

|   |  |
|---|--|
| <b>IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|   | Analyzed for 2009<br>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    | 219                          | 0.0       | 1500           | 219        | 0           | 0.44                  | 0                     | 66.0              | 61.5           | 44.6 |
| 1-2 AM      | 178                          | 0.0       | 1500           | 178        | 0           | 0.44                  | 0                     | 66.1              | 61.6           | 44.8 |
| 2-3 AM      | 202                          | 0.0       | 1500           | 202        | 0           | 0.44                  | 0                     | 66.0              | 61.5           | 44.6 |
| 3-4 AM      | 318                          | 0.0       | 1500           | 318        | 0           | 0.45                  | 0                     | 65.8              | 61.2           | 44.2 |
| 4-5 AM      | 548                          | 0.0       | 1500           | 548        | 0           | 0.48                  | 0                     | 65.4              | 60.7           | 43.3 |
| 5-6 AM      | 834                          | 0.0       | 1500           | 834        | 0           | 0.50                  | 0                     | 64.8              | 60.0           | 42.3 |
| 6-7 AM      | 1086                         | 0.0       | 1500           | 1086       | 0           | 0.53                  | 0                     | 64.3              | 59.4           | 41.4 |
| 7-8 AM      | 1184                         | 0.0       | OFF            | 1184       | 0           | 0.00                  | 0                     | 64.1              | 64.1           | 64.1 |
| 8-9 AM      | 1316                         | 0.0       | OFF            | 1316       | 0           | 0.00                  | 0                     | 64.0              | 64.0           | 64.0 |
| 9-10 AM     | 1483                         | 0.0       | OFF            | 1483       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 10-11 AM    | 1671                         | 0.0       | OFF            | 1671       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 11AM-NOON   | 1668                         | 0.0       | OFF            | 1668       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| NOON-1PM    | 1619                         | 0.0       | OFF            | 1619       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 1-2 PM      | 1640                         | 0.0       | OFF            | 1640       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 2-3 PM      | 1626                         | 0.0       | OFF            | 1626       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 3-4 PM      | 1464                         | 0.0       | OFF            | 1464       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 4-5 PM      | 1274                         | 0.0       | OFF            | 1274       | 0           | 0.00                  | 0                     | 64.0              | 64.0           | 64.0 |
| 5-6 PM      | 1115                         | 0.0       | 1500           | 1115       | 0           | 0.53                  | 0                     | 64.3              | 59.3           | 41.3 |
| 6-7 PM      | 909                          | 0.0       | 1500           | 909        | 0           | 0.51                  | 0                     | 64.7              | 59.8           | 42.0 |
| 7-8 PM      | 934                          | 0.0       | 1500           | 934        | 0           | 0.51                  | 0                     | 64.6              | 59.7           | 41.9 |
| 8-9 PM      | 948                          | 0.0       | 1500           | 948        | 0           | 0.51                  | 0                     | 64.6              | 59.7           | 41.9 |
| 9-10 PM     | 667                          | 0.0       | 1500           | 667        | 0           | 0.49                  | 0                     | 65.1              | 60.4           | 42.8 |
| 10-11 PM    | 425                          | 0.0       | 1500           | 425        | 0           | 0.46                  | 0                     | 65.6              | 61.0           | 43.8 |
| 11PM-MID    | 269                          | 0.0       | 1500           | 269        | 0           | 0.45                  | 0                     | 65.9              | 61.4           | 44.4 |

