

<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	268	0.0	OFF	268	0	0.00	0	65.9	65.9	65.9
1-2 AM	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0
2-3 AM	160	0.0	OFF	160	0	0.00	0	66.1	66.1	66.1
3-4 AM	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1
4-5 AM	186	0.0	OFF	186	0	0.00	0	66.0	66.0	66.0
5-6 AM	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
6-7 AM	493	0.0	OFF	493	0	0.00	0	65.5	65.5	65.5
7-8 AM	684	0.0	OFF	684	0	0.00	0	65.1	65.1	65.1
8-9 AM	927	0.0	OFF	927	0	0.00	0	64.6	64.6	64.6
9-10 AM	1224	0.0	1500	1224	0	0.67	0	64.1	57.9	37.7
10-11 AM	1395	0.0	1499	1395	0	0.89	0	63.8	55.9	33.2
11AM-NOON	1626	0.0	1499	1626	0	2.91	55	63.3	43.5	30.8
NOON-1PM	1646	0.0	1499	1646	0	8.27	200	63.3	27.4	30.8
1-2 PM	1596	0.0	1499	1596	0	12.77	318	63.4	21.1	30.8
2-3 PM	1691	0.0	1499	1521	170	15.72+	397	63.2	18.2	30.8
3-4 PM	1685	0.0	1500	1500	185	15.82+	400	63.2	18.1	30.8
4-5 PM	1586	0.0	1500	1512	74	15.78+	398	63.4	18.2	30.8
5-6 PM	1337	0.0	1499	1337	0	13.19+	331	63.9	20.6	30.8
6-7 PM	1181	0.0	1499	1181	0	3.57	98	64.2	40.9	35.6
7-8 PM	967	0.0	OFF	967	0	0.00	0	64.6	64.6	64.6
8-9 PM	722	0.0	OFF	722	0	0.00	0	65.0	65.0	65.0
9-10 PM	500	0.0	OFF	500	0	0.00	0	65.5	65.5	65.5
10-11 PM	349	0.0	OFF	349	0	0.00	0	65.8	65.8	65.8
11PM-MID	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

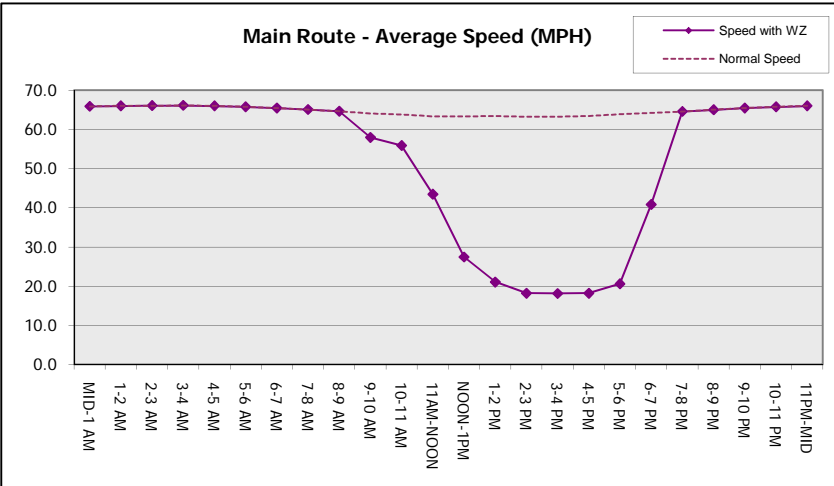
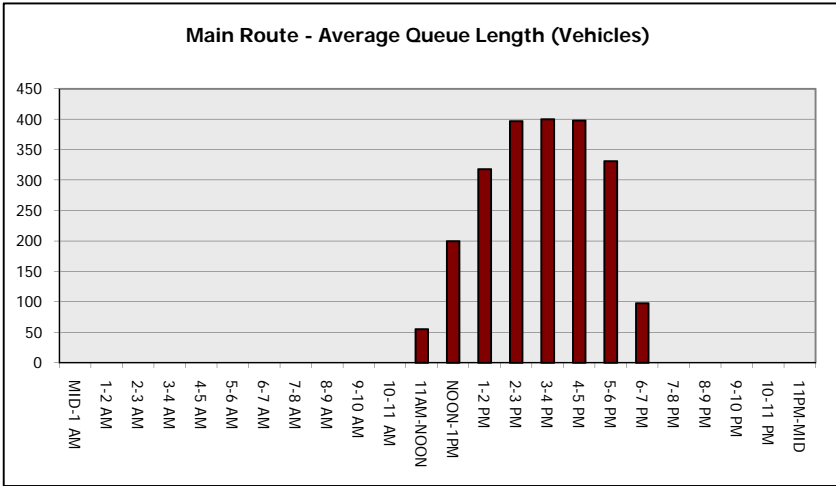
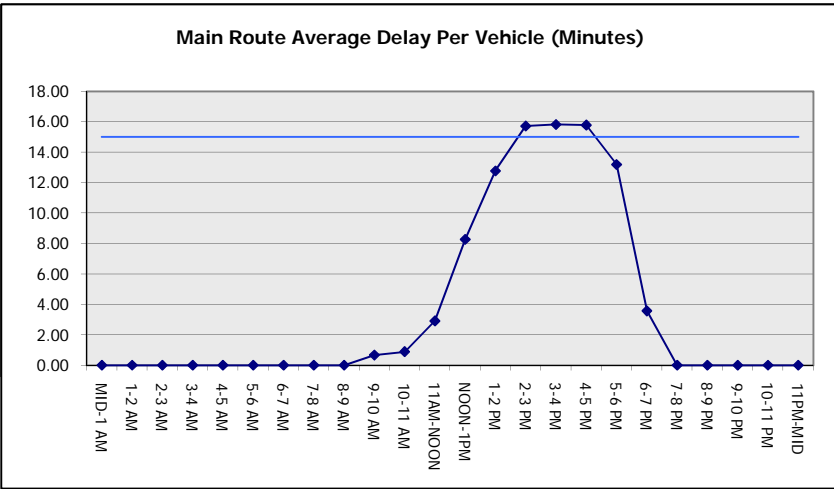
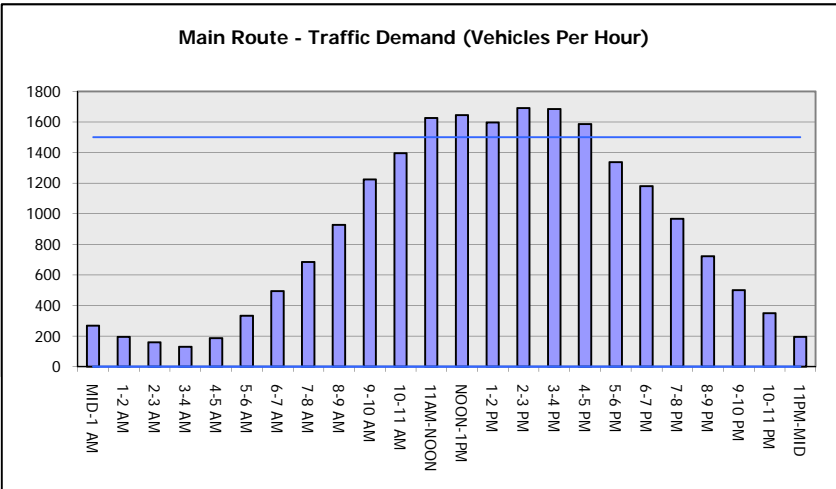
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0225
MAIN ROUTE WITH WORKS	0.0210
'DIVERSION'	0.0011
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,501
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY SOUTHBOUND DIRECTION**



