

IH 43: SILVER SPRING DR TO STH 190 (MILWAUKEE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1046	0.0	1500	1046	0	0.59	0	69.4	57.8	41.5	
1-2 AM	565	0.0	1500	565	0	0.54	0	70.0	59.1	43.3	
2-3 AM	269	0.0	1500	269	0	0.51	0	70.2	59.8	44.4	
3-4 AM	205	0.0	1500	205	0	0.50	0	70.2	59.9	44.6	
4-5 AM	240	0.0	1500	240	0	0.50	0	70.2	59.9	44.5	
5-6 AM	397	0.0	1500	397	0	0.52	0	70.2	59.5	43.9	
6-7 AM	690	0.0	1500	690	0	0.55	0	69.9	58.7	42.8	
7-8 AM	979	0.0	1499	979	0	0.58	0	69.5	57.9	41.7	
8-9 AM	1437	0.0	1499	1437	0	1.34	12	68.9	47.4	33.5	
9-10 AM	2311	0.0	OFF	2311	0	0.01	0	67.9	67.7	67.7	
10-11 AM	2987	0.0	OFF	2987	0	0.00	0	67.0	67.0	67.0	
11AM-NOON	3359	0.0	OFF	3359	0	0.00	0	66.6	66.6	66.6	
NOON-1PM	3768	0.0	OFF	3768	0	0.00	0	65.1	65.1	65.1	
1-2 PM	3663	0.0	OFF	3663	0	0.00	0	65.8	65.8	65.8	
2-3 PM	3832	0.0	OFF	3832	0	0.00	0	64.6	64.6	64.6	
3-4 PM	3721	0.0	OFF	3721	0	0.00	0	65.5	65.5	65.5	
4-5 PM	3743	0.0	OFF	3743	0	0.00	0	65.3	65.3	65.3	
5-6 PM	3302	0.0	OFF	3302	0	0.00	0	66.6	66.6	66.6	
6-7 PM	3201	0.0	OFF	3201	0	0.00	0	66.8	66.8	66.8	
7-8 PM	2487	0.0	1499	1846	641	13.16+	326	67.6	12.6	33.7	
8-9 PM	2115	0.0	1499	1500	615	16.34+	399	68.1	10.6	30.8	
9-10 PM	1626	0.0	1500	1549	78	16.05+	391	68.7	10.7	30.8	
10-11 PM	1080	0.0	1499	1080	0	6.72	214	69.4	21.1	35.6	
11PM-MID	671	0.0	1500	671	0	0.55	0	69.9	58.8	42.8	

"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	0.0258
MAIN ROUTE WITH WORKS	0.0243
'DIVERSION'	0.0017
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,842
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

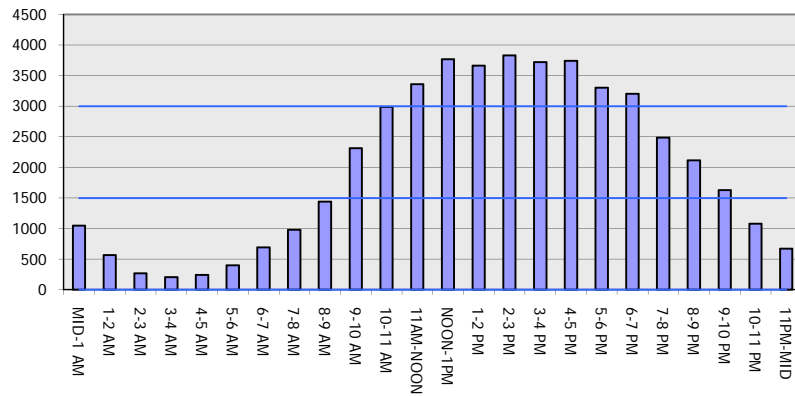
AUGUST

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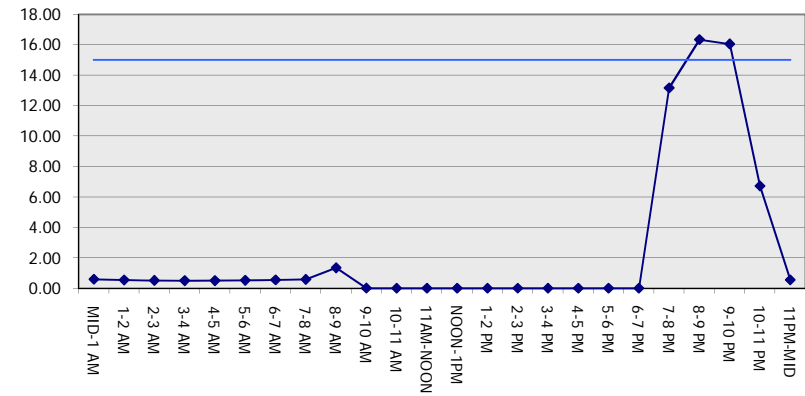
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

