

<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	318	0.0	1500	318	0	0.45	0	65.8	61.2	44.2	
1-2 AM	178	0.0	1500	178	0	0.44	0	66.1	61.6	44.8	
2-3 AM	154	0.0	1500	154	0	0.44	0	66.1	61.7	44.9	
3-4 AM	167	0.0	1500	167	0	0.44	0	66.1	61.6	44.8	
4-5 AM	310	0.0	1500	310	0	0.45	0	65.8	61.3	44.2	
5-6 AM	792	0.0	1500	792	0	0.50	0	64.9	60.1	42.4	
6-7 AM	1595	0.0	1499	1595	0	1.97	32	63.4	48.3	31.5	
7-8 AM	2098	0.0	1500	1798	300	13.05+	339	62.5	20.6	30.8	
8-9 AM	1604	0.0	1499	1452	152	15.63+	394	63.4	18.3	30.8	
9-10 AM	1204	0.0	1499	1204	0	9.26	240	64.1	25.9	32.1	
10-11 AM	1308	0.0	1500	1308	0	1.31	15	64.0	53.0	34.6	
11AM-NOON	1468	0.0	1499	1468	0	0.98	0	63.7	55.1	31.5	
NOON-1PM	1506	0.0	1499	1506	0	1.20	5	63.6	53.5	31.1	
1-2 PM	1770	0.0	1500	1770	0	5.46	135	63.1	34.0	30.8	
2-3 PM	2189	0.0	1499	1592	597	15.37+	391	62.3	18.4	30.8	
3-4 PM	2197	0.0	1500	2197	697	15.72+	400	62.3	18.1	30.8	
4-5 PM	2901	0.0	1500	1500	1401	15.09+	400	56.8	18.1	30.8	
5-6 PM	2766	0.0	1500	1500	1266	15.26+	400	58.2	18.1	30.8	
6-7 PM	2224	0.0	1500	1500	724	15.72+	400	62.2	18.1	30.8	
7-8 PM	1482	0.0	1500	1424	57	14.81+	373	63.7	19.0	30.8	
8-9 PM	1137	0.0	1499	1137	0	4.79	140	64.3	36.4	35.4	
9-10 PM	1181	0.0	1500	1181	0	0.61	0	64.2	58.4	39.1	
10-11 PM	908	0.0	1500	908	0	0.51	0	64.7	59.8	42.0	
11PM-MID	694	0.0	1500	694	0	0.49	0	65.1	60.3	42.8	

+ 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	0.0343
MAIN ROUTE WITH WORKS	0.0270
'DIVERSION'	0.0128
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,480
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

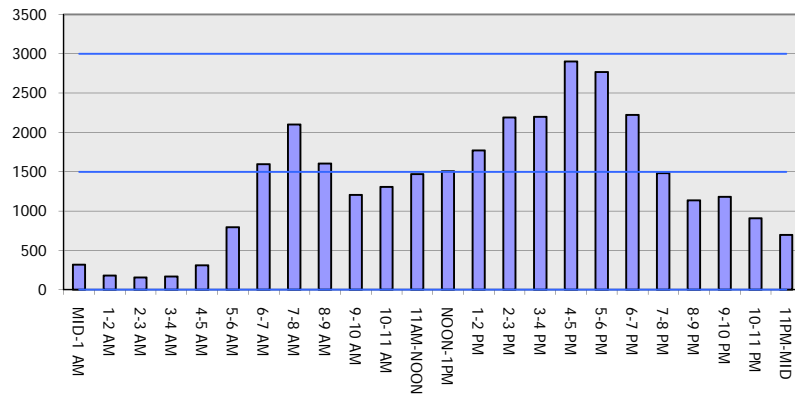
**OCTOBER**

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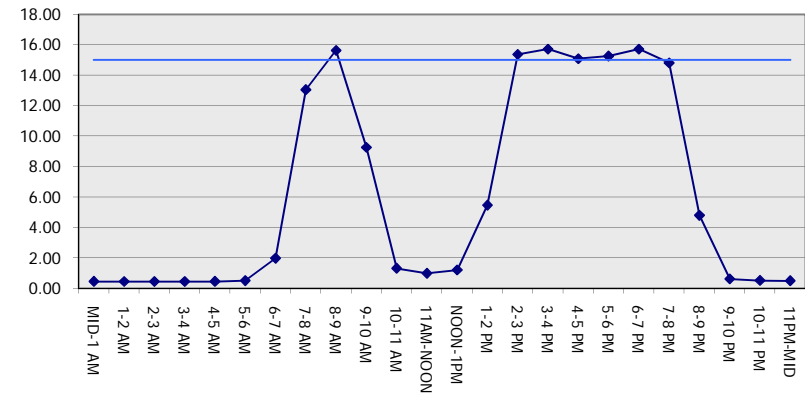
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

