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|---|--|
| IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES) NIGHTTIME 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 | 158 | 0.0 | 1500 | 158 | 0 | 0.44 | 0 | 66.1 | 61.7 | 44.8 | |
| 1-2 AM | 131 | 0.0 | 1500 | 131 | 0 | 0.44 | 0 | 66.1 | 61.7 | 45.0 | |
| 2-3 AM | 138 | 0.0 | 1500 | 138 | 0 | 0.44 | 0 | 66.1 | 61.7 | 45.0 | |
| 3-4 AM | 323 | 0.0 | 1500 | 323 | 0 | 0.45 | 0 | 65.8 | 61.2 | 44.2 | |
| 4-5 AM | 806 | 0.0 | OFF | 806 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | |
| 5-6 AM | 1586 | 0.0 | OFF | 1586 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 | |
| 6-7 AM | 2058 | 0.0 | OFF | 2058 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 | |
| 7-8 AM | 1582 | 0.0 | OFF | 1582 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 8-9 AM | 1212 | 0.0 | OFF | 1212 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | |
| 9-10 AM | 1203 | 0.0 | OFF | 1203 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | |
| 10-11 AM | 1283 | 0.0 | OFF | 1283 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | |
| 11AM-NOON | 1372 | 0.0 | OFF | 1372 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | |
| NOON-1PM | 1554 | 0.0 | OFF | 1554 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 1-2 PM | 1940 | 0.0 | OFF | 1940 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | |
| 2-3 PM | 2428 | 0.0 | OFF | 2428 | 0 | 0.00 | 0 | 61.6 | 61.6 | 61.6 | |
| 3-4 PM | 2871 | 0.0 | OFF | 2871 | 0 | 0.00 | 0 | 57.1 | 57.1 | 57.1 | |
| 4-5 PM | 2891 | 0.0 | OFF | 2891 | 0 | 0.00 | 0 | 56.9 | 56.9 | 56.9 | |
| 5-6 PM | 2020 | 0.0 | OFF | 2020 | 0 | 0.00 | 0 | 62.6 | 62.6 | 62.6 | |
| 6-7 PM | 1216 | 0.0 | 1500 | 1216 | 0 | 0.66 | 0 | 64.1 | 58.0 | 37.9 | |
| 7-8 PM | 989 | 0.0 | 1500 | 989 | 0 | 0.52 | 0 | 64.5 | 59.6 | 41.7 | |
| 8-9 PM | 1031 | 0.0 | 1500 | 1031 | 0 | 0.52 | 0 | 64.5 | 59.5 | 41.5 | |
| 9-10 PM | 929 | 0.0 | 1500 | 929 | 0 | 0.51 | 0 | 64.6 | 59.7 | 41.9 | |
| 10-11 PM | 564 | 0.0 | 1500 | 564 | 0 | 0.48 | 0 | 65.3 | 60.6 | 43.3 | |
| 11PM-MID | 306 | 0.0 | 1500 | 306 | 0 | 0.45 | 0 | 65.8 | 61.3 | 44.3 | |

