

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

SATURDAY 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	437	0.0	OFF	437	0	0.00	0	65.6	65.6	65.6	
1-2 AM	267	0.0	OFF	267	0	0.00	0	65.9	65.9	65.9	
2-3 AM	205	0.0	OFF	205	0	0.00	0	66.0	66.0	66.0	
3-4 AM	163	0.0	OFF	163	0	0.00	0	66.1	66.1	66.1	
4-5 AM	199	0.0	OFF	199	0	0.00	0	66.0	66.0	66.0	
5-6 AM	372	0.0	OFF	372	0	0.00	0	65.7	65.7	65.7	
6-7 AM	552	0.0	OFF	552	0	0.00	0	65.3	65.3	65.3	
7-8 AM	809	0.0	OFF	809	0	0.00	0	64.9	64.9	64.9	
8-9 AM	1086	0.0	1500	1086	0	0.53	0	64.3	59.4	41.4	
9-10 AM	1302	0.0	1499	1302	0	0.77	0	64.0	57.0	35.5	
10-11 AM	1469	0.0	1499	1469	0	0.99	0	63.7	55.0	31.4	
11AM-NOON	1555	0.0	1500	1555	0	1.75	20	63.5	49.7	30.8	
NOON-1PM	1693	0.0	1500	1693	0	6.14	146	63.2	32.2	30.8	
1-2 PM	1727	0.0	1500	1639	89	13.71+	347	63.2	20.0	30.8	
2-3 PM	1775	0.0	1499	1500	275	15.80+	399	63.1	18.1	30.8	
3-4 PM	1852	0.0	1500	1500	352	15.79+	400	62.9	18.1	30.8	
4-5 PM	1959	0.0	1500	1500	459	15.77+	400	62.7	18.1	30.8	
5-6 PM	1905	0.0	1500	1500	405	15.78+	400	62.8	18.1	30.8	
6-7 PM	1643	0.0	OFF	1643	0	0.55	31	63.3	58.3	58.3	
7-8 PM	1188	0.0	OFF	1188	0	0.00	0	64.1	64.1	64.1	
8-9 PM	958	0.0	OFF	958	0	0.00	0	64.6	64.6	64.6	
9-10 PM	919	0.0	OFF	919	0	0.00	0	64.6	64.6	64.6	
10-11 PM	842	0.0	OFF	842	0	0.00	0	64.8	64.8	64.8	
11PM-MID	651	0.0	OFF	651	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 (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	0.0272
MAIN ROUTE WITH WORKS	0.0246
'DIVERSION'	0.0039
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,338
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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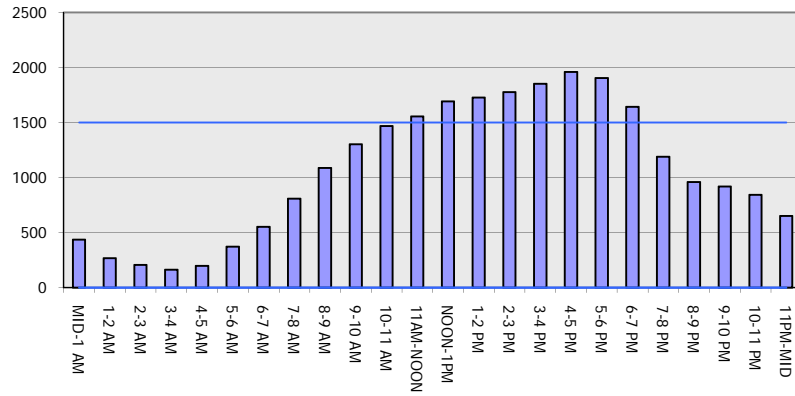
OCTOBER

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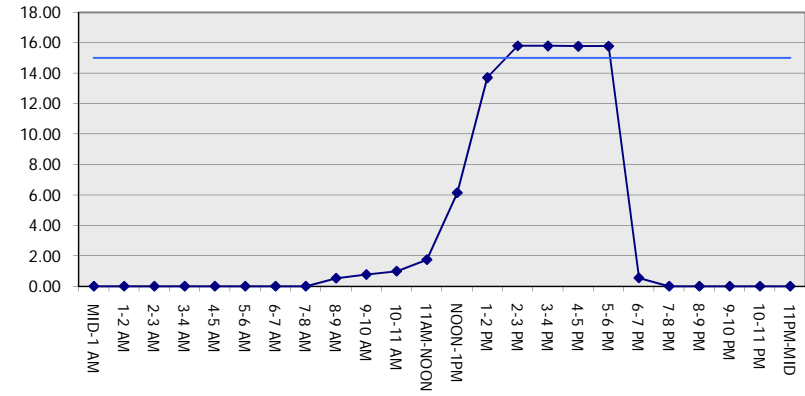
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