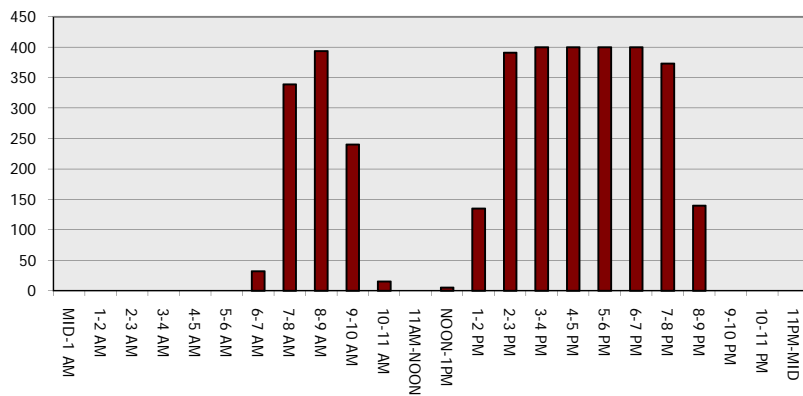
**Main Route - Traffic Demand (Vehicles Per Hour)**



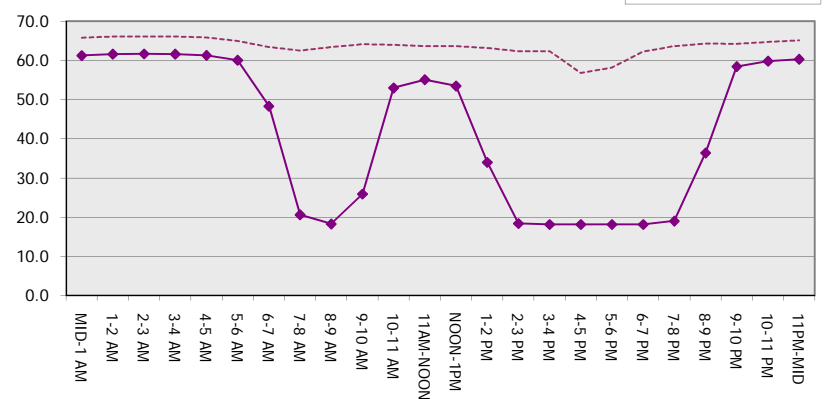
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<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>OCTOBER</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	292	0.0	1500	292	0	0.45	0	65.8	61.3	44.3
1-2 AM	175	0.0	1500	175	0	0.44	0	66.1	61.6	44.8
2-3 AM	152	0.0	1500	152	0	0.44	0	66.1	61.7	44.9
3-4 AM	221	0.0	1500	221	0	0.44	0	66.0	61.5	44.6
4-5 AM	461	0.0	1500	461	0	0.47	0	65.5	60.9	43.7
5-6 AM	1452	0.0	1499	1452	0	1.68	30	63.7	50.3	35.2
6-7 AM	2776	0.0	1500	1742	1034	13.54+	368	58.1	19.6	34.8
7-8 AM	2894	0.0	1499	1500	1394	15.10+	399	56.8	18.1	30.8
8-9 AM	2237	0.0	1500	1500	737	15.71+	400	62.2	18.1	30.8
9-10 AM	1719	0.0	1500	1538	181	15.64+	395	63.2	18.3	30.8
10-11 AM	1604	0.0	1500	1500	104	15.83+	400	63.4	18.1	30.8
11AM-NOON	1522	0.0	1500	1500	22	15.85+	400	63.5	18.1	30.8
NOON-1PM	1625	0.0	1500	1500	125	15.83+	400	63.3	18.1	30.8
1-2 PM	1693	0.0	1500	1500	193	15.82+	400	63.2	18.1	30.8
2-3 PM	1950	0.0	1500	1500	450	15.77+	400	62.7	18.1	30.8
3-4 PM	1770	0.0	1500	1500	270	15.80+	400	63.1	18.1	30.8
4-5 PM	2492	0.0	1500	1500	992	15.58+	400	61.0	18.1	30.8
5-6 PM	2627	0.0	1500	1500	1127	15.43+	400	59.6	18.1	30.8
6-7 PM	2029	0.0	1500	1500	529	15.75+	400	62.6	18.1	30.8
7-8 PM	1376	0.0	1499	1373	3	14.59+	368	63.8	19.3	30.8
8-9 PM	1007	0.0	1499	1007	0	2.77	85	64.5	44.6	38.9
9-10 PM	912	0.0	1500	912	0	0.51	0	64.7	59.7	42.0
10-11 PM	876	0.0	1500	876	0	0.51	0	64.8	59.9	42.1
11PM-MID	646	0.0	1500	646	0	0.49	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	0.0368
MAIN ROUTE WITH WORKS	0.0273
'DIVERSION'	0.0177