<b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	198	0.0	OFF	198	0	0.00	0	66.0	66.0	66.0
1-2 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
2-3 AM	131	0.0	OFF	131	0	0.00	0	66.1	66.1	66.1
3-4 AM	135	0.0	OFF	135	0	0.00	0	66.1	66.1	66.1
4-5 AM	213	0.0	OFF	213	0	0.00	0	66.0	66.0	66.0
5-6 AM	356	0.0	OFF	356	0	0.00	0	65.7	65.7	65.7
6-7 AM	495	0.0	OFF	495	0	0.00	0	65.5	65.5	65.5
7-8 AM	671	0.0	OFF	671	0	0.00	0	65.1	65.1	65.1
8-9 AM	986	0.0	OFF	986	0	0.00	0	64.5	64.5	64.5
9-10 AM	1267	0.0	1499	1267	0	0.72	0	64.0	57.4	36.5
10-11 AM	1528	0.0	1499	1528	0	1.33	9	63.5	52.5	31.0
11AM-NOON	1635	0.0	1500	1635	0	4.66	102	63.3	36.5	30.8
NOON-1PM	1590	0.0	1499	1590	0	9.16	221	63.4	26.0	30.8
1-2 PM	1516	0.0	1499	1516	0	11.11	272	63.6	23.0	30.8
2-3 PM	1545	0.0	1500	1545	0	12.14	300	63.5	21.7	30.8
3-4 PM	1552	0.0	1500	1552	0	14.03	351	63.5	19.7	30.8
4-5 PM	1510	0.0	1499	1510	0	15.31+	385	63.6	18.6	30.8
5-6 PM	1414	0.0	1499	1414	0	13.89+	347	63.8	19.9	30.8
6-7 PM	1350	0.0	1499	1350	0	9.51	232	63.9	25.4	30.8
7-8 PM	1155	0.0	OFF	1155	0	0.09	3	64.2	63.3	63.3
8-9 PM	894	0.0	OFF	894	0	0.00	0	64.7	64.7	64.7
9-10 PM	628	0.0	OFF	628	0	0.00	0	65.2	65.2	65.2
10-11 PM	377	0.0	OFF	377	0	0.00	0	65.7	65.7	65.7
11PM-MID	210	0.0	OFF	210	0	0.00	0	66.0	66.0	66.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0219
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$38,743
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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 Construction Season

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