"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 |

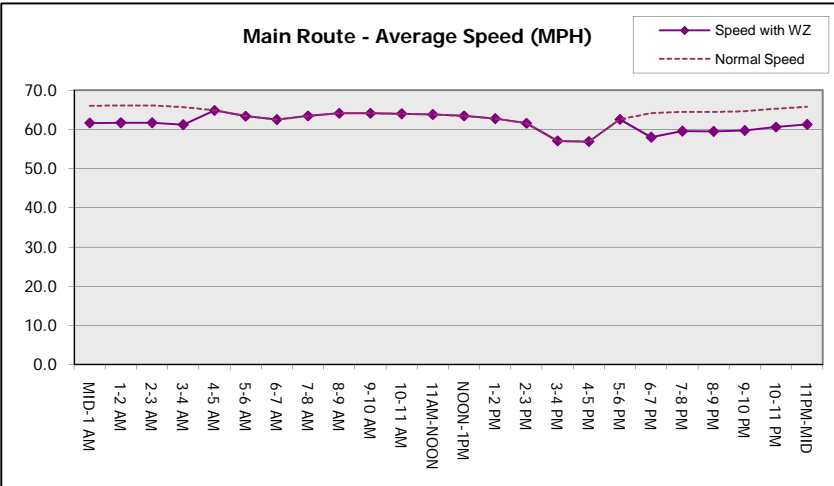
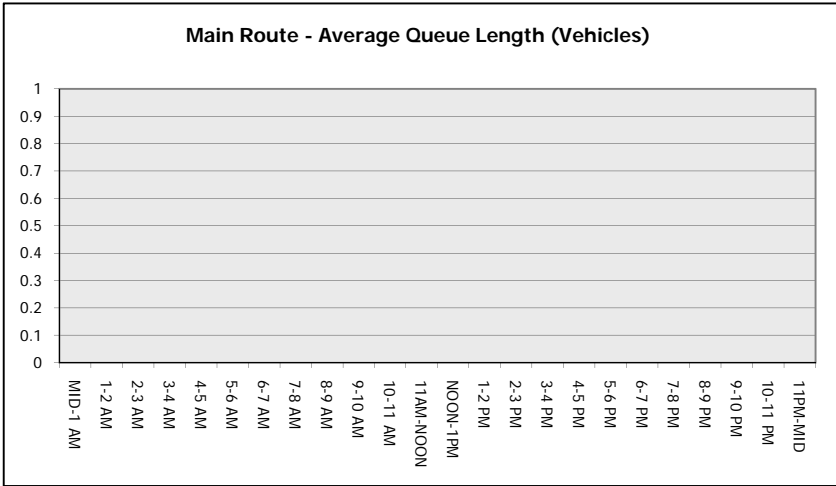
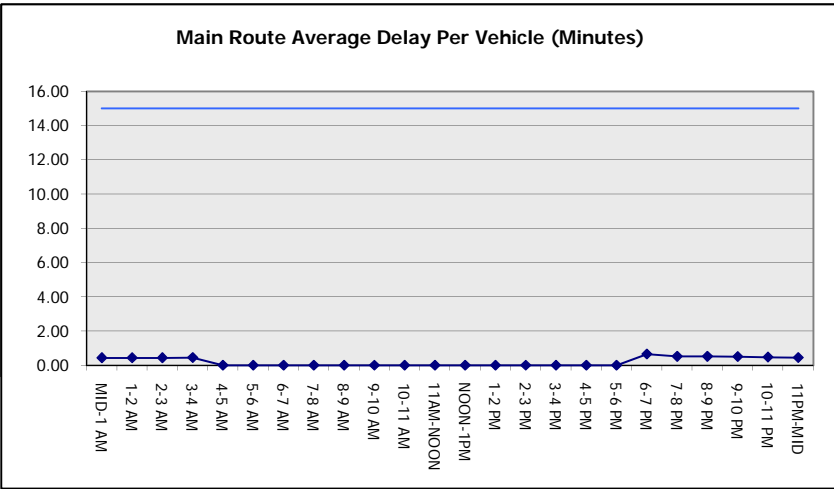
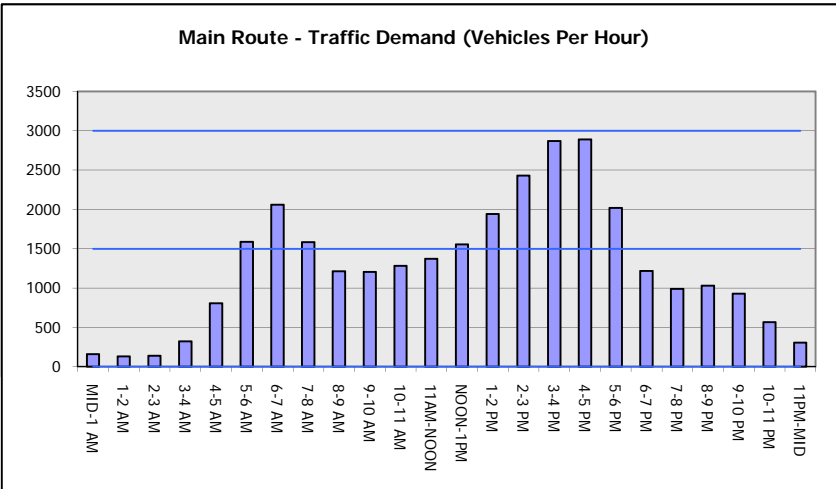
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0326 |
| MAIN ROUTE WITH WORKS | 0.0322 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$624 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

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) NIGHTTIME 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 | 151 | 0.0 | 1500 | 151 | 0 | 0.44 | 0 | 66.1 | 61.7 | 44.9 |
| 1-2 AM | 123 | 0.0 | 1500 | 123 | 0 | 0.43 | 0 | 66.1 | 61.7 | 45.0 |
| 2-3 AM | 194 | 0.0 | 1500 | 194 | 0 | 0.44 | 0 | 66.0 | 61.5 | 44.7 |
| 3-4 AM | 466 | 0.0 | 1500 | 466 | 0 | 0.47 | 0 | 65.5 | 60.9 | 43.7 |
| 4-5 AM | 1542 | 0.0 | OFF | 1542 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 5-6 AM | 2861 | 0.0 | OFF | 2861 | 0 | 0.00 | 0 | 57.2 | 57.2 | 57.2 |
| 6-7 AM | 2891 | 0.0 | OFF | 2891 | 0 | 0.00 | 0 | 56.9 | 56.9 | 56.9 |
| 7-8 AM | 2202 | 0.0 | OFF | 2202 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 8-9 AM | 1712 | 0.0 | OFF | 1712 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 9-10 AM | 1571 | 0.0 | OFF | 1571 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 10-11 AM | 1494 | 0.0 | OFF | 1494 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 11AM-NOON | 1501 | 0.0 | OFF | 1501 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| NOON-1PM | 1551 | 0.0 | OFF | 1551 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 1-2 PM | 1671 | 0.0 | OFF | 1671 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 2-3 PM | 1865 | 0.0 | OFF | 1865 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 3-4 PM | 2227 | 0.0 | OFF | 2227 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 4-5 PM | 2450 | 0.0 | OFF | 2450 | 0 | 0.00 | 0 | 61.4 | 61.4 | 61.4 |
| 5-6 PM | 1662 | 0.0 | OFF | 1662 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 6-7 PM | 984 | 0.0 | 1500 | 984 | 0 | 0.52 | 0 | 64.5 | 59.6 | 41.7 |
| 7-8 PM | 843 | 0.0 | 1500 | 843 | 0 | 0.50 | 0 | 64.8 | 59.9 | 42.2 |
| 8-9 PM | 759 | 0.0 | 1500 | 759 | 0 | 0.50 | 0 | 65.0 | 60.2 | 42.5 |
| 9-10 PM | 622 | 0.0 | 1500 | 622 | 0 | 0.48 | 0 | 65.2 | 60.5 | 43.0 |
| 10-11 PM | 379 | 0.0 | 1500 | 379 | 0 | 0.46 | 0 | 65.7 | 61.1 | 44.0 |
| 11PM-MID | 227 | 0.0 | 1500 | 227 | 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 | 0.0341 |
| MAIN ROUTE WITH WORKS | 0.0337 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$470 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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