

IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	318	0.0	OFF	318	0	0.00	0	65.8	65.8	65.8
1-2 AM	178	0.0	OFF	178	0	0.00	0	66.1	66.1	66.1
2-3 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
3-4 AM	167	0.0	OFF	167	0	0.00	0	66.1	66.1	66.1
4-5 AM	310	0.0	OFF	310	0	0.00	0	65.8	65.8	65.8
5-6 AM	792	0.0	OFF	792	0	0.00	0	64.9	64.9	64.9
6-7 AM	1595	0.0	OFF	1595	0	0.00	0	63.4	63.4	63.4
7-8 AM	2098	0.0	OFF	2098	0	0.00	0	62.5	62.5	62.5
8-9 AM	1604	0.0	OFF	1604	0	0.00	0	63.4	63.4	63.4
9-10 AM	1204	0.0	OFF	1204	0	0.00	0	64.1	64.1	64.1
10-11 AM	1308	0.0	OFF	1500	0	0.78	0	64.0	56.9	35.3
11AM-NOON	1468	0.0	OFF	1499	0	0.98	0	63.7	55.1	31.5
NOON-1PM	1506	0.0	OFF	1499	0	1.20	5	63.6	53.5	31.1
1-2 PM	1770	0.0	OFF	1500	0	5.46	135	63.1	34.0	30.8
2-3 PM	2189	0.0	OFF	1499	597	15.37+	391	62.3	18.4	30.8
3-4 PM	2197	0.0	OFF	2197	0	0.85	40	62.3	55.0	55.0
4-5 PM	2901	0.0	OFF	2901	0	0.00	0	56.8	56.8	56.8
5-6 PM	2766	0.0	OFF	2766	0	0.00	0	58.2	58.2	58.2
6-7 PM	2224	0.0	OFF	2224	0	0.00	0	62.2	62.2	62.2
7-8 PM	1482	0.0	OFF	1482	0	0.00	0	63.7	63.7	63.7
8-9 PM	1137	0.0	OFF	1137	0	0.00	0	64.3	64.3	64.3
9-10 PM	1181	0.0	OFF	1181	0	0.00	0	64.2	64.2	64.2
10-11 PM	908	0.0	OFF	908	0	0.00	0	64.7	64.7	64.7
11PM-MID	694	0.0	OFF	694	0	0.00	0	65.1	65.1	65.1

"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	0.0343
MAIN ROUTE WITH WORKS	0.0331
'DIVERSION'	0.0015
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$9,918
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

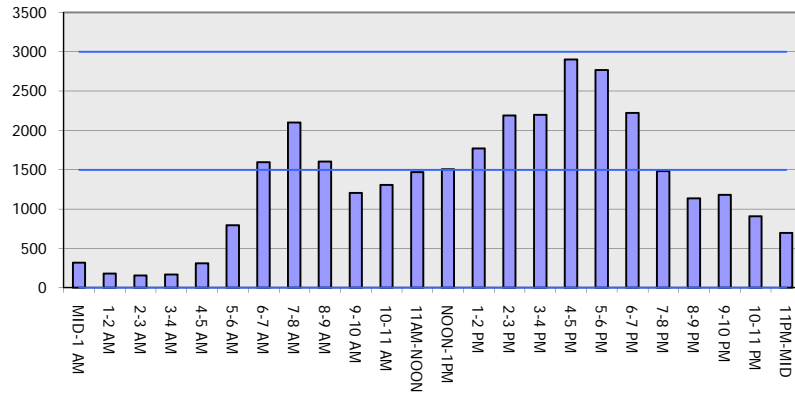
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OCTOBER

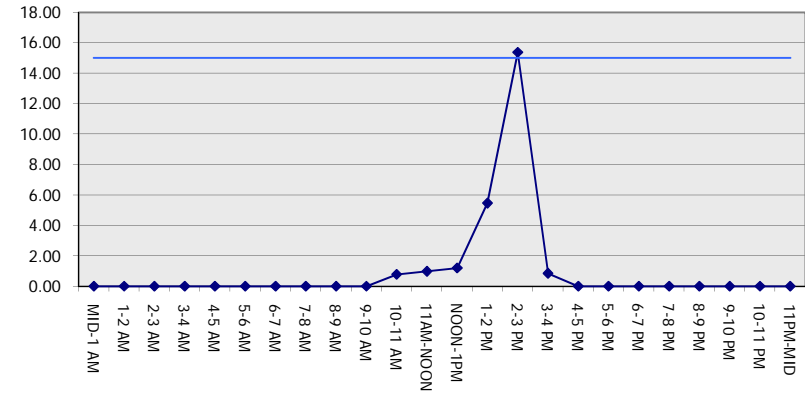
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

