

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	306	0.0	OFF	306	0	0.00	0	65.8	65.8	65.8	
1-2 AM	158	0.0	OFF	158	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	138	0.0	OFF	138	0	0.00	0	66.1	66.1	66.1	
4-5 AM	323	0.0	OFF	323	0	0.00	0	65.8	65.8	65.8	
5-6 AM	806	0.0	OFF	806	0	0.00	0	64.9	64.9	64.9	
6-7 AM	1586	0.0	OFF	1586	0	0.00	0	63.4	63.4	63.4	
7-8 AM	2058	0.0	OFF	2058	0	0.00	0	62.5	62.5	62.5	
8-9 AM	1582	0.0	OFF	1582	0	0.00	0	63.5	63.5	63.5	
9-10 AM	1212	0.0	OFF	1212	0	0.00	0	64.1	64.1	64.1	
10-11 AM	1203	0.0	1500	1203	0	0.64	0	64.1	58.2	38.3	
11AM-NOON	1283	0.0	1500	1283	0	0.74	0	64.0	57.2	36.0	
NOON-1PM	1372	0.0	1499	1372	0	0.86	0	63.8	56.1	33.7	
1-2 PM	1554	0.0	1499	1554	0	1.54	15	63.5	51.0	30.9	
2-3 PM	1940	0.0	1500	1926	14	9.25+	252	62.8	25.6	30.8	
3-4 PM	2428	0.0	OFF	2428	0	1.72	75	61.6	48.8	48.8	
4-5 PM	2871	0.0	OFF	2871	0	0.00	0	57.1	57.1	57.1	
5-6 PM	2891	0.0	OFF	2891	0	0.00	0	56.9	56.9	56.9	
6-7 PM	2020	0.0	OFF	2020	0	0.00	0	62.6	62.6	62.6	
7-8 PM	1216	0.0	OFF	1216	0	0.00	0	64.1	64.1	64.1	
8-9 PM	989	0.0	OFF	989	0	0.00	0	64.5	64.5	64.5	
9-10 PM	1031	0.0	OFF	1031	0	0.00	0	64.5	64.5	64.5	
10-11 PM	929	0.0	OFF	929	0	0.00	0	64.6	64.6	64.6	
11PM-MID	564	0.0	OFF	564	0	0.00	0	65.3	65.3	65.3	

