

<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	243	0.0	1500	243	0	0.45	0	66.0	61.4	44.5	
1-2 AM	134	0.0	1500	134	0	0.44	0	66.1	61.7	45.0	
2-3 AM	115	0.0	1500	115	0	0.43	0	66.2	61.8	45.0	
3-4 AM	112	0.0	1500	112	0	0.43	0	66.2	61.8	45.0	
4-5 AM	332	0.0	1500	332	0	0.45	0	65.8	61.2	44.2	
5-6 AM	743	0.0	1500	743	0	0.49	0	65.0	60.2	42.6	
6-7 AM	1434	0.0	1499	1434	0	1.27	12	63.7	53.0	33.5	
7-8 AM	2047	0.0	1500	1820	227	10.58+	285	62.6	23.6	30.8	
8-9 AM	1543	0.0	1500	1506	37	15.44+	389	63.5	18.4	30.8	
9-10 AM	1296	0.0	1499	1296	0	11.09	277	64.0	23.1	30.8	
10-11 AM	1351	0.0	1500	1351	0	4.02	87	63.8	39.0	31.5	
11AM-NOON	1564	0.0	1500	1564	0	2.64	45	63.5	44.8	30.8	
NOON-1PM	1610	0.0	1499	1610	0	5.78	131	63.4	33.2	30.8	
1-2 PM	1862	0.0	1500	1669	192	12.85+	329	62.9	20.9	30.8	
2-3 PM	2259	0.0	1499	1500	759	15.71+	399	62.2	18.1	30.8	
3-4 PM	2495	0.0	1500	1500	995	15.58+	400	60.9	18.1	30.8	
4-5 PM	2767	0.0	1500	1500	1267	15.26+	400	58.2	18.1	30.8	
5-6 PM	2636	0.0	1500	1500	1136	15.42+	400	59.5	18.1	30.8	
6-7 PM	1965	0.0	1500	1500	465	15.77+	400	62.7	18.1	30.8	
7-8 PM	1413	0.0	1500	1413	0	13.80	345	63.8	20.0	30.8	
8-9 PM	1183	0.0	1499	1183	0	4.61	127	64.1	36.9	34.5	
9-10 PM	1218	0.0	1500	1218	0	0.66	0	64.1	58.0	37.9	
10-11 PM	1099	0.0	1500	1099	0	0.53	0	64.3	59.3	41.4	
11PM-MID	795	0.0	1500	795	0	0.50	0	64.9	60.1	42.4	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