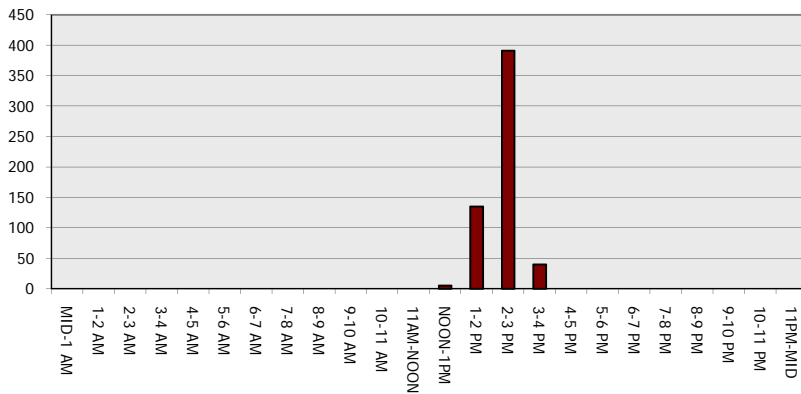
Main Route - Traffic Demand (Vehicles Per Hour)



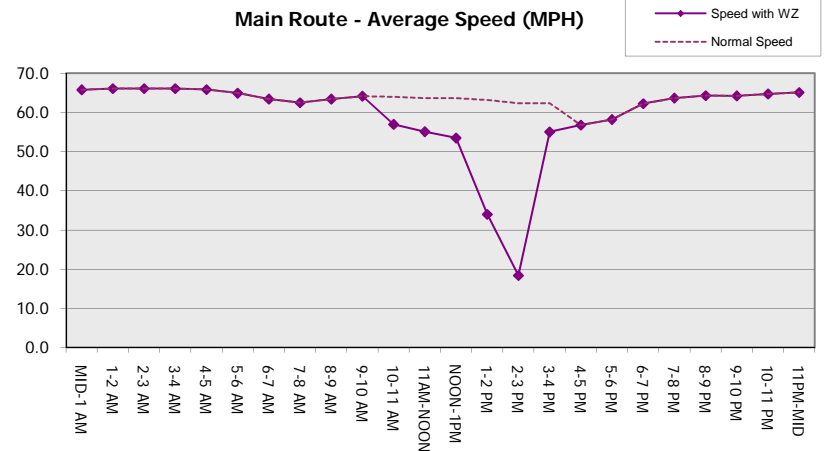
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	292	0.0	OFF	292	0	0.00	0	65.8	65.8	65.8
1-2 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
2-3 AM	152	0.0	OFF	152	0	0.00	0	66.1	66.1	66.1
3-4 AM	221	0.0	OFF	221	0	0.00	0	66.0	66.0	66.0
4-5 AM	461	0.0	OFF	461	0	0.00	0	65.5	65.5	65.5
5-6 AM	1452	0.0	OFF	1452	0	0.00	0	63.7	63.7	63.7
6-7 AM	2776	0.0	OFF	2776	0	0.00	0	58.1	58.1	58.1
7-8 AM	2894	0.0	OFF	2894	0	0.00	0	56.8	56.8	56.8
8-9 AM	2237	0.0	OFF	2237	0	0.00	0	62.2	62.2	62.2
9-10 AM	1719	0.0	OFF	1719	0	0.00	0	63.2	63.2	63.2
10-11 AM	1604	0.0	1499	1604	0	3.07	58	63.4	42.7	30.8
11AM-NOON	1522	0.0	1499	1522	0	5.27	114	63.5	34.7	30.8
NOON-1PM	1625	0.0	1500	1625	0	7.71	183	63.3	28.6	30.8
1-2 PM	1693	0.0	1500	1670	23	13.23+	334	63.2	20.5	30.8
2-3 PM	1950	0.0	1500	1500	450	15.77+	400	62.7	18.1	30.8
3-4 PM	1770	0.0	OFF	1770	0	0.68	39	63.1	57.0	57.0
