

<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**

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	268	0.0	1500	268	0	0.45	0	65.9	61.4	44.4	
1-2 AM	194	0.0	1500	194	0	0.44	0	66.0	61.5	44.7	
2-3 AM	160	0.0	1500	160	0	0.44	0	66.1	61.7	44.8	
3-4 AM	130	0.0	1500	130	0	0.44	0	66.1	61.7	45.0	
4-5 AM	186	0.0	1500	186	0	0.44	0	66.0	61.6	44.7	
5-6 AM	332	0.0	1500	332	0	0.45	0	65.8	61.2	44.2	
6-7 AM	493	0.0	1500	493	0	0.47	0	65.5	60.8	43.5	
7-8 AM	684	0.0	1500	684	0	0.49	0	65.1	60.4	42.8	
8-9 AM	927	0.0	1500	927	0	0.51	0	64.6	59.7	41.9	
9-10 AM	1224	0.0	1500	1224	0	0.67	0	64.1	57.9	37.7	
10-11 AM	1395	0.0	1499	1395	0	0.89	0	63.8	55.9	33.2	
11AM-NOON	1626	0.0	1499	1626	0	2.91	55	63.3	43.5	30.8	
NOON-1PM	1646	0.0	1499	1646	0	8.27	200	63.3	27.4	30.8	
1-2 PM	1596	0.0	1499	1596	0	12.77	318	63.4	21.1	30.8	
2-3 PM	1691	0.0	1499	1521	170	15.72+	397	63.2	18.2	30.8	
3-4 PM	1685	0.0	1500	1500	185	15.82+	400	63.2	18.1	30.8	
4-5 PM	1586	0.0	1500	1512	74	15.78+	398	63.4	18.2	30.8	
5-6 PM	1337	0.0	1499	1337	0	13.19+	331	63.9	20.6	30.8	
6-7 PM	1181	0.0	1499	1181	0	3.57	98	64.2	40.9	35.6	
7-8 PM	967	0.0	1500	967	0	0.52	0	64.6	59.6	41.8	
8-9 PM	722	0.0	1500	722	0	0.49	0	65.0	60.2	42.7	
9-10 PM	500	0.0	1500	500	0	0.47	0	65.5	60.8	43.5	
10-11 PM	349	0.0	1500	349	0	0.46	0	65.8	61.2	44.1	
11PM-MID	194	0.0	1500	194	0	0.44	0	66.0	61.5	44.7	

