

IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	415	0.0	1500	415	0	0.46	0	65.6	61.0	43.8	
1-2 AM	263	0.0	1500	263	0	0.45	0	65.9	61.4	44.4	
2-3 AM	206	0.0	1500	206	0	0.44	0	66.0	61.5	44.6	
3-4 AM	127	0.0	1500	127	0	0.43	0	66.1	61.7	45.0	
4-5 AM	98	0.0	1500	98	0	0.43	0	66.2	61.8	45.1	
5-6 AM	198	0.0	1500	198	0	0.44	0	66.0	61.5	44.7	
6-7 AM	292	0.0	1500	292	0	0.45	0	65.8	61.3	44.3	
7-8 AM	500	0.0	1500	500	0	0.47	0	65.5	60.8	43.5	
8-9 AM	646	0.0	1500	646	0	0.49	0	65.2	60.4	43.0	
9-10 AM	1001	0.0	1500	1001	0	0.52	0	64.5	59.6	41.7	
10-11 AM	1193	0.0	1499	1193	0	0.63	0	64.1	58.3	38.8	
11AM-NOON	1612	0.0	1499	1612	0	2.35	39	63.4	46.2	30.8	
NOON-1PM	1723	0.0	1500	1723	0	8.84	220	63.2	26.5	30.8	
1-2 PM	1736	0.0	1499	1571	165	15.50+	392	63.2	18.4	30.8	
2-3 PM	1564	0.0	1500	1500	64	15.84+	400	63.5	18.1	30.8	
3-4 PM	1725	0.0	1500	1500	225	15.81+	400	63.2	18.1	30.8	
4-5 PM	1710	0.0	1500	1500	210	15.81+	400	63.2	18.1	30.8	
5-6 PM	1571	0.0	1500	1493	78	15.81+	399	63.5	18.1	30.8	
6-7 PM	1393	0.0	1499	1393	0	14.19+	356	63.8	19.6	30.8	
7-8 PM	1247	0.0	1499	1247	0	7.13	181	64.1	30.0	32.4	
8-9 PM	912	0.0	1500	912	0	0.56	1	64.7	59.3	42.0	
9-10 PM	668	0.0	1500	668	0	0.49	0	65.1	60.4	42.8	
10-11 PM	435	0.0	1500	435	0	0.46	0	65.6	60.9	43.8	
11PM-MID	279	0.0	1500	279	0	0.45	0	65.9	61.4	44.3	

+ 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	0.0229
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0018
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,938
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

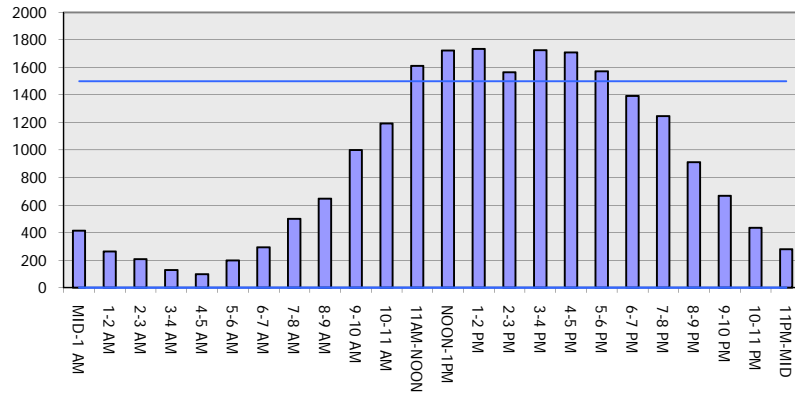
OCTOBER

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Construction Season

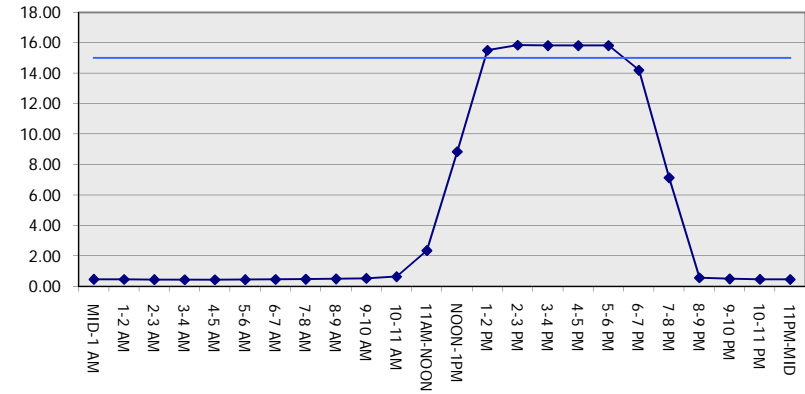
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

