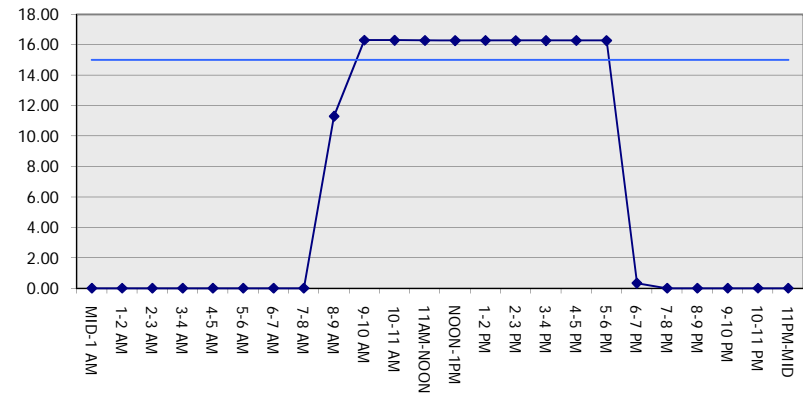
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

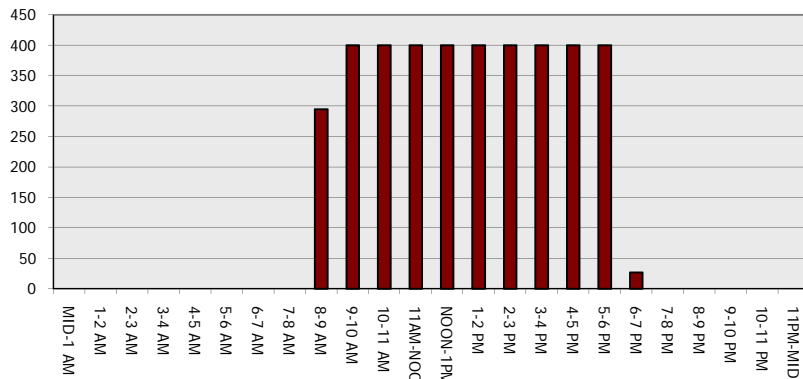
Main Route - Traffic Demand (Vehicles Per Hour)



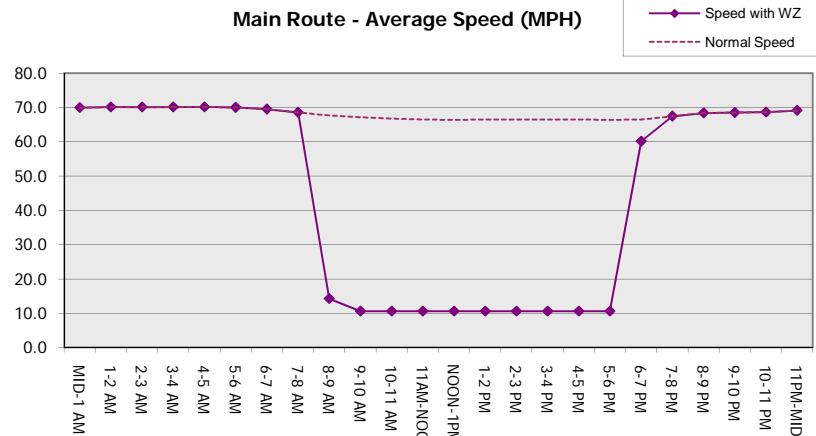
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	944	0	0.00	0	69.6	69.6	69.6
1-2 AM	627	0.0	OFF	627	0	0.00	0	69.9	69.9	69.9
2-3 AM	584	0.0	OFF	584	0	0.00	0	70.0	70.0	70.0
3-4 AM	427	0.0	OFF	427	0	0.00	0	70.2	70.2	70.2
4-5 AM	417	0.0	OFF	417	0	0.00	0	70.2	70.2	70.2
5-6 AM	629	0.0	OFF	629	0	0.00	0	69.9	69.9	69.9
6-7 AM	1007	0.0	OFF	1007	0	0.00	0	69.5	69.5	69.5
7-8 AM	1862	0.0	OFF	1862	0	0.00	0	68.4	68.4	68.4
8-9 AM	2498	0.0	1499	1941	557	12.17+	310	67.6	13.4	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+	399	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+	399	66.4	10.6	30.8
3-4 PM	3456	0.0	1500	1500	1956	16.27+	399	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	OFF	2711	0	0.32	29	67.4	60.9	60.9
7-8 PM	2218	0.0	OFF	2218	0	0.00	0	68.0	68.0	68.0
8-9 PM	1936	0.0	OFF	1936	0	0.00	0	68.3	68.3	68.3
9-10 PM	1955	0.0	OFF	1955	0	0.00	0	68.3	68.3	68.3
10-11 PM	2192	0.0	OFF	2192	0	0.00	0	68.0	68.0	68.0
11PM-MID	1557	0.0	OFF	1557	0	0.00	0	68.8	68.8	68.8

"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	0.0279
MAIN ROUTE WITH WORKS	0.0176
'DIVERSION'	0.0215

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$143,022
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