+ 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

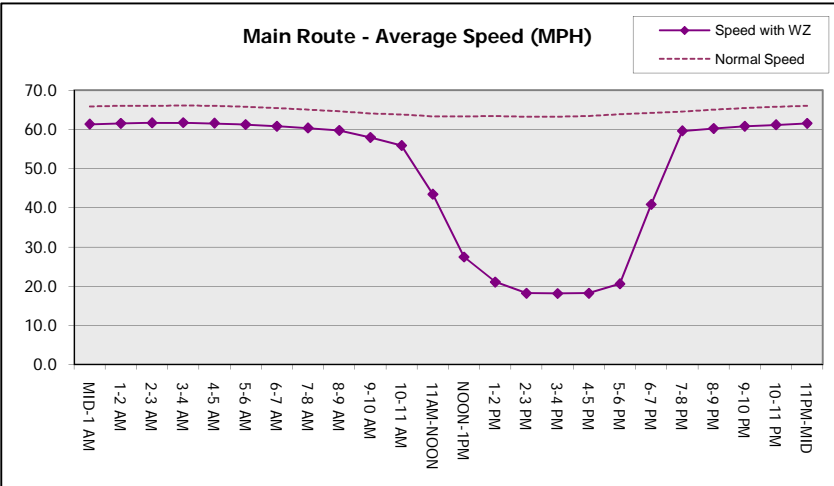
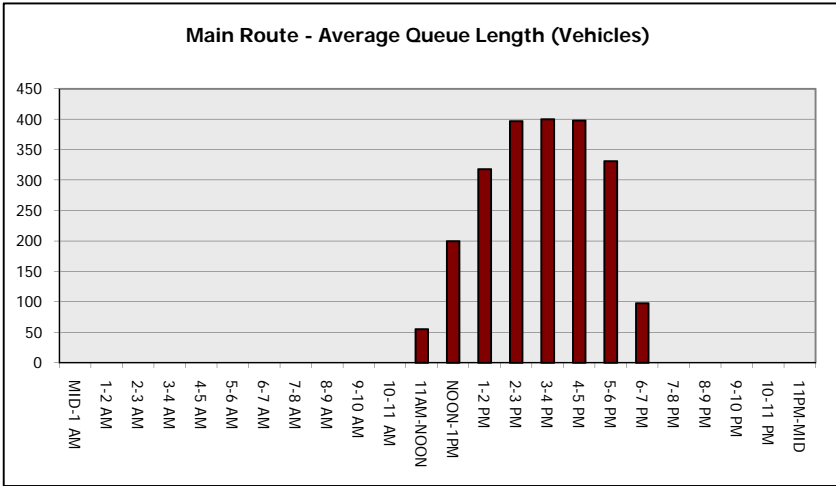
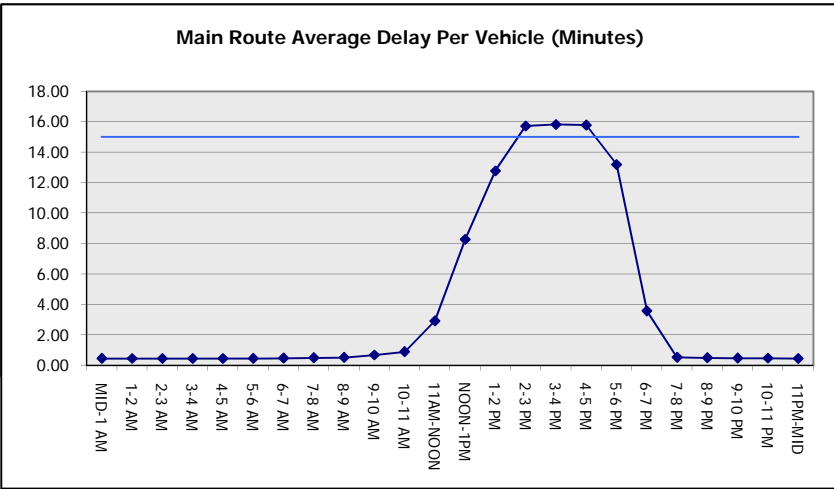
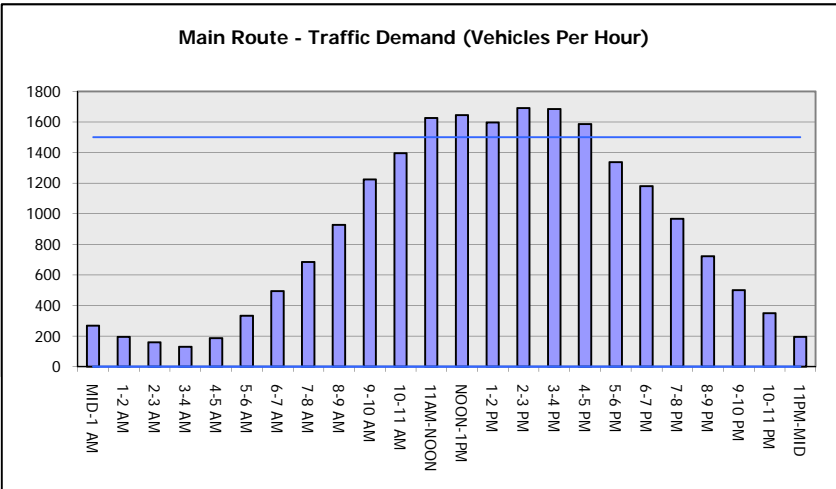
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0225
MAIN ROUTE WITH WORKS	0.0206
'DIVERSION'	0.0011
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,390
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY 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**

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	198	0.0	1500	198	0	0.44	0	66.0	61.5	44.7
1-2 AM	139	0.0	1500	139	0	0.44	0	66.1	61.7	44.9
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	61.7	45.0
3-4 AM	135	0.0	1500	135	0	0.44	0	66.1	61.7	45.0
4-5 AM	213	0.0	1500	213	0	0.44	0	66.0	61.5	44.6
5-6 AM	356	0.0	1500	356	0	0.46	0	65.7	61.2	44.1
6-7 AM	495	0.0	1500	495	0	0.47	0	65.5	60.8	43.5
7-8 AM	671	0.0	1500	671	0	0.49	0	65.1	60.4	42.8
8-9 AM	986	0.0	1500	986	0	0.52	0	64.5	59.6	41.7
9-10 AM	1267	0.0	1499	1267	0	0.72	0	64.0	57.4	36.5
10-11 AM	1528	0.0	1499	1528	0	1.33	9	63.5	52.5	31.0
11AM-NOON	1635	0.0	1500	1635	0	4.66	102	63.3	36.5	30.8
NOON-1PM	1590	0.0	1499	1590	0	9.16	221	63.4	26.0	30.8
1-2 PM	1516	0.0	1499	1516	0	11.11	272	63.6	23.0	30.8
2-3 PM	1545	0.0	1500	1545	0	12.14	300	63.5	21.7	30.8
3-4 PM	1552	0.0	1500	1552	0	14.03	351	63.5	19.7	30.8
4-5 PM	1510	0.0	1499	1510	0	15.31+	385	63.6	18.6	30.8
5-6 PM	1414	0.0	1499	1414	0	13.89+	347	63.8	19.9	30.8
6-7 PM	1350	0.0	1499	1350	0	9.51	232	63.9	25.4	30.8
7-8 PM	1155	0.0	1499	1155	0	1.78	38	64.2	50.0	37.9
8-9 PM	894	0.0	1500	894	0	0.51	0	64.7	59.8	42.0
9-10 PM	628	0.0	1500	628	0	0.48	0	65.2	60.5	43.0
10-11 PM	377	0.0	1500	377	0	0.46	0	65.7	61.1	44.0
11PM-MID	210	0.0	1500	210	0	0.44	0	66.0	61.5	44.6

+ 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	0.0229
MAIN ROUTE WITH WORKS	0.0215
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,089
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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**SUNDAY NORTHBOUND DIRECTION**

