

|   |  |
|---|--|
| <b>IH 43: USH 41 TO STH 54/57 (BROWN COUNTY)</b><br><b>OFF-PEAK DAY 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**

FRIDAY          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    | 94                           | 0.0       | OFF            | 94         | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |  |
| 1-2 AM      | 83                           | 0.0       | OFF            | 83         | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |  |
| 2-3 AM      | 85                           | 0.0       | OFF            | 85         | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |  |
| 3-4 AM      | 94                           | 0.0       | OFF            | 94         | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |  |
| 4-5 AM      | 262                          | 0.0       | OFF            | 262        | 0           | 0.00                  | 0                     | 65.9              | 65.9           | 65.9 |  |
| 5-6 AM      | 769                          | 0.0       | OFF            | 769        | 0           | 0.00                  | 0                     | 65.0              | 65.0           | 65.0 |  |
| 6-7 AM      | 1240                         | 0.0       | OFF            | 1240       | 0           | 0.00                  | 0                     | 64.1              | 64.1           | 64.1 |  |
| 7-8 AM      | 1586                         | 0.0       | OFF            | 1586       | 0           | 0.00                  | 0                     | 63.4              | 63.4           | 63.4 |  |
| 8-9 AM      | 1193                         | 0.0       | OFF            | 1193       | 0           | 0.00                  | 0                     | 64.1              | 64.1           | 64.1 |  |
| 9-10 AM     | 1044                         | 0.0       | OFF            | 1044       | 0           | 0.00                  | 0                     | 64.5              | 64.5           | 64.5 |  |
| 10-11 AM    | 1057                         | 0.0       | 1500           | 1057       | 0           | 0.52                  | 0                     | 64.4              | 58.8           | 41.5 |  |
| 11AM-NOON   | 1082                         | 0.0       | 1500           | 1082       | 0           | 0.53                  | 0                     | 64.4              | 58.7           | 41.4 |  |
| NOON-1PM    | 1201                         | 0.0       | 1500           | 1201       | 0           | 0.64                  | 0                     | 64.1              | 57.5           | 38.4 |  |
| 1-2 PM      | 1268                         | 0.0       | 1500           | 1268       | 0           | 0.72                  | 0                     | 64.0              | 56.6           | 36.4 |  |
| 2-3 PM      | 1401                         | 0.0       | 1499           | 1401       | 0           | 0.90                  | 0                     | 63.8              | 54.9           | 33.0 |  |
| 3-4 PM      | 1586                         | 0.0       | OFF            | 1586       | 0           | 0.00                  | 0                     | 63.4              | 63.4           | 63.4 |  |
| 4-5 PM      | 1705                         | 0.0       | OFF            | 1705       | 0           | 0.00                  | 0                     | 63.2              | 63.2           | 63.2 |  |
| 5-6 PM      | 1621                         | 0.0       | OFF            | 1621       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |  |
| 6-7 PM      | 1186                         | 0.0       | OFF            | 1186       | 0           | 0.00                  | 0                     | 64.1              | 64.1           | 64.1 |  |
| 7-8 PM      | 813                          | 0.0       | OFF            | 813        | 0           | 0.00                  | 0                     | 64.9              | 64.9           | 64.9 |  |
| 8-9 PM      | 637                          | 0.0       | OFF            | 637        | 0           | 0.00                  | 0                     | 65.2              | 65.2           | 65.2 |  |
| 9-10 PM     | 565                          | 0.0       | OFF            | 565        | 0           | 0.00                  | 0                     | 65.3              | 65.3           | 65.3 |  |
| 10-11 PM    | 433                          | 0.0       | OFF            | 433        | 0           | 0.00                  | 0                     | 65.6              | 65.6           | 65.6 |  |
| 11PM-MID    | 279                          | 0.0       | OFF            | 279        | 0           | 0.00                  | 0                     | 65.9              | 65.9           | 65.9 |  |

**"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                      | 0.0200 |
| MAIN ROUTE WITH WORKS                         | 0.0196 |
| 'DIVERSION'                                   | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> |        |
| IMPACTS ON ROAD USERS                         |        |
| ROAD USER COSTS PER DAY                       | \$719  |
| CONGESTED HOURS PER DAY*                      | 0      |

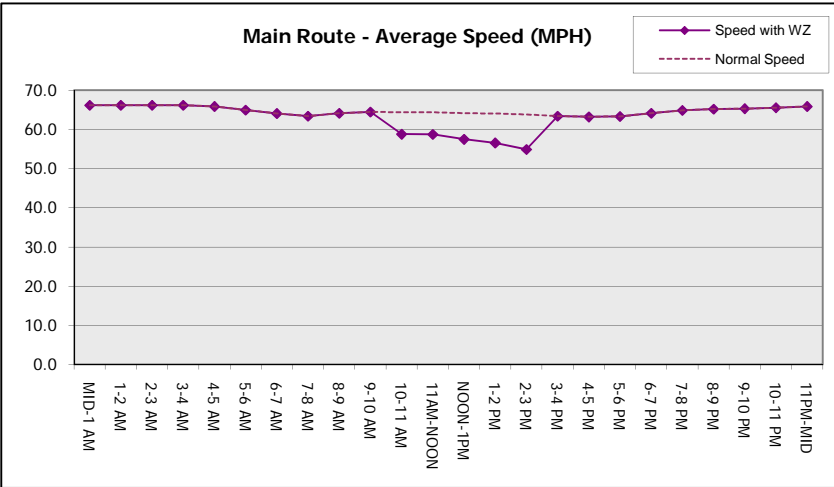
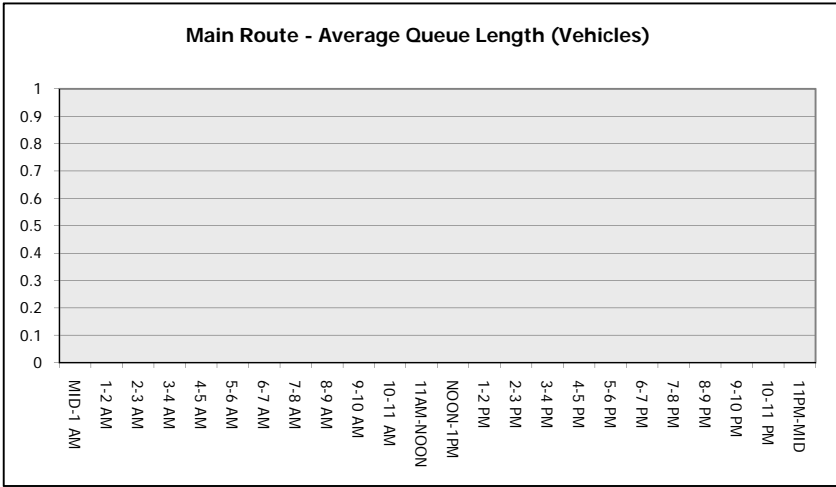