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

| *----- 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 |

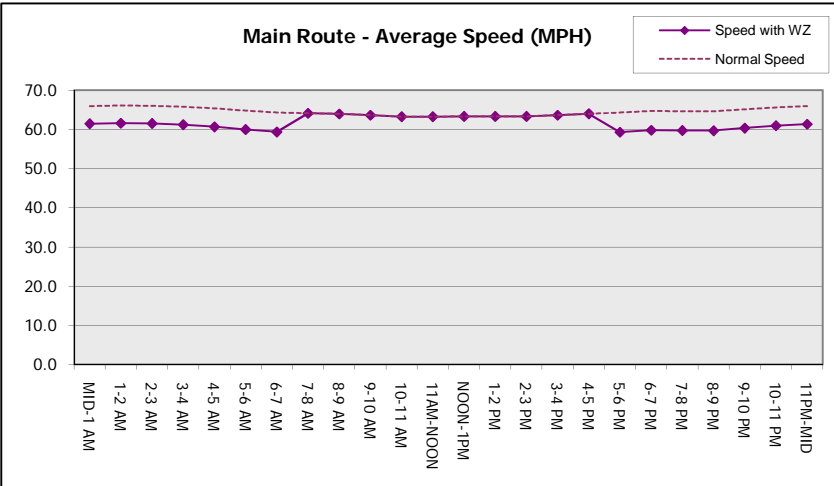
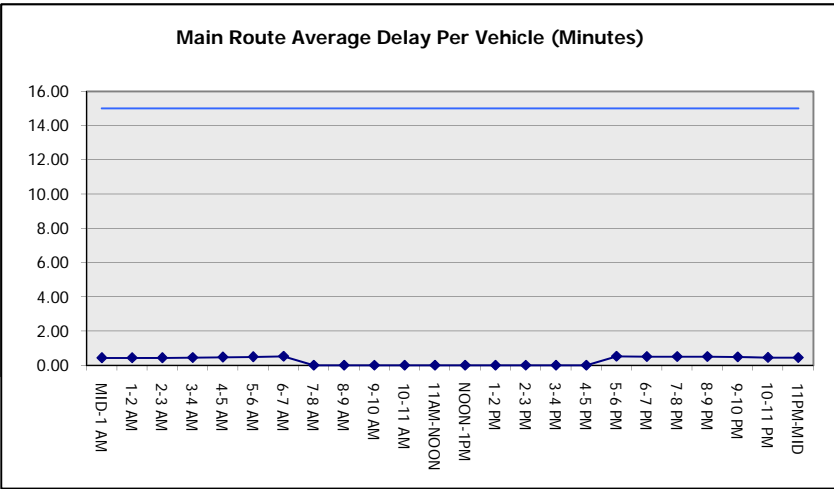
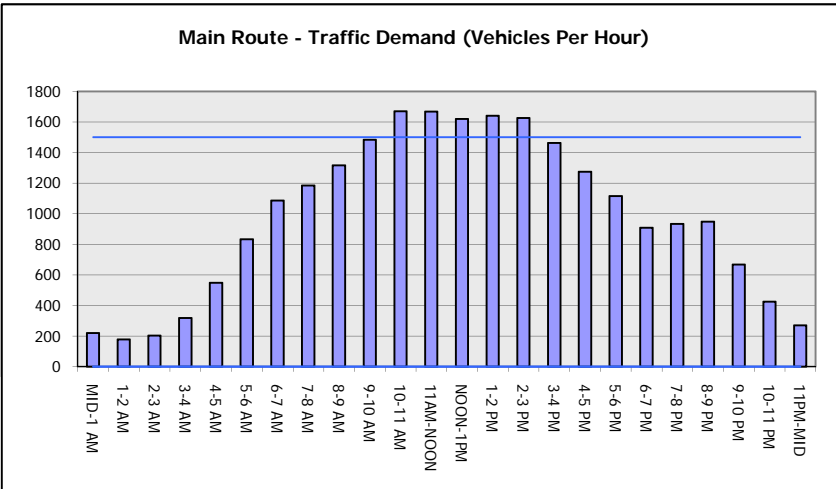
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) |         |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS           | 0.0252  |
| MAIN ROUTE WITH WORKS              | 0.0246  |
| 'DIVERSION'                        | 0.0000  |
| PIA: Personal Injury Accidents     |         |
| IMPACTS ON ROAD USERS              |         |
| ROAD USER COSTS PER DAY            | \$1,010 |
| CONGESTED HOURS PER DAY*           | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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



