

<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**

MON-THUR                  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	306	0.0	1500	306	0	0.45	0	65.8	61.3	44.3	
1-2 AM	158	0.0	1500	158	0	0.44	0	66.1	61.7	44.8	
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	61.7	45.0	
3-4 AM	138	0.0	1500	138	0	0.44	0	66.1	61.7	45.0	
4-5 AM	323	0.0	1500	323	0	0.45	0	65.8	61.2	44.2	
5-6 AM	806	0.0	1500	806	0	0.50	0	64.9	60.1	42.4	
6-7 AM	1586	0.0	1499	1586	0	1.92	30	63.4	48.6	31.5	
7-8 AM	2058	0.0	1500	1779	279	12.68+	330	62.5	21.1	30.8	
8-9 AM	1582	0.0	1500	1488	94	15.74+	397	63.5	18.2	30.8	
9-10 AM	1212	0.0	1499	1212	0	9.92	256	64.1	24.8	31.9	
10-11 AM	1203	0.0	1500	1203	0	1.18	16	64.1	54.0	37.5	
11AM-NOON	1283	0.0	1500	1283	0	0.74	0	64.0	57.2	36.0	
NOON-1PM	1372	0.0	1499	1372	0	0.86	0	63.8	56.1	33.7	
1-2 PM	1554	0.0	1499	1554	0	1.54	15	63.5	51.0	30.9	
2-3 PM	1940	0.0	1500	1926	14	9.25+	252	62.8	25.6	30.8	
3-4 PM	2428	0.0	1500	1464	964	15.51+	396	61.6	18.3	31.2	
4-5 PM	2871	0.0	1500	1500	1371	15.13+	400	57.1	18.1	30.8	
5-6 PM	2891	0.0	1500	1500	1391	15.11+	400	56.9	18.1	30.8	
6-7 PM	2020	0.0	1500	1457	563	15.59+	395	62.6	18.3	30.8	
7-8 PM	1216	0.0	1499	1216	0	11.48+	299	64.1	22.6	32.3	
8-9 PM	989	0.0	1500	989	0	0.97	15	64.5	55.8	41.6	
9-10 PM	1031	0.0	1500	1031	0	0.52	0	64.5	59.5	41.5	
10-11 PM	929	0.0	1500	929	0	0.51	0	64.6	59.7	41.9	
11PM-MID	564	0.0	1500	564	0	0.48	0	65.3	60.6	43.3	

+ 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

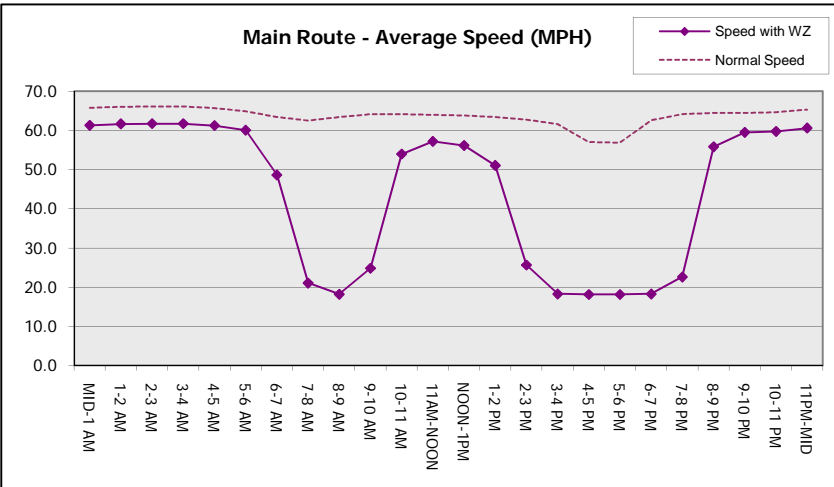
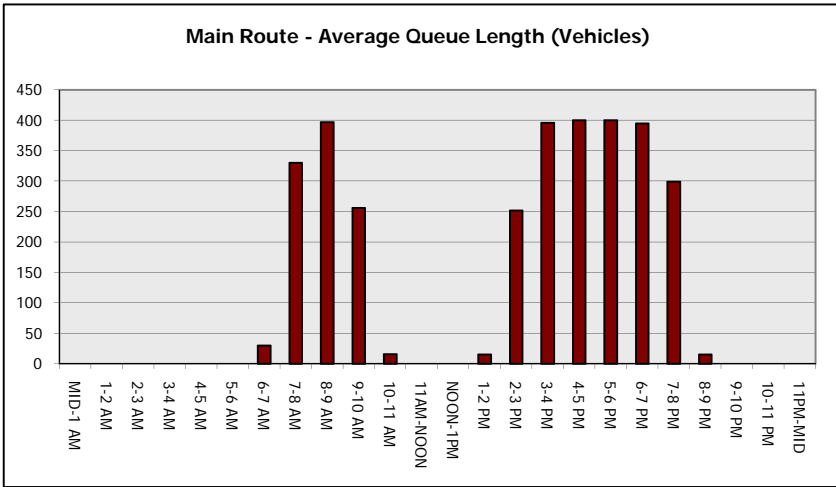
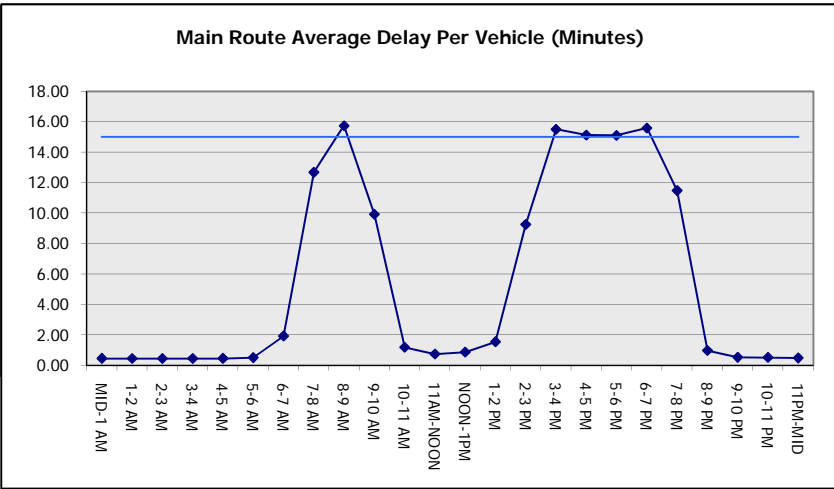
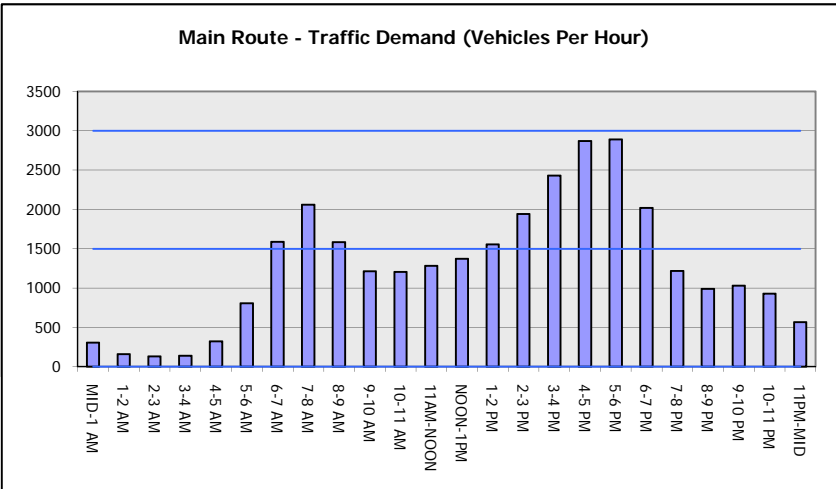
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0326
MAIN ROUTE WITH WORKS	0.0259
'DIVERSION'	0.0115
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$56,877
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR 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**

