

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	263	0.0	1500	263	0	0.45	0	65.9	61.4	44.4
1-2 AM	206	0.0	1500	206	0	0.44	0	66.0	61.5	44.6
2-3 AM	127	0.0	1500	127	0	0.43	0	66.1	61.7	45.0
3-4 AM	98	0.0	1500	98	0	0.43	0	66.2	61.8	45.1
4-5 AM	198	0.0	1500	198	0	0.44	0	66.0	61.5	44.7
5-6 AM	292	0.0	1500	292	0	0.45	0	65.8	61.3	44.3
6-7 AM	500	0.0	1500	500	0	0.47	0	65.5	60.8	43.5
7-8 AM	646	0.0	1500	646	0	0.49	0	65.2	60.4	43.0
8-9 AM	1001	0.0	OFF	1001	0	0.00	0	64.5	64.5	64.5
9-10 AM	1193	0.0	OFF	1193	0	0.00	0	64.1	64.1	64.1
10-11 AM	1612	0.0	OFF	1612	0	0.00	0	63.4	63.4	63.4
11AM-NOON	1723	0.0	OFF	1723	0	0.00	0	63.2	63.2	63.2
NOON-1PM	1736	0.0	OFF	1736	0	0.00	0	63.2	63.2	63.2
1-2 PM	1564	0.0	OFF	1564	0	0.00	0	63.5	63.5	63.5
2-3 PM	1725	0.0	OFF	1725	0	0.00	0	63.2	63.2	63.2
3-4 PM	1710	0.0	OFF	1710	0	0.00	0	63.2	63.2	63.2
4-5 PM	1571	0.0	OFF	1571	0	0.00	0	63.5	63.5	63.5
5-6 PM	1393	0.0	OFF	1393	0	0.00	0	63.8	63.8	63.8
6-7 PM	1247	0.0	1500	1247	0	0.70	0	64.1	57.6	37.0
7-8 PM	912	0.0	1500	912	0	0.51	0	64.7	59.7	42.0
8-9 PM	668	0.0	1500	668	0	0.49	0	65.1	60.4	42.8
9-10 PM	435	0.0	1500	435	0	0.46	0	65.6	60.9	43.8
10-11 PM	279	0.0	1500	279	0	0.45	0	65.9	61.4	44.3
11PM-MID	415	0.0	1500	415	0	0.46	0	65.6	61.0	43.8

"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	0.0229
MAIN ROUTE WITH WORKS	0.0225
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$789
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

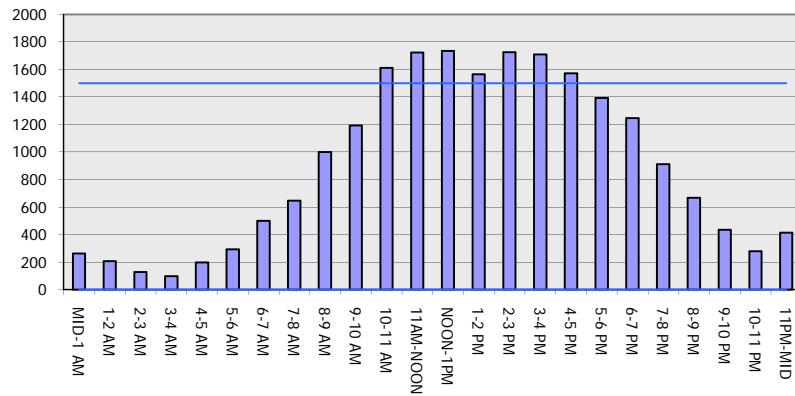
**IH 43: CTH Y TO HALE INTERCHANGE (WAUKESHA AND MILWAUKEE COUNTIES)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

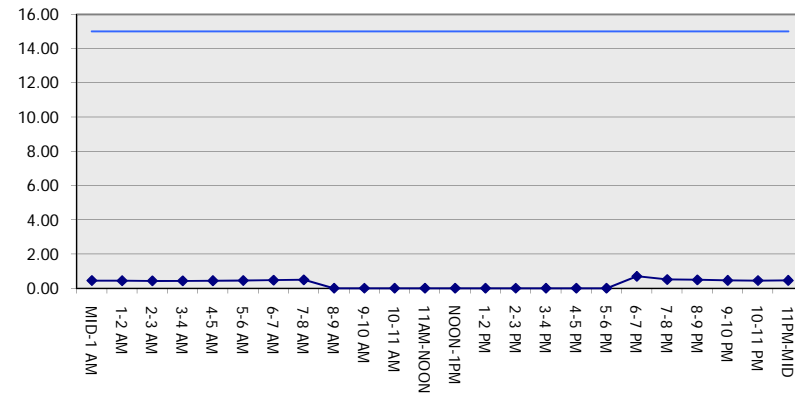
Analyzed for 2009  
 Construction Season