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$97,955
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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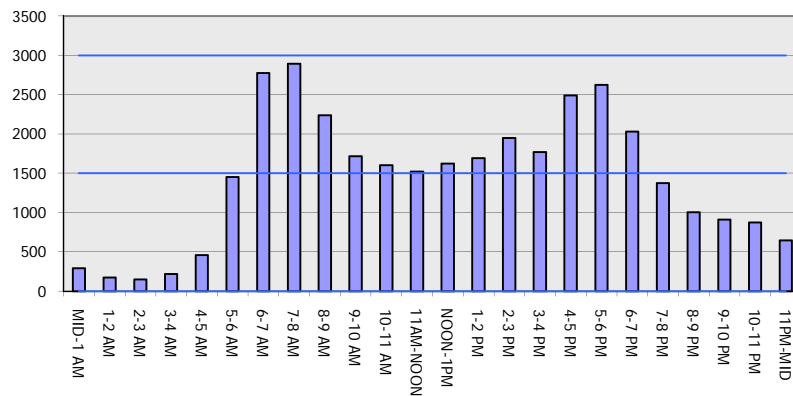
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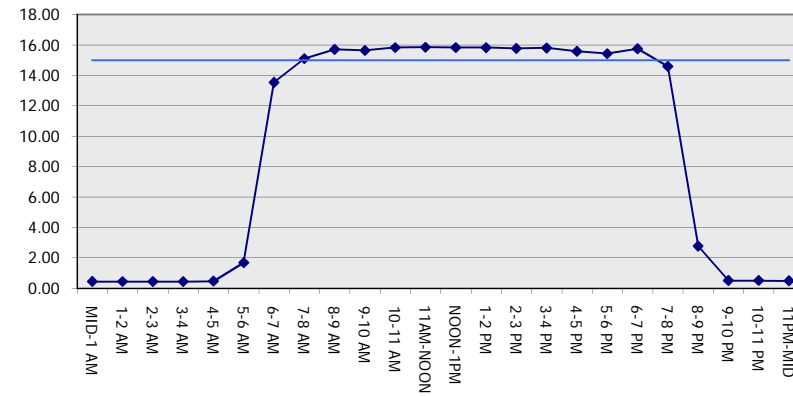
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**FRIDAY NORTHBOUND DIRECTION**

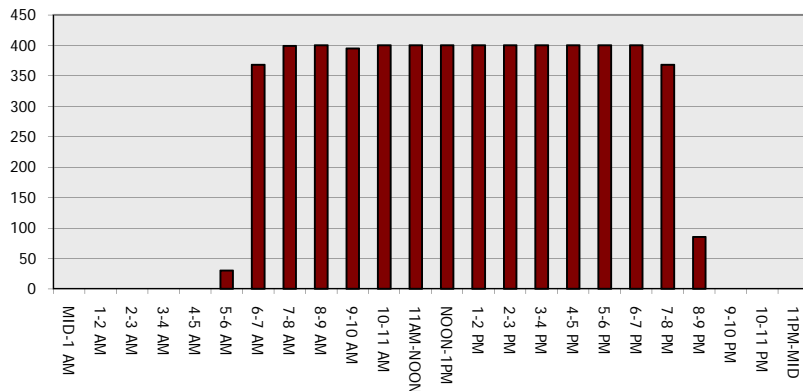
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

