

<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>AUGUST</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	243	0.0	OFF	243	0	0.00	0	66.0	66.0	66.0	
1-2 AM	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1	
2-3 AM	115	0.0	OFF	115	0	0.00	0	66.2	66.2	66.2	
3-4 AM	112	0.0	OFF	112	0	0.00	0	66.2	66.2	66.2	
4-5 AM	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8	
5-6 AM	743	0.0	OFF	743	0	0.00	0	65.0	65.0	65.0	
6-7 AM	1434	0.0	OFF	1434	0	0.00	0	63.7	63.7	63.7	
7-8 AM	2047	0.0	OFF	2047	0	0.00	0	62.6	62.6	62.6	
8-9 AM	1543	0.0	OFF	1543	0	0.00	0	63.5	63.5	63.5	
9-10 AM	1296	0.0	OFF	1296	0	0.00	0	64.0	64.0	64.0	
10-11 AM	1351	0.0	1499	1351	0	0.83	0	63.8	56.4	34.2	
11AM-NOON	1564	0.0	1499	1564	0	1.87	24	63.5	49.0	30.8	
NOON-1PM	1610	0.0	1499	1610	0	5.00	110	63.4	35.5	30.8	
1-2 PM	1862	0.0	1500	1717	144	12.21+	314	62.9	21.6	30.8	
2-3 PM	2259	0.0	1499	1500	759	15.71+	399	62.2	18.1	30.8	
3-4 PM	2495	0.0	OFF	2495	0	1.23	51	60.9	51.4	51.4	
4-5 PM	2767	0.0	OFF	2767	0	0.00	0	58.2	58.2	58.2	
5-6 PM	2636	0.0	OFF	2636	0	0.00	0	59.5	59.5	59.5	
6-7 PM	1965	0.0	OFF	1965	0	0.00	0	62.7	62.7	62.7	
7-8 PM	1413	0.0	OFF	1413	0	0.00	0	63.8	63.8	63.8	
8-9 PM	1183	0.0	OFF	1183	0	0.00	0	64.1	64.1	64.1	
9-10 PM	1218	0.0	OFF	1218	0	0.00	0	64.1	64.1	64.1	
10-11 PM	1099	0.0	OFF	1099	0	0.00	0	64.3	64.3	64.3	
11PM-MID	795	0.0	OFF	795	0	0.00	0	64.9	64.9	64.9	

