

<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**

SATURDAY 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	437	0.0	1500	437	0	0.46	0	65.6	60.9	43.7
1-2 AM	267	0.0	1500	267	0	0.45	0	65.9	61.4	44.4
2-3 AM	205	0.0	1500	205	0	0.44	0	66.0	61.5	44.6
3-4 AM	163	0.0	1500	163	0	0.44	0	66.1	61.7	44.8
4-5 AM	199	0.0	1500	199	0	0.44	0	66.0	61.5	44.7
5-6 AM	372	0.0	1500	372	0	0.46	0	65.7	61.1	44.0
6-7 AM	552	0.0	1500	552	0	0.48	0	65.3	60.7	43.3
7-8 AM	809	0.0	1500	809	0	0.50	0	64.9	60.1	42.4
8-9 AM	1086	0.0	1500	1086	0	0.53	0	64.3	59.4	41.4
9-10 AM	1302	0.0	1499	1302	0	0.77	0	64.0	57.0	35.5
10-11 AM	1469	0.0	1499	1469	0	0.99	0	63.7	55.0	31.4
11AM-NOON	1555	0.0	1500	1555	0	1.75	20	63.5	49.7	30.8
NOON-1PM	1693	0.0	1500	1693	0	6.14	146	63.2	32.2	30.8
1-2 PM	1727	0.0	1500	1639	89	13.71+	347	63.2	20.0	30.8
2-3 PM	1775	0.0	1499	1500	275	15.80+	399	63.1	18.1	30.8
3-4 PM	1852	0.0	1500	1500	352	15.79+	400	62.9	18.1	30.8
4-5 PM	1959	0.0	1500	1500	459	15.77+	400	62.7	18.1	30.8
5-6 PM	1905	0.0	1500	1500	405	15.78+	400	62.8	18.1	30.8
6-7 PM	1643	0.0	1500	1513	130	15.76+	398	63.3	18.2	30.8
7-8 PM	1188	0.0	1499	1188	0	10.05	264	64.1	24.7	32.6
8-9 PM	958	0.0	1500	958	0	0.74	7	64.6	57.8	41.8
9-10 PM	919	0.0	1500	919	0	0.51	0	64.6	59.7	42.0
10-11 PM	842	0.0	1500	842	0	0.50	0	64.8	59.9	42.2
11PM-MID	651	0.0	1500	651	0	0.49	0	65.1	60.4	42.9

+ 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	0.0272
MAIN ROUTE WITH WORKS	0.0238
'DIVERSION'	0.0042
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,230
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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

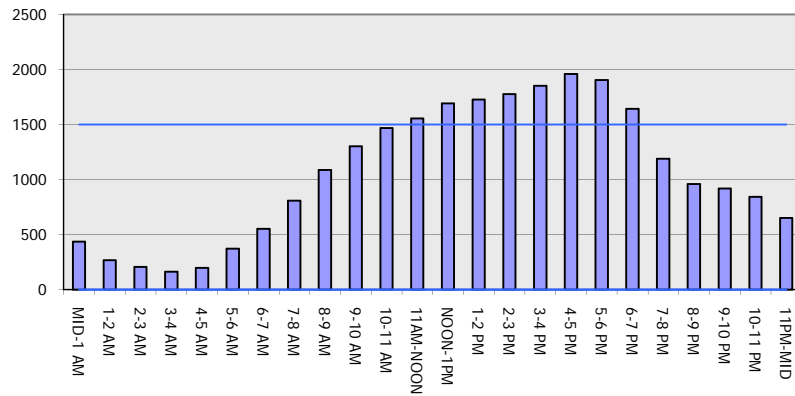
**OCTOBER**

Analyzed for 2009  
Construction Season

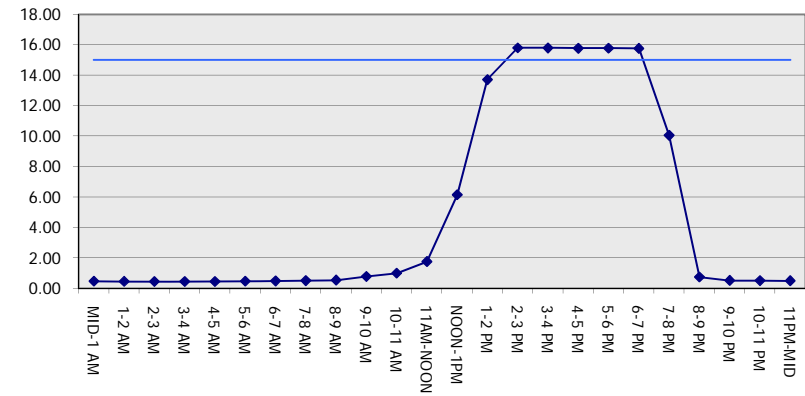
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