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

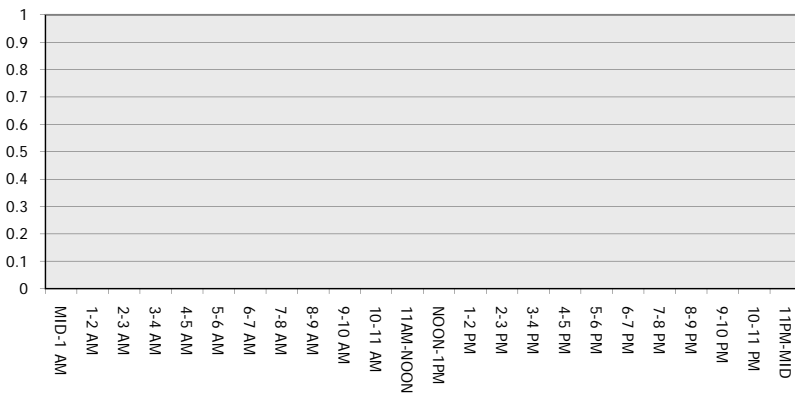
**Main Route - Traffic Demand (Vehicles Per Hour)**



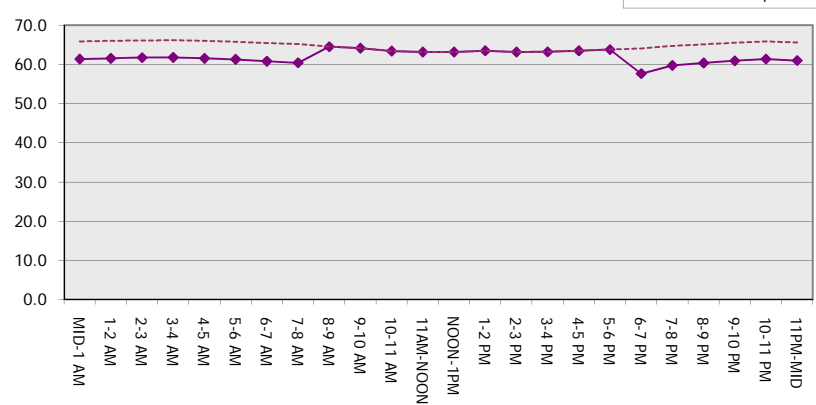
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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<b>NIGHTTIME CLOSURE</b>	Analyzed for 2009
<b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	313	0.0	1500	313	0	0.45	0	65.8	61.2	44.2
1-2 AM	171	0.0	1500	171	0	0.44	0	66.1	61.6	44.8
2-3 AM	128	0.0	1500	128	0	0.43	0	66.1	61.7	45.0
3-4 AM	152	0.0	1500	152	0	0.44	0	66.1	61.7	44.9
4-5 AM	277	0.0	1500	277	0	0.45	0	65.9	61.4	44.4
5-6 AM	426	0.0	1500	426	0	0.46	0	65.6	61.0	43.8
6-7 AM	538	0.0	1500	538	0	0.47	0	65.4	60.7	43.3
7-8 AM	785	0.0	1500	785	0	0.50	0	64.9	60.1	42.5
8-9 AM	1023	0.0	OFF	1023	0	0.00	0	64.5	64.5	64.5
9-10 AM	1240	0.0	OFF	1240	0	0.00	0	64.1	64.1	64.1
10-11 AM	1510	0.0	OFF	1510	0	0.00	0	63.6	63.6	63.6
11AM-NOON	1529	0.0	OFF	1529	0	0.00	0	63.5	63.5	63.5
NOON-1PM	1419	0.0	OFF	1419	0	0.00	0	63.7	63.7	63.7
1-2 PM	1477	0.0	OFF	1477	0	0.00	0	63.7	63.7	63.7
2-3 PM	1559	0.0	OFF	1559	0	0.00	0	63.5	63.5	63.5
3-4 PM	1626	0.0	OFF	1626	0	0.00	0	63.3	63.3	63.3
4-5 PM	1675	0.0	OFF	1675	0	0.00	0	63.3	63.3	63.3
5-6 PM	1557	0.0	OFF	1557	0	0.00	0	63.5	63.5	63.5
6-7 PM	1350	0.0	1500	1350	0	0.83	0	63.9	56.4	34.2
7-8 PM	940	0.0	1500	940	0	0.51	0	64.6	59.7	41.9
8-9 PM	775	0.0	1500	775	0	0.50	0	65.0	60.1	42.5
9-10 PM	505	0.0	1500	505	0	0.47	0	65.5	60.8	43.5
10-11 PM	289	0.0	1500	289	0	0.45	0	65.8	61.3	44.3
11PM-MID	526	0.0	1500	526	0	0.47	0	65.4	60.7	43.4

**"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	0.0232
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$947
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
 Construction Season

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