MON-THUR                      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	227	0.0	1500	227	0	0.44	0	66.0	61.5	44.6	
1-2 AM	151	0.0	1500	151	0	0.44	0	66.1	61.7	44.9	
2-3 AM	123	0.0	1500	123	0	0.43	0	66.1	61.7	45.0	
3-4 AM	194	0.0	1500	194	0	0.44	0	66.0	61.5	44.7	
4-5 AM	466	0.0	1500	466	0	0.47	0	65.5	60.9	43.7	
5-6 AM	1542	0.0	1499	1542	0	2.06	42	63.5	47.9	34.0	
6-7 AM	2861	0.0	1500	1823	1038	14.26+	381	57.2	18.9	31.3	
7-8 AM	2891	0.0	1500	1500	1391	15.05+	400	56.9	18.1	31.9	
8-9 AM	2202	0.0	1499	1458	743	15.55+	396	62.3	18.3	31.3	
9-10 AM	1712	0.0	1499	1454	258	15.64+	395	63.2	18.3	30.8	
10-11 AM	1571	0.0	1500	1498	73	15.83+	399	63.5	18.1	30.8	
11AM-NOON	1494	0.0	1499	1486	9	15.70+	395	63.6	18.3	30.8	
NOON-1PM	1501	0.0	1500	1501	0	15.41+	388	63.6	18.5	30.8	
1-2 PM	1551	0.0	1500	1512	39	15.78+	398	63.5	18.2	30.8	
2-3 PM	1671	0.0	1500	1500	171	15.82+	400	63.3	18.1	30.8	
3-4 PM	1865	0.0	1500	1500	365	15.78+	400	62.9	18.1	30.8	
4-5 PM	2227	0.0	1500	1500	727	15.72+	400	62.2	18.1	30.8	
5-6 PM	2450	0.0	1500	1500	950	15.63+	400	61.4	18.1	30.8	
6-7 PM	1662	0.0	1500	1489	172	15.77+	398	63.3	18.2	30.8	
7-8 PM	984	0.0	1499	984	0	5.08	171	64.5	35.5	37.1	
8-9 PM	843	0.0	1500	843	0	0.50	0	64.8	59.9	42.2	
9-10 PM	759	0.0	1500	759	0	0.50	0	65.0	60.2	42.5	
10-11 PM	622	0.0	1500	622	0	0.48	0	65.2	60.5	43.0	
11PM-MID	379	0.0	1500	379	0	0.46	0	65.7	61.1	44.0	

+ 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	0.0341
MAIN ROUTE WITH WORKS	0.0260
'DIVERSION'	0.0147

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,834
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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