"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

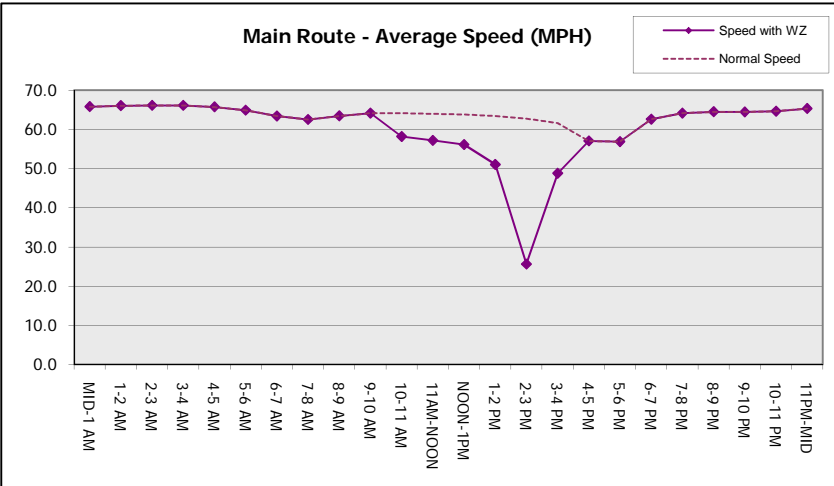
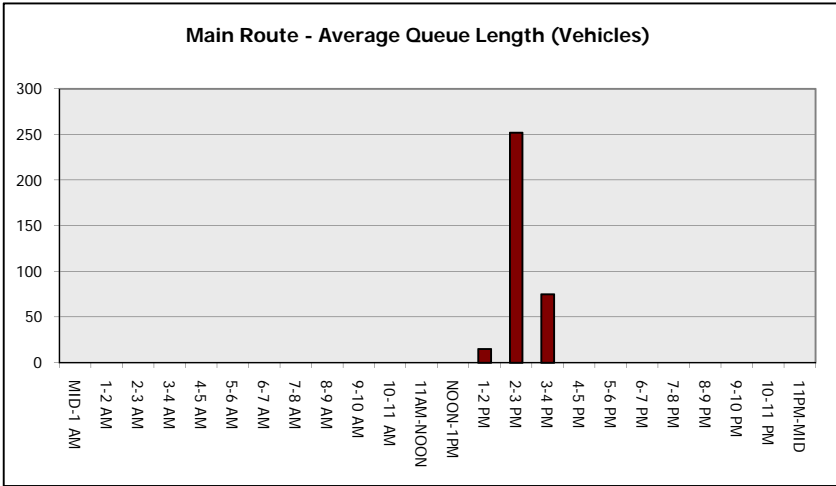
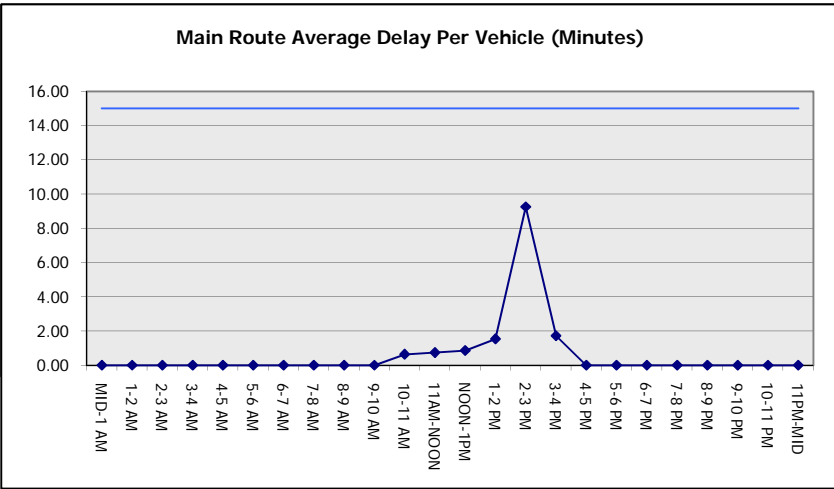
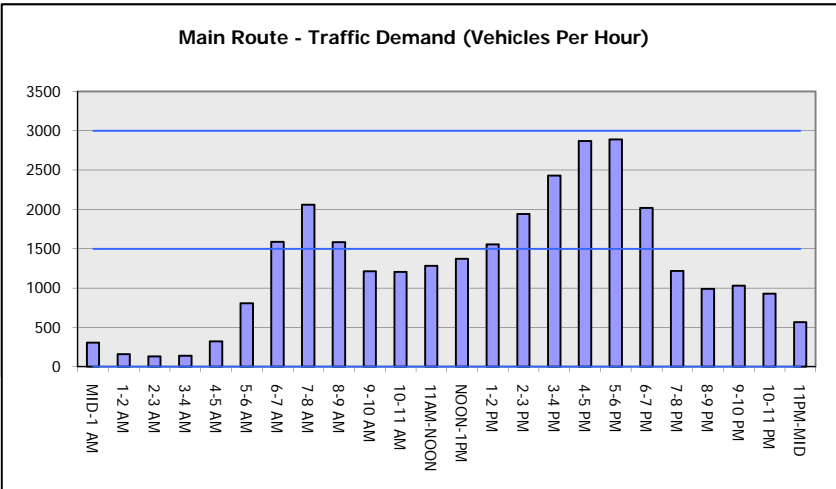
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0326
MAIN ROUTE WITH WORKS	0.0321
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,662
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	227	0.0	OFF	227	0	0.00	0	66.0	66.0	66.0
1-2 AM	151	0.0	OFF	151	0	0.00	0	66.1	66.1	66.1
2-3 AM	123	0.0	OFF	123	0	0.00	0	66.1	66.1	66.1
3-4 AM	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0
4-5 AM	466	0.0	OFF	466	0	0.00	0	65.5	65.5	65.5
5-6 AM	1542	0.0	OFF	1542	0	0.00	0	63.5	63.5	63.5
6-7 AM	2861	0.0	OFF	2861	0	0.00	0	57.2	57.2	57.2
7-8 AM	2891	0.0	OFF	2891	0	0.00	0	56.9	56.9	56.9
8-9 AM	2202	0.0	OFF	2202	0	0.00	0	62.3	62.3	62.3
9-10 AM	1712	0.0	OFF	1712	0	0.00	0	63.2	63.2	63.2
10-11 AM	1571	0.0	1499	1571	0	2.53	42	63.5	45.3	30.8
11AM-NOON	1494	0.0	1499	1494	0	3.62	69	63.6	40.4	30.8
NOON-1PM	1501	0.0	1500	1501	0	3.38	63	63.6	41.4	30.8
1-2 PM	1551	0.0	1500	1551	0	4.16	85	63.5	38.3	30.8
2-3 PM	1671	0.0	1500	1671	0	7.91	191	63.3	28.1	30.8
3-4 PM	1865	0.0	OFF	1865	0	0.34	19	62.9	59.7	59.7
4-5 PM	2227	0.0	OFF	2227	0	0.00	0	62.2	62.2	62.2
5-6 PM	2450	0.0	OFF	2450	0	0.00	0	61.4	61.4	61.4
6-7 PM	1662	0.0	OFF	1662	0	0.00	0	63.3	63.3	63.3
7-8 PM	984	0.0	OFF	984	0	0.00	0	64.5	64.5	64.5
8-9 PM	843	0.0	OFF	843	0	0.00	0	64.8	64.8	64.8
9-10 PM	759	0.0	OFF	759	0	0.00	0	65.0	65.0	65.0
10-11 PM	622	0.0	OFF	622	0	0.00	0	65.2	65.2	65.2
11PM-MID	379	0.0	OFF	379	0	0.00	0	65.7	65.7	65.7

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

----- 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	0.0341
MAIN ROUTE WITH WORKS	0.0335
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,911
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

