

<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      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	197	0.0	1500	197	0	0.44	0	66.0	61.5	44.7	
1-2 AM	170	0.0	1500	170	0	0.44	0	66.1	61.6	44.8	
2-3 AM	171	0.0	1500	171	0	0.44	0	66.1	61.6	44.8	
3-4 AM	306	0.0	1500	306	0	0.45	0	65.8	61.3	44.3	
4-5 AM	646	0.0	1500	646	0	0.49	0	65.2	60.4	43.0	
5-6 AM	1396	0.0	1499	1396	0	1.10	7	63.8	54.3	34.2	
6-7 AM	1972	0.0	1500	1942	30	9.06+	249	62.7	26.0	30.8	
7-8 AM	1781	0.0	1499	1420	361	15.51+	392	63.1	18.4	30.8	
8-9 AM	1385	0.0	1500	1385	0	13.95+	350	63.8	19.8	30.8	
9-10 AM	1302	0.0	1499	1302	0	7.29	177	64.0	29.6	31.1	
10-11 AM	1442	0.0	1500	1442	0	2.54	41	63.7	45.4	31.0	
11AM-NOON	1580	0.0	1500	1580	0	2.87	51	63.5	43.7	30.8	
NOON-1PM	1758	0.0	1500	1758	0	8.54	215	63.1	27.0	30.8	
1-2 PM	2067	0.0	1499	1500	567	15.75+	399	62.5	18.1	30.8	
2-3 PM	2567	0.0	1500	1500	1067	15.50+	400	60.2	18.1	30.8	
3-4 PM	2912	0.0	1500	1500	1412	15.08+	400	56.7	18.1	30.8	
4-5 PM	2730	0.0	1500	1500	1230	15.31+	400	58.6	18.1	30.8	
5-6 PM	2112	0.0	1500	1500	612	15.74+	400	62.5	18.1	30.8	
6-7 PM	1449	0.0	1500	1449	0	14.57+	366	63.7	19.3	30.8	
7-8 PM	1083	0.0	1499	1083	0	4.02	125	64.4	39.1	37.1	
8-9 PM	1047	0.0	1500	1047	0	0.52	0	64.5	59.4	41.5	
9-10 PM	974	0.0	1500	974	0	0.52	0	64.6	59.6	41.8	
10-11 PM	725	0.0	1500	725	0	0.49	0	65.0	60.2	42.7	
11PM-MID	446	0.0	1500	446	0	0.47	0	65.6	60.9	43.7	

+ 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

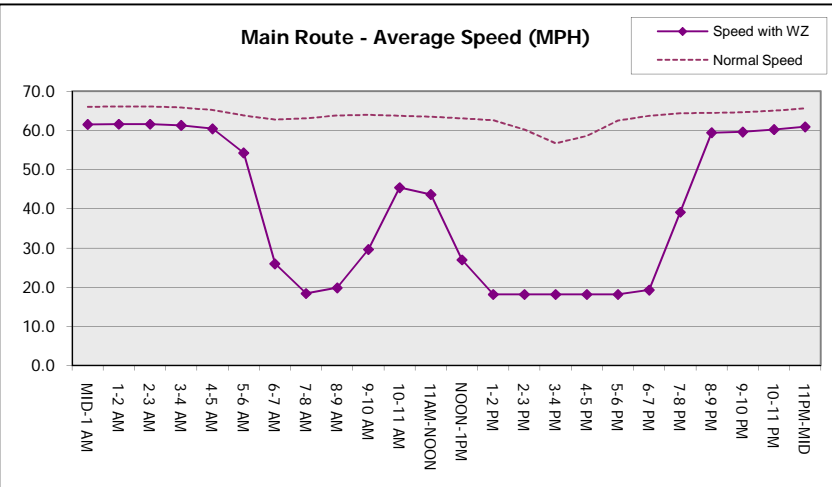
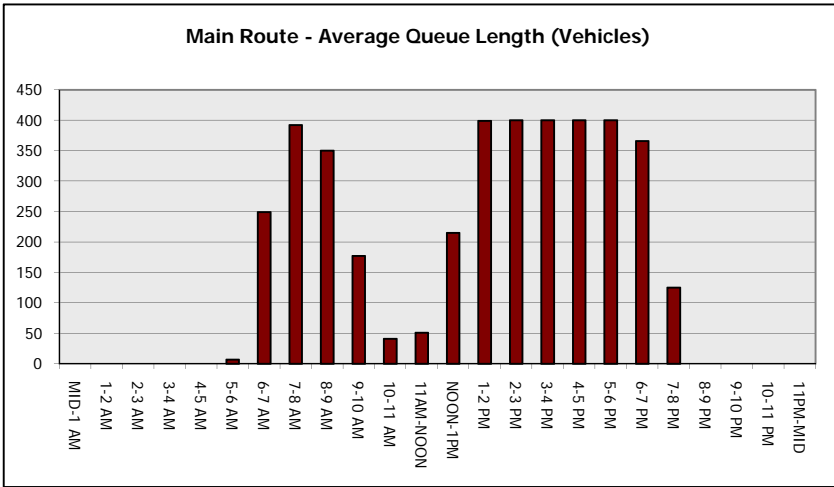
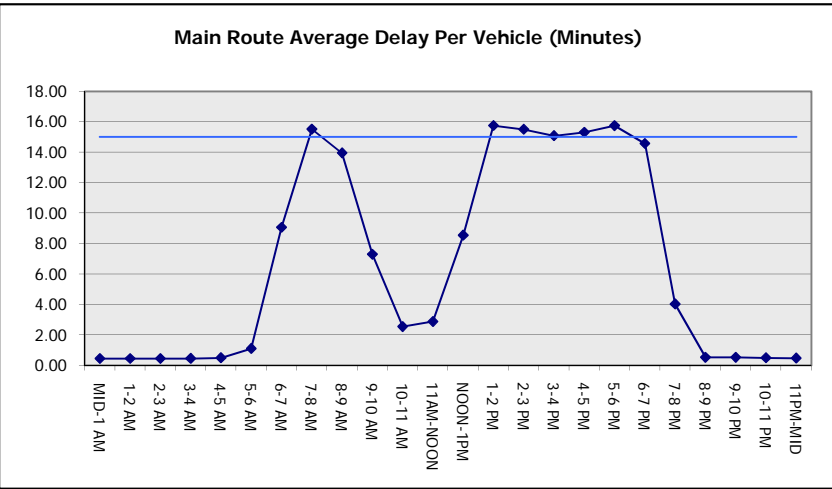
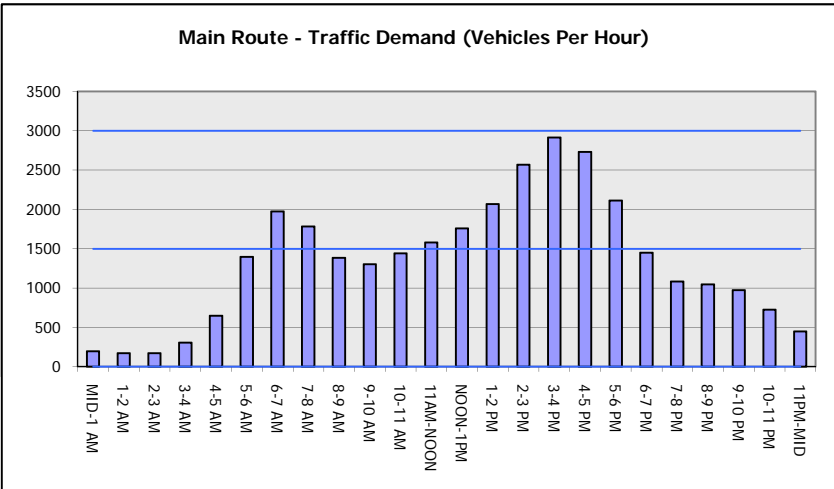
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0343
MAIN ROUTE WITH WORKS	0.0269
'DIVERSION'	0.0130
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,030
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

**IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY SOUTHBOUND DIRECTION**



<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	210	0.0	1500	210	0	0.44	0	66.0	61.5	44.6	
1-2 AM	158	0.0	1500	158	0	0.44	0	66.1	61.7	44.8	
2-3 AM	207	0.0	1500	207	0	0.44	0	66.0	61.5	44.6	
3-4 AM	411	0.0	1500	411	0	0.46	0	65.6	61.0	43.8	
4-5 AM	1258	0.0	1499	1258	0	0.79	1	64.0	56.8	36.2	
5-6 AM	2416	0.0	1500	1867	549	10.89+	293	61.7	23.1	30.8	
6-7 AM	2707	0.0	1499	1500	1207	15.33+	400	58.7	18.1	30.8	
7-8 AM	2260	0.0	1500	1500	760	15.71+	400	62.2	18.1	30.8	
8-9 AM	1723	0.0	1500	1523	201	15.71+	397	63.2	18.2	30.8	
9-10 AM	1582	0.0	1500	1500	82	15.84+	400	63.5	18.1	30.8	
10-11 AM	1504	0.0	1500	1504	0	15.76+	397	63.6	18.2	30.8	
11AM-NOON	1533	0.0	1499	1502	31	15.84+	399	63.5	18.1	30.8	
NOON-1PM	1673	0.0	1500	1500	173	15.82+	400	63.3	18.1	30.8	
1-2 PM	1710	0.0	1500	1500	210	15.81+	399	63.2	18.1	30.8	
2-3 PM	1979	0.0	1500	1500	479	15.76+	400	62.7	18.1	30.8	
3-4 PM	2248	0.0	1500	1500	748	15.71+	399	62.2	18.1	30.8	
4-5 PM	2316	0.0	1500	1500	816	15.70+	400	62.1	18.1	30.8	
5-6 PM	1944	0.0	1500	1500	444	15.77+	400	62.8	18.1	30.8	
6-7 PM	1412	0.0	1500	1398	14	14.84+	374	63.8	19.0	30.8	
7-8 PM	1019	0.0	1499	1019	0	3.22	102	64.5	42.5	38.3	
8-9 PM	945	0.0	1500	945	0	0.51	0	64.6	59.7	41.9	
9-10 PM	787	0.0	1500	787	0	0.50	0	64.9	60.1	42.4	
10-11 PM	626	0.0	1500	626	0	0.48	0	65.2	60.5	43.0	
11PM-MID	419	0.0	1500	419	0	0.46	0	65.6	61.0	43.8	

+ 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	0.0352
MAIN ROUTE WITH WORKS	0.0273
'DIVERSION'	0.0141

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$91,906
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

**IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY NORTHBOUND DIRECTION**