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

**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    | 162                          | 0.0       | 1500           | 162        | 0           | 0.44                  | 0                     | 66.1              | 61.7           | 44.8 |
| 1-2 AM      | 164                          | 0.0       | 1500           | 164        | 0           | 0.44                  | 0                     | 66.1              | 61.6           | 44.8 |
| 2-3 AM      | 241                          | 0.0       | 1500           | 241        | 0           | 0.45                  | 0                     | 66.0              | 61.4           | 44.5 |
| 3-4 AM      | 431                          | 0.0       | 1500           | 431        | 0           | 0.46                  | 0                     | 65.6              | 61.0           | 43.8 |
| 4-5 AM      | 703                          | 0.0       | 1500           | 703        | 0           | 0.49                  | 0                     | 65.1              | 60.3           | 42.7 |
| 5-6 AM      | 907                          | 0.0       | 1500           | 907        | 0           | 0.51                  | 0                     | 64.7              | 59.8           | 42.0 |
| 6-7 AM      | 1142                         | 0.0       | 1500           | 1142       | 0           | 0.56                  | 0                     | 64.3              | 59.0           | 40.4 |
| 7-8 AM      | 1341                         | 0.0       | OFF            | 1341       | 0           | 0.00                  | 0                     | 63.9              | 63.9           | 63.9 |
| 8-9 AM      | 1450                         | 0.0       | OFF            | 1450       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 9-10 AM     | 1488                         | 0.0       | OFF            | 1488       | 0           | 0.00                  | 0                     | 63.6              | 63.6           | 63.6 |
| 10-11 AM    | 1570                         | 0.0       | OFF            | 1570       | 0           | 0.00                  | 0                     | 63.5              | 63.5           | 63.5 |
| 11AM-NOON   | 1527                         | 0.0       | OFF            | 1527       | 0           | 0.00                  | 0                     | 63.5              | 63.5           | 63.5 |
| NOON-1PM    | 1533                         | 0.0       | OFF            | 1533       | 0           | 0.00                  | 0                     | 63.5              | 63.5           | 63.5 |
| 1-2 PM      | 1631                         | 0.0       | OFF            | 1631       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 2-3 PM      | 1702                         | 0.0       | OFF            | 1702       | 0           | 0.00                  | 0                     | 63.2              | 63.2           | 63.2 |
| 3-4 PM      | 1657                         | 0.0       | OFF            | 1657       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 4-5 PM      | 1420                         | 0.0       | OFF            | 1420       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 5-6 PM      | 1172                         | 0.0       | 1500           | 1172       | 0           | 0.60                  | 0                     | 64.2              | 58.6           | 39.4 |
| 6-7 PM      | 962                          | 0.0       | 1500           | 962        | 0           | 0.52                  | 0                     | 64.6              | 59.7           | 41.8 |
| 7-8 PM      | 978                          | 0.0       | 1500           | 978        | 0           | 0.52                  | 0                     | 64.6              | 59.6           | 41.7 |
| 8-9 PM      | 704                          | 0.0       | 1500           | 704        | 0           | 0.49                  | 0                     | 65.1              | 60.3           | 42.7 |
| 9-10 PM     | 555                          | 0.0       | 1500           | 555        | 0           | 0.48                  | 0                     | 65.3              | 60.7           | 43.3 |
| 10-11 PM    | 336                          | 0.0       | 1500           | 336        | 0           | 0.46                  | 0                     | 65.8              | 61.2           | 44.2 |
| 11PM-MID    | 205                          | 0.0       | 1500           | 205        | 0           | 0.44                  | 0                     | 66.0              | 61.5           | 44.6 |

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

| *----- 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           | 0.0256 |
| MAIN ROUTE WITH WORKS              | 0.0250 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$1,044 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
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 Construction Season

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

