

IH 43: STH 54/57 TO STH 172 (BROWN COUNTY) CONTINUOUS (24 HOUR) 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	118	0.0	1500	118	0	0.43	0	66.1	60.5	45.0	
1-2 AM	70	0.0	1500	70	0	0.43	0	66.3	60.6	45.2	
2-3 AM	73	0.0	1500	73	0	0.43	0	66.3	60.6	45.2	
3-4 AM	105	0.0	1500	105	0	0.43	0	66.2	60.5	45.1	
4-5 AM	272	0.0	1500	272	0	0.45	0	65.9	60.1	44.4	
5-6 AM	846	0.0	1500	846	0	0.50	0	64.8	58.6	42.2	
6-7 AM	1702	0.0	1499	1702	0	2.76	59	63.2	40.2	30.8	
7-8 AM	2177	0.0	1500	1702	475	14.45+	371	62.3	15.8	31.6	
8-9 AM	1483	0.0	1499	1438	44	15.35+	386	63.7	15.2	30.8	
9-10 AM	1327	0.0	1499	1327	0	10.39	257	63.9	20.2	30.8	
10-11 AM	1434	0.0	1500	1434	0	5.84	130	63.7	28.8	30.8	
11AM-NOON	1521	0.0	1500	1521	0	5.13	110	63.5	30.7	30.8	
NOON-1PM	1555	0.0	1500	1555	0	6.60	151	63.5	26.8	30.8	
1-2 PM	1574	0.0	1499	1574	0	8.87	212	63.5	22.4	30.8	
2-3 PM	1689	0.0	1500	1664	25	13.35+	337	63.2	16.8	30.8	
3-4 PM	1799	0.0	1500	1500	299	15.81+	400	63.0	14.8	30.8	
4-5 PM	2039	0.0	1500	1500	539	15.78+	400	62.6	14.8	30.8	
5-6 PM	1927	0.0	1500	1500	427	15.79+	400	62.8	14.8	30.8	
6-7 PM	1319	0.0	1499	1300	19	13.46+	341	63.9	16.8	30.8	
7-8 PM	942	0.0	1500	942	0	1.70	48	64.6	47.6	40.8	
8-9 PM	804	0.0	1500	804	0	0.50	0	64.9	58.7	42.4	
9-10 PM	581	0.0	1500	581	0	0.48	0	65.3	59.2	43.2	
10-11 PM	374	0.0	1500	374	0	0.46	0	65.7	59.8	44.0	
11PM-MID	204	0.0	1500	204	0	0.44	0	66.0	60.2	44.6	