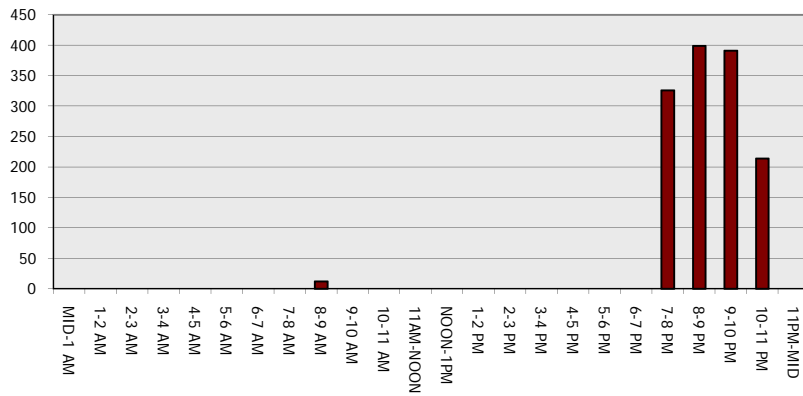
Main Route - Traffic Demand (Vehicles Per Hour)



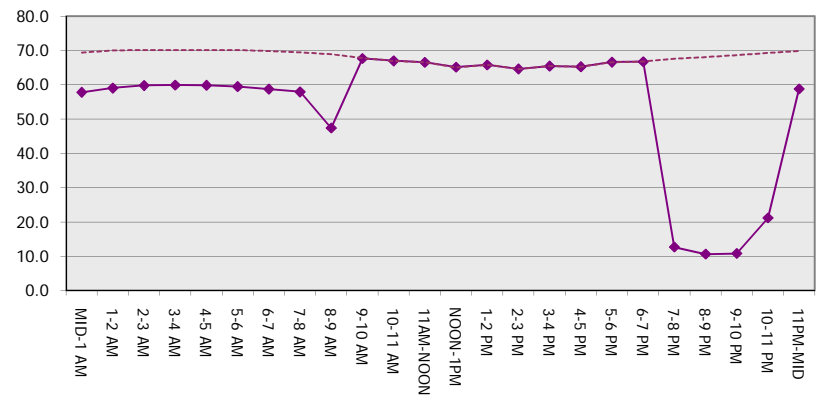
Main Route Average Delay Per Vehicle (Minutes)



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	1142	0.0	1500	1142	0	0.63	0	69.3	57.1	40.4
1-2 AM	728	0.0	1500	728	0	0.56	0	69.8	58.6	42.7
2-3 AM	686	0.0	1500	686	0	0.55	0	69.9	58.7	42.8
3-4 AM	346	0.0	1500	346	0	0.51	0	70.2	59.6	44.1
4-5 AM	254	0.0	1500	254	0	0.50	0	70.2	59.8	44.5
5-6 AM	386	0.0	1500	386	0	0.52	0	70.2	59.5	44.0
6-7 AM	598	0.0	1500	598	0	0.54	0	70.0	59.0	43.2
7-8 AM	838	0.0	1500	838	0	0.57	0	69.7	58.3	42.2
8-9 AM	1181	0.0	1499	1181	0	0.70	0	69.2	55.9	38.6
9-10 AM	1707	0.0	OFF	1707	0	0.00	0	68.6	68.6	68.6
10-11 AM	2229	0.0	OFF	2229	0	0.00	0	67.9	67.9	67.9
11AM-NOON	2735	0.0	OFF	2735	0	0.00	0	67.3	67.3	67.3
NOON-1PM	2957	0.0	OFF	2957	0	0.00	0	67.1	67.1	67.1
1-2 PM	3243	0.0	OFF	3243	0	0.00	0	66.7	66.7	66.7
2-3 PM	3029	0.0	OFF	3029	0	0.00	0	66.9	66.9	66.9
3-4 PM	3181	0.0	OFF	3181	0	0.00	0	66.8	66.8	66.8
4-5 PM	3108	0.0	OFF	3108	0	0.00	0	66.9	66.9	66.9
5-6 PM	2881	0.0	OFF	2881	0	0.00	0	67.1	67.1	67.1
6-7 PM	2621	0.0	OFF	2621	0	0.00	0	67.5	67.5	67.5
7-8 PM	2239	0.0	1499	1912	327	11.77+	303	67.9	13.8	30.8
8-9 PM	1935	0.0	1500	1500	435	16.35+	400	68.3	10.6	30.8
9-10 PM	1797	0.0	1500	1500	297	16.36+	400	68.5	10.6	30.8
10-11 PM	1426	0.0	1499	1394	32	15.28+	372	68.9	11.2	30.8
11PM-MID	996	0.0	1499	996	0	2.64	99	69.5	36.6	38.9

"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	0.0228
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,496
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