4-5 PM	2492	0.0	OFF	2492	0	0.00	0	61.0	61.0	61.0
5-6 PM	2627	0.0	OFF	2627	0	0.00	0	59.6	59.6	59.6
6-7 PM	2029	0.0	OFF	2029	0	0.00	0	62.6	62.6	62.6
7-8 PM	1376	0.0	OFF	1376	0	0.00	0	63.8	63.8	63.8
8-9 PM	1007	0.0	OFF	1007	0	0.00	0	64.5	64.5	64.5
9-10 PM	912	0.0	OFF	912	0	0.00	0	64.7	64.7	64.7
10-11 PM	876	0.0	OFF	876	0	0.00	0	64.8	64.8	64.8
11PM-MID	646	0.0	OFF	646	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 (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	0.0368
MAIN ROUTE WITH WORKS	0.0358
'DIVERSION'	0.0012
<small>PIA: Personal Injury Accidents</small>	
ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,013
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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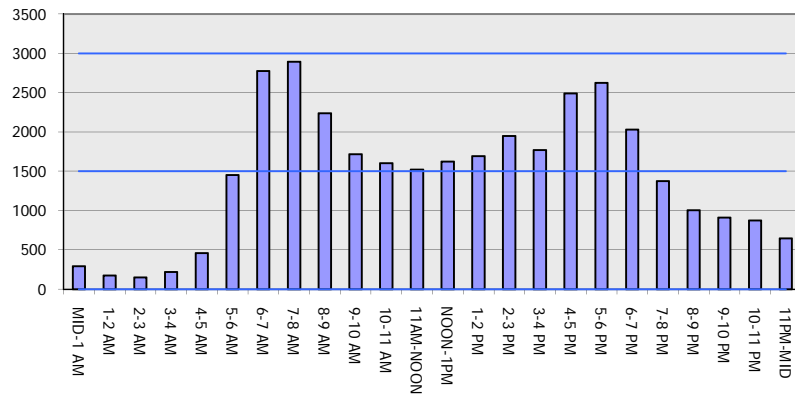
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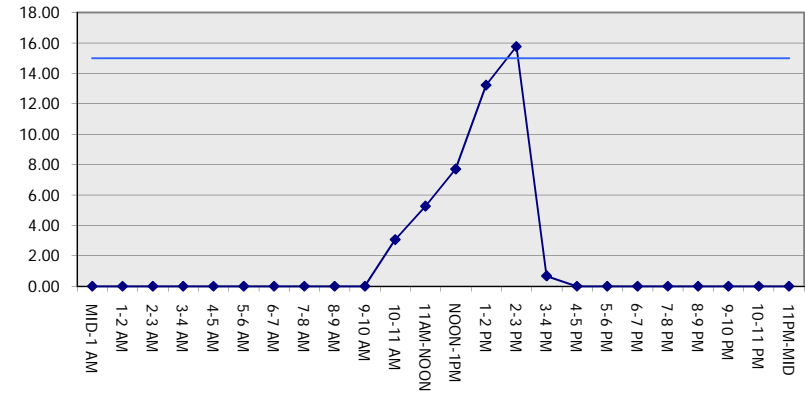
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

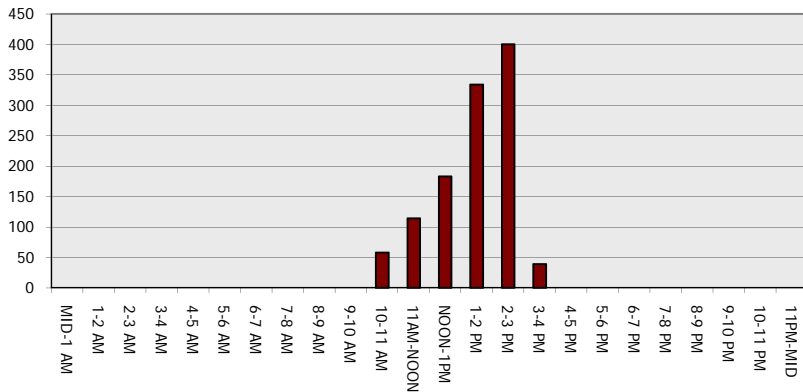
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