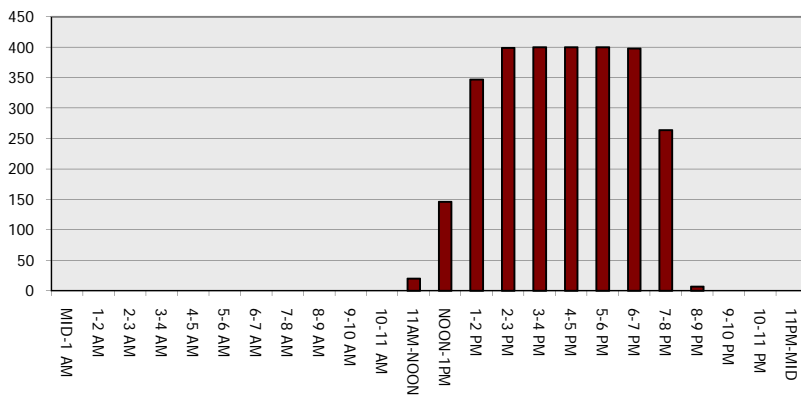
**Main Route - Traffic Demand (Vehicles Per Hour)**



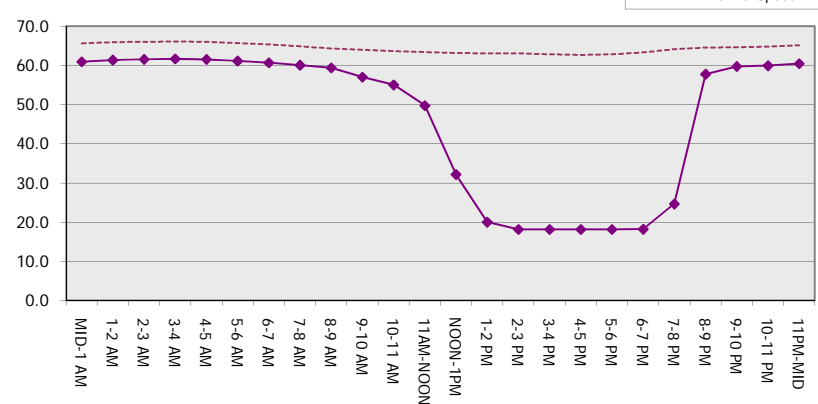
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	416	0.0	1500	416	0	0.46	0	65.6	61.0	43.8
1-2 AM	203	0.0	1500	203	0	0.44	0	66.0	61.5	44.6
2-3 AM	170	0.0	1500	170	0	0.44	0	66.1	61.6	44.8
3-4 AM	156	0.0	1500	156	0	0.44	0	66.1	61.7	44.8
4-5 AM	259	0.0	1500	259	0	0.45	0	65.9	61.4	44.5
5-6 AM	563	0.0	1500	563	0	0.48	0	65.3	60.6	43.3
6-7 AM	790	0.0	1500	790	0	0.50	0	64.9	60.1	42.4
7-8 AM	988	0.0	1500	988	0	0.52	0	64.5	59.6	41.7
8-9 AM	1312	0.0	1499	1312	0	0.78	0	64.0	56.9	35.3
9-10 AM	1464	0.0	1499	1464	0	0.98	0	63.7	55.1	31.5
10-11 AM	1609	0.0	1500	1609	0	2.76	50	63.4	44.2	30.8
11AM-NOON	1619	0.0	1499	1619	0	7.07	166	63.3	29.9	30.8
NOON-1PM	1697	0.0	1500	1697	0	12.93+	327	63.2	20.8	30.8
1-2 PM	1593	0.0	1499	1470	122	15.71+	396	63.4	18.2	30.8
2-3 PM	1650	0.0	1500	1500	150	15.82+	400	63.3	18.1	30.8
3-4 PM	1539	0.0	1500	1502	37	15.84+	399	63.5	18.1	30.8
4-5 PM	1762	0.0	1500	1500	262	15.80+	400	63.1	18.1	30.8
5-6 PM	1737	0.0	1500	1500	237	15.81+	400	63.2	18.1	30.8
6-7 PM	1562	0.0	1499	1501	61	15.81+	399	63.5	18.1	30.8
7-8 PM	1253	0.0	1499	1253	0	11.44+	291	64.0	22.7	31.2
8-9 PM	1038	0.0	1500	1038	0	1.34	27	64.5	53.1	40.4
9-10 PM	866	0.0	1500	866	0	0.51	0	64.8	59.9	42.2
10-11 PM	869	0.0	1500	869	0	0.51	0	64.8	59.9	42.2
11PM-MID	888	0.0	1500	888	0	0.51	0	64.7	59.8	42.1

+ 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	0.0277
MAIN ROUTE WITH WORKS	0.0251
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,483
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**  
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 Construction Season

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