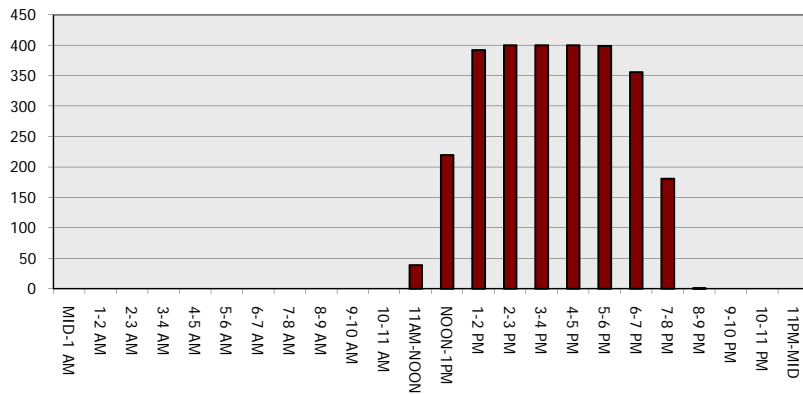
Main Route - Traffic Demand (Vehicles Per Hour)



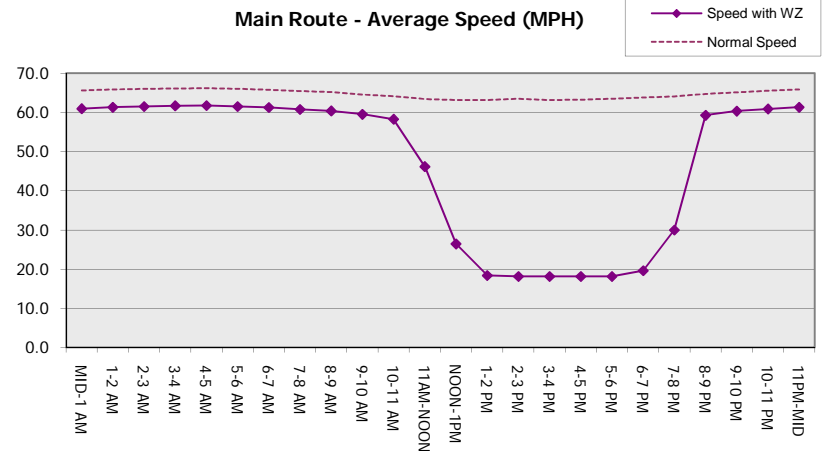
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	526	0.0	1500	526	0	0.47	0	65.4	60.7	43.4
1-2 AM	313	0.0	1500	313	0	0.45	0	65.8	61.2	44.2
2-3 AM	171	0.0	1500	171	0	0.44	0	66.1	61.6	44.8
3-4 AM	128	0.0	1500	128	0	0.43	0	66.1	61.7	45.0
4-5 AM	152	0.0	1500	152	0	0.44	0	66.1	61.7	44.9
5-6 AM	277	0.0	1500	277	0	0.45	0	65.9	61.4	44.4
6-7 AM	426	0.0	1500	426	0	0.46	0	65.6	61.0	43.8
7-8 AM	538	0.0	1500	538	0	0.47	0	65.4	60.7	43.3
8-9 AM	785	0.0	1500	785	0	0.50	0	64.9	60.1	42.5
9-10 AM	1023	0.0	1500	1023	0	0.52	0	64.5	59.5	41.6
10-11 AM	1240	0.0	1499	1240	0	0.69	0	64.1	57.8	37.3
11AM-NOON	1510	0.0	1499	1510	0	1.21	5	63.6	53.3	31.1
NOON-1PM	1529	0.0	1499	1529	0	2.50	40	63.5	45.5	30.8
1-2 PM	1419	0.0	1499	1419	0	1.56	17	63.7	51.1	31.9
2-3 PM	1477	0.0	1499	1477	0	1.00	0	63.7	55.0	31.2
3-4 PM	1559	0.0	1499	1559	0	1.90	24	63.5	48.8	30.8
4-5 PM	1626	0.0	1500	1626	0	5.27	118	63.3	34.6	30.8
5-6 PM	1675	0.0	1500	1675	0	11.01	274	63.3	23.2	30.8
6-7 PM	1557	0.0	1499	1534	23	15.49+	390	63.5	18.4	30.8
7-8 PM	1350	0.0	1499	1350	0	13.47+	338	63.9	20.3	30.8
8-9 PM	940	0.0	1500	940	0	2.14	61	64.6	48.1	40.3
9-10 PM	775	0.0	1500	775	0	0.50	0	65.0	60.1	42.5
10-11 PM	505	0.0	1500	505	0	0.47	0	65.5	60.8	43.5
11PM-MID	289	0.0	1500	289	0	0.45	0	65.8	61.3	44.3

+ 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	0.0232
MAIN ROUTE WITH WORKS	0.0218
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$24,412
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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SUNDAY NORTHBOUND DIRECTION