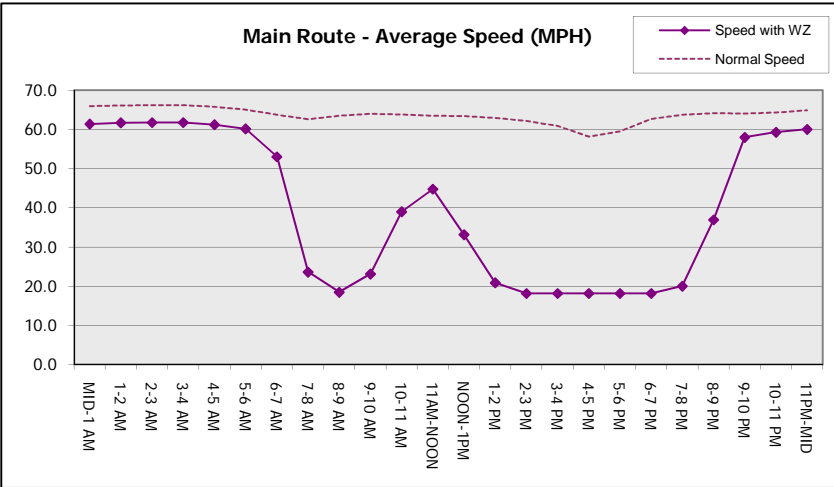
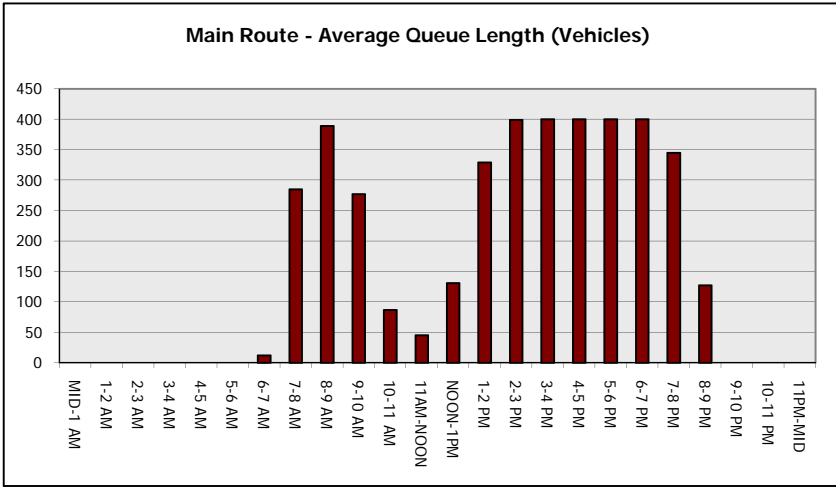
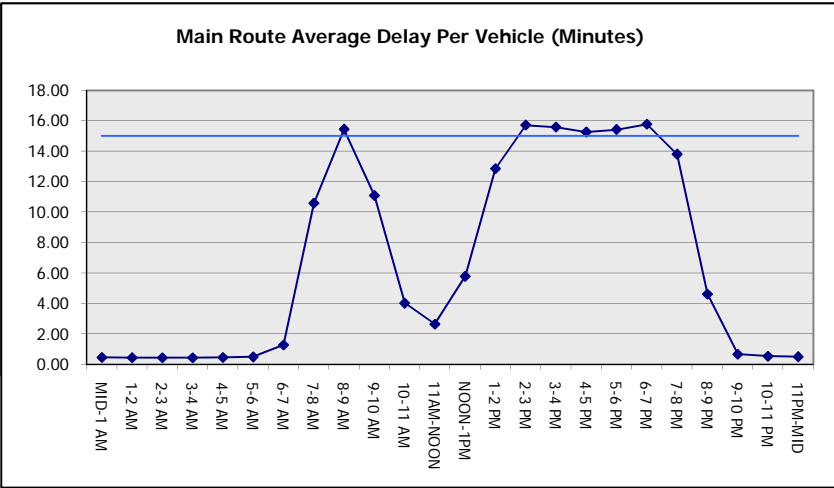
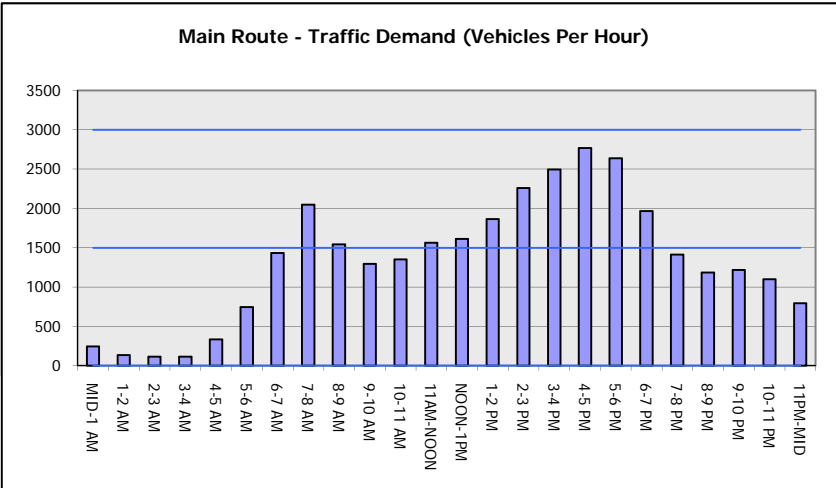
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0343
MAIN ROUTE WITH WORKS	0.0271
'DIVERSION'	0.0125
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,141
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) CLOSURE  
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**AUGUST**  
 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>AUGUST</b>
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**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	173	0.0	1500	173	0	0.44	0	66.1	61.6	44.8
1-2 AM	116	0.0	1500	116	0	0.43	0	66.2	61.7	45.0
2-3 AM	115	0.0	1500	115	0	0.43	0	66.2	61.8	45.0
3-4 AM	152	0.0	1500	152	0	0.44	0	66.1	61.7	44.9
4-5 AM	478	0.0	1500	478	0	0.47	0	65.5	60.9	43.6
5-6 AM	1422	0.0	1499	1422	0	1.50	23	63.7	51.5	35.3
6-7 AM	2615	0.0	1500	1791	824	13.23+	354	59.7	20.1	34.0
7-8 AM	2752	0.0	1499	1500	1252	15.28+	399	58.3	18.1	30.8
8-9 AM	2172	0.0	1500	1500	672	15.73+	400	62.3	18.1	30.8
9-10 AM	1740	0.0	1500	1500	240	15.81+	400	63.2	18.1	30.8
10-11 AM	1687	0.0	1500	1500	187	15.82+	400	63.2	18.1	30.8
11AM-NOON	1723	0.0	1500	1500	223	15.81+	400	63.2	18.1	30.8
NOON-1PM	1652	0.0	1500	1500	152	15.82+	400	63.3	18.1	30.8
1-2 PM	1721	0.0	1500	1500	221	15.81+	400	63.2	18.1	30.8
2-3 PM	1895	0.0	1500	1500	395	15.78+	400	62.8	18.1	30.8
3-4 PM	2149	0.0	1500	1500	649	15.73+	400	62.4	18.1	30.8
4-5 PM	2258	0.0	1500	1500	758	15.71+	400	62.2	18.1	30.8
5-6 PM	2353	0.0	1500	1500	853	15.69+	400	62.0	18.1	30.8
6-7 PM	1934	0.0	1500	1500	434	15.77+	400	62.8	18.1	30.8
7-8 PM	1313	0.0	1500	1313	0	12.67+	319	64.0	21.2	30.9
8-9 PM	1065	0.0	1499	1065	0	2.01	51	64.4	48.7	38.9
9-10 PM	926	0.0	1500	926	0	0.51	0	64.6	59.7	41.9
10-11 PM	761	0.0	1500	761	0	0.50	0	65.0	60.1	42.5
11PM-MID	637	0.0	1500	637	0	0.48	0	65.2	60.4	43.0

+ 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	0.0360
MAIN ROUTE WITH WORKS	0.0269
'DIVERSION'	0.0169

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$96,585
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