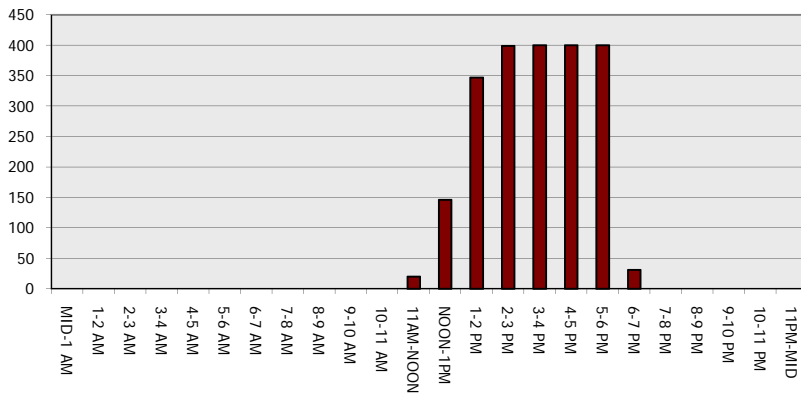
Main Route - Traffic Demand (Vehicles Per Hour)



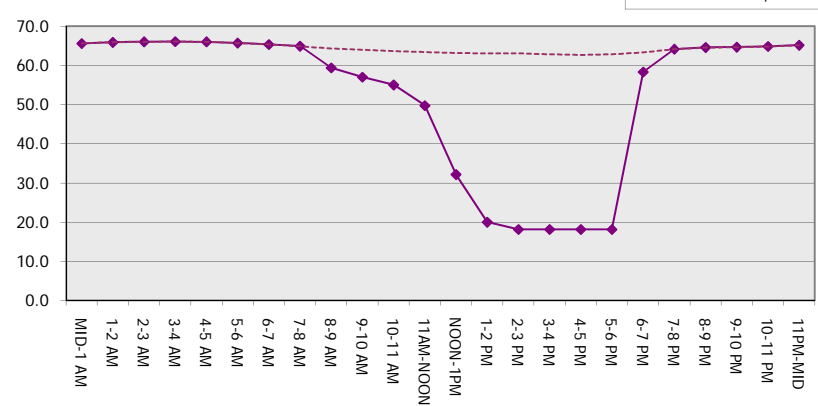
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT
SATURDAY 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	416	0.0	OFF	416	0	0.00	0	65.6	65.6	65.6
1-2 AM	203	0.0	OFF	203	0	0.00	0	66.0	66.0	66.0
2-3 AM	170	0.0	OFF	170	0	0.00	0	66.1	66.1	66.1
3-4 AM	156	0.0	OFF	156	0	0.00	0	66.1	66.1	66.1
4-5 AM	259	0.0	OFF	259	0	0.00	0	65.9	65.9	65.9
5-6 AM	563	0.0	OFF	563	0	0.00	0	65.3	65.3	65.3
6-7 AM	790	0.0	OFF	790	0	0.00	0	64.9	64.9	64.9
7-8 AM	988	0.0	OFF	988	0	0.00	0	64.5	64.5	64.5
8-9 AM	1312	0.0	1499	1312	0	0.78	0	64.0	56.9	35.3
9-10 AM	1464	0.0	1499	1464	0	0.98	0	63.7	55.1	31.5
10-11 AM	1609	0.0	1500	1609	0	2.76	50	63.4	44.2	30.8
11AM-NOON	1619	0.0	1499	1619	0	7.07	166	63.3	29.9	30.8
NOON-1PM	1697	0.0	1500	1697	0	12.93+	327	63.2	20.8	30.8
1-2 PM	1593	0.0	1499	1470	122	15.71+	396	63.4	18.2	30.8
2-3 PM	1650	0.0	1500	1500	150	15.82+	400	63.3	18.1	30.8
3-4 PM	1539	0.0	1500	1502	37	15.84+	399	63.5	18.1	30.8
4-5 PM	1762	0.0	1500	1500	262	15.80+	400	63.1	18.1	30.8
5-6 PM	1737	0.0	1500	1500	237	15.81+	400	63.2	18.1	30.8
6-7 PM	1562	0.0	OFF	1562	0	0.56	32	63.5	58.3	58.3
7-8 PM	1253	0.0	OFF	1253	0	0.00	0	64.0	64.0	64.0
8-9 PM	1038	0.0	OFF	1038	0	0.00	0	64.5	64.5	64.5
9-10 PM	866	0.0	OFF	866	0	0.00	0	64.8	64.8	64.8
10-11 PM	869	0.0	OFF	869	0	0.00	0	64.8	64.8	64.8
11PM-MID	888	0.0	OFF	888	0	0.00	0	64.7	64.7	64.7

"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	0.0277
MAIN ROUTE WITH WORKS	0.0259
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,800
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