+ 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

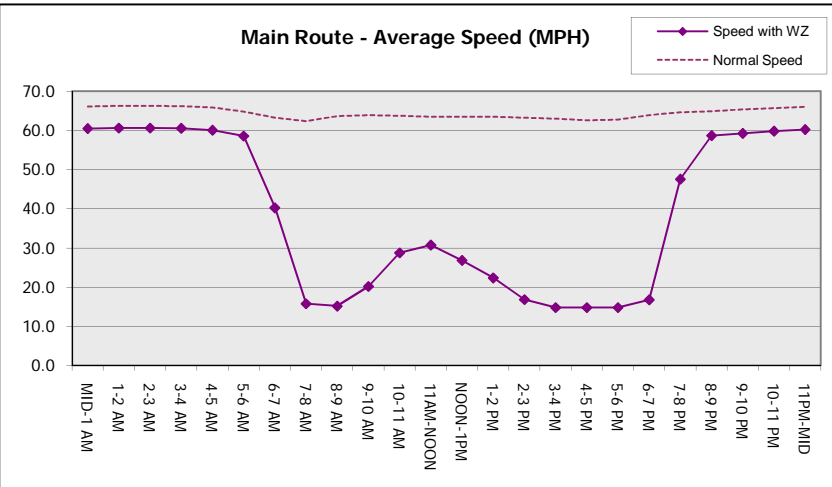
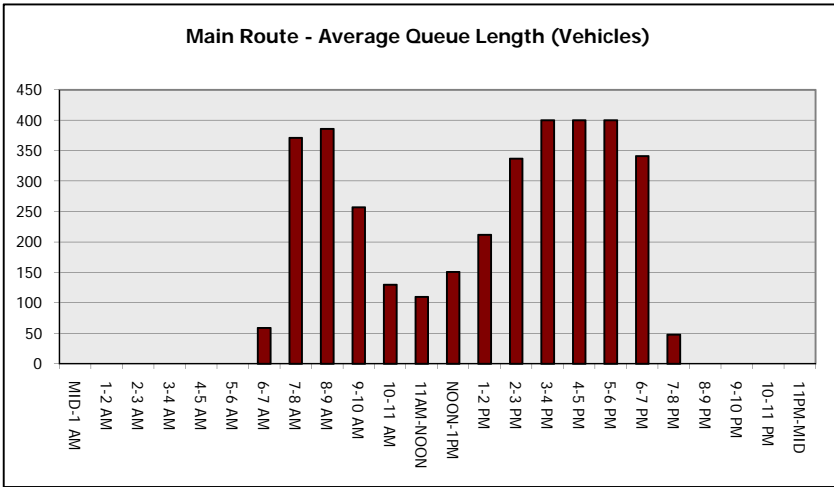
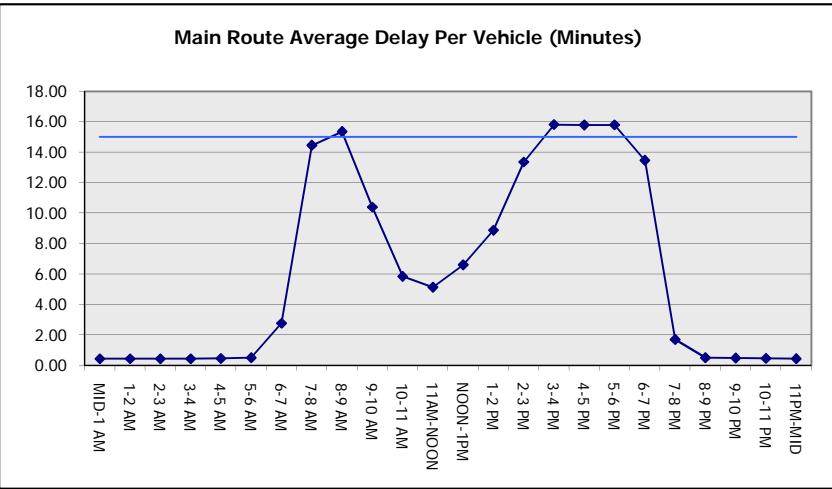
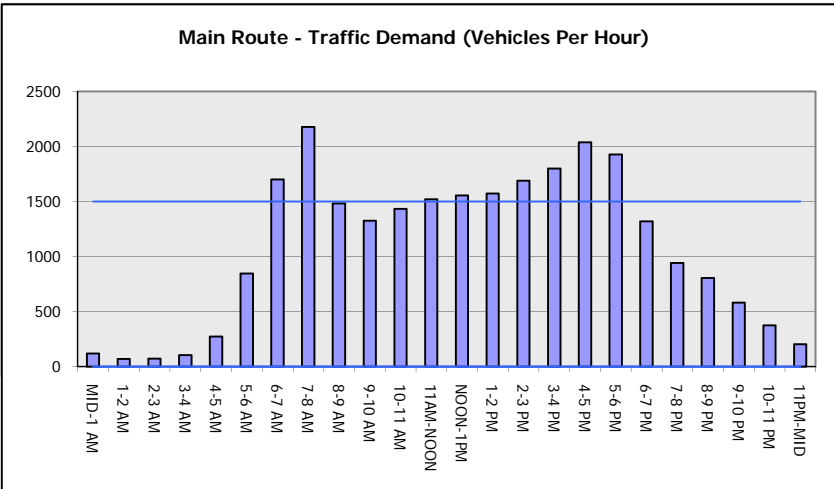
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0211
MAIN ROUTE WITH WORKS	0.0180
'DIVERSION'	0.0034
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,147
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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AUGUST
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