"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

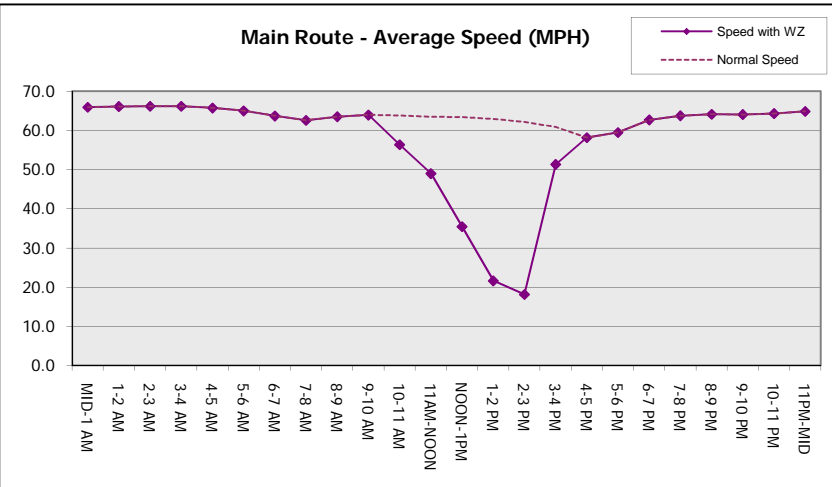
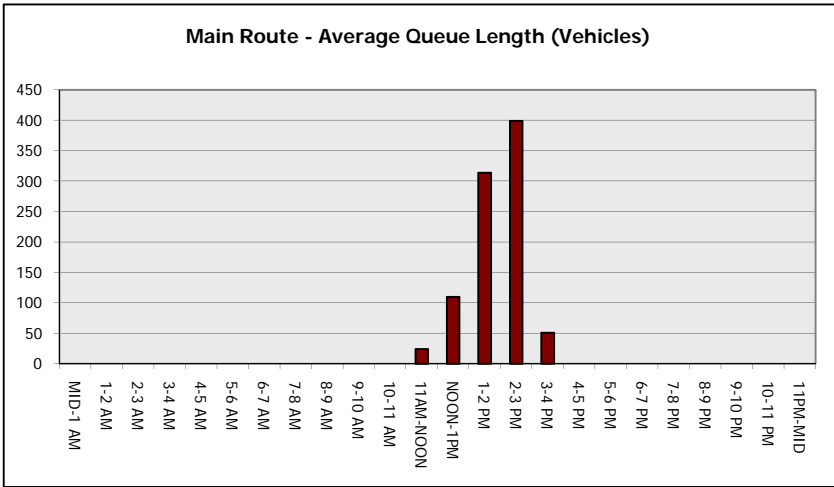
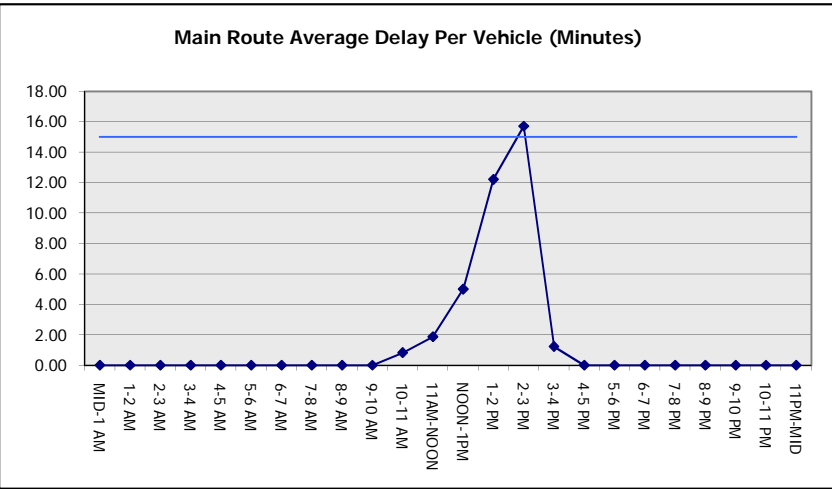
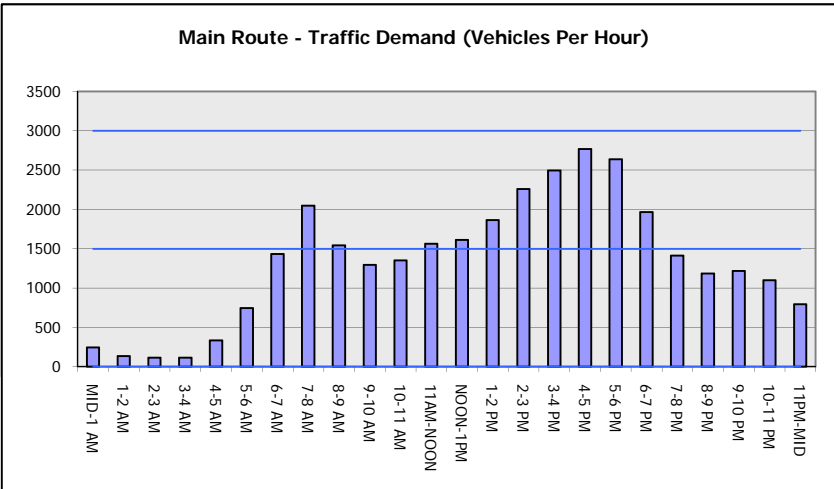
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0343
MAIN ROUTE WITH WORKS	0.0329
'DIVERSION'	0.0022
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$15,289
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	173	0.0	OFF	173	0	0.00	0	66.1	66.1	66.1
1-2 AM	116	0.0	OFF	116	0	0.00	0	66.2	66.2	66.2
2-3 AM	115	0.0	OFF	115	0	0.00	0	66.2	66.2	66.2
3-4 AM	152	0.0	OFF	152	0	0.00	0	66.1	66.1	66.1
4-5 AM	478	0.0	OFF	478	0	0.00	0	65.5	65.5	65.5
5-6 AM	1422	0.0	OFF	1422	0	0.00	0	63.7	63.7	63.7
6-7 AM	2615	0.0	OFF	2615	0	0.00	0	59.7	59.7	59.7
7-8 AM	2752	0.0	OFF	2752	0	0.00	0	58.3	58.3	58.3
8-9 AM	2172	0.0	OFF	2172	0	0.00	0	62.3	62.3	62.3
9-10 AM	1740	0.0	OFF	1740	0	0.00	0	63.2	63.2	63.2
10-11 AM	1687	0.0	1499	1687	0	4.20	93	63.2	38.1	30.8
11AM-NOON	1723	0.0	1500	1723	0	11.82+	299	63.2	22.1	30.8
NOON-1PM	1652	0.0	1499	1500	152	15.82+	399	63.3	18.1	30.8
1-2 PM	1721	0.0	1500	1500	221	15.81+	400	63.2	18.1	30.8
2-3 PM	1895	0.0	1500	1500	395	15.78+	400	62.8	18.1	30.8
3-4 PM	2149	0.0	OFF	2149	0	0.91	45	62.4	54.7	54.7
4-5 PM	2258	0.0	OFF	2258	0	0.00	0	62.2	62.2	62.2
5-6 PM	2353	0.0	OFF	2353	0	0.00	0	62.0	62.0	62.0
6-7 PM	1934	0.0	OFF	1934	0	0.00	0	62.8	62.8	62.8
7-8 PM	1313	0.0	OFF	1313	0	0.00	0	64.0	64.0	64.0
8-9 PM	1065	0.0	OFF	1065	0	0.00	0	64.4	64.4	64.4
9-10 PM	926	0.0	OFF	926	0	0.00	0	64.6	64.6	64.6
10-11 PM	761	0.0	OFF	761	0	0.00	0	65.0	65.0	65.0
11PM-MID	637	0.0	OFF	637	0	0.00	0	65.2	65.2	65.2

"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	0.0360
MAIN ROUTE WITH WORKS	0.0347
'DIVERSION'	0.0019

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$23,470
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