IH 43: STH 54/57 TO STH 172 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	171	0.0	1500	171	0	0.44	0	66.1	60.4	44.8
1-2 AM	104	0.0	1500	104	0	0.43	0	66.2	60.5	45.1
2-3 AM	84	0.0	1500	84	0	0.43	0	66.2	60.6	45.1
3-4 AM	74	0.0	1500	74	0	0.43	0	66.3	60.6	45.2
4-5 AM	143	0.0	1500	143	0	0.44	0	66.1	60.4	44.9
5-6 AM	430	0.0	1500	430	0	0.46	0	65.6	59.7	43.8
6-7 AM	935	0.0	1500	935	0	0.51	0	64.6	58.3	41.9
7-8 AM	1373	0.0	1500	1373	0	0.86	0	63.8	54.1	33.6
8-9 AM	1158	0.0	1500	1158	0	0.58	0	64.2	57.3	39.8
9-10 AM	1094	0.0	1500	1094	0	0.53	0	64.3	57.9	41.4
10-11 AM	1174	0.0	1500	1174	0	0.60	0	64.2	57.0	39.3
11AM-NOON	1261	0.0	1500	1261	0	0.72	0	64.0	55.7	36.6
NOON-1PM	1373	0.0	1500	1373	0	0.86	0	63.8	54.1	33.6
1-2 PM	1401	0.0	1499	1401	0	0.90	0	63.8	53.7	33.0
2-3 PM	1557	0.0	1499	1557	0	1.53	15	63.5	48.2	30.9
3-4 PM	1917	0.0	1500	1917	0	8.80+	241	62.8	22.4	30.8
4-5 PM	2430	0.0	1500	1500	930	15.69+	400	61.6	14.8	30.9
5-6 PM	2279	0.0	1500	1464	815	15.61+	396	62.2	14.9	30.9
6-7 PM	1436	0.0	1499	1325	110	14.06+	354	63.7	16.2	30.8
7-8 PM	1011	0.0	1499	1011	0	2.54	82	64.5	42.0	38.8
8-9 PM	940	0.0	1500	940	0	0.51	0	64.6	58.3	41.9
9-10 PM	747	0.0	1500	747	0	0.49	0	65.0	58.8	42.6
10-11 PM	500	0.0	1500	500	0	0.47	0	65.5	59.5	43.5
11PM-MID	341	0.0	1500	341	0	0.46	0	65.8	59.9	44.1

+ 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	0.0194
MAIN ROUTE WITH WORKS	0.0165
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,185
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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AUGUST

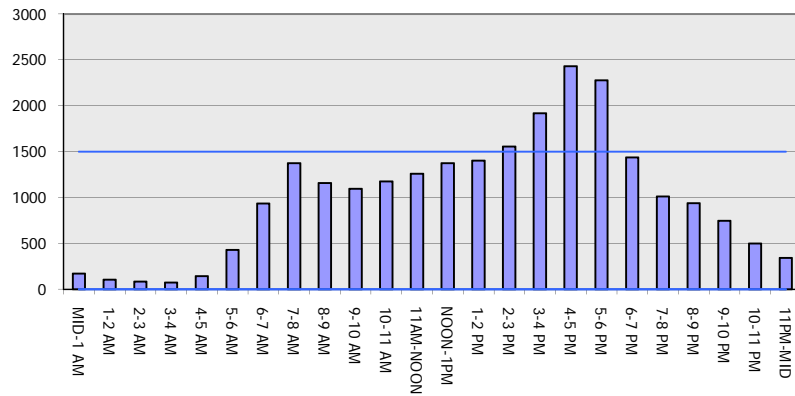
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

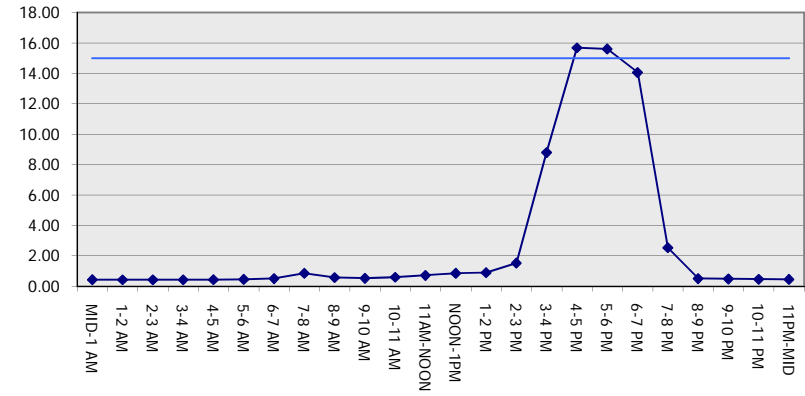
MON-THUR

NORTHBOUND DIRECTION

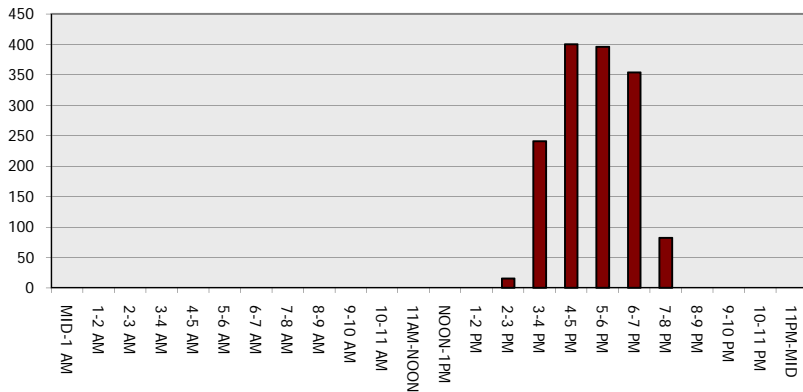
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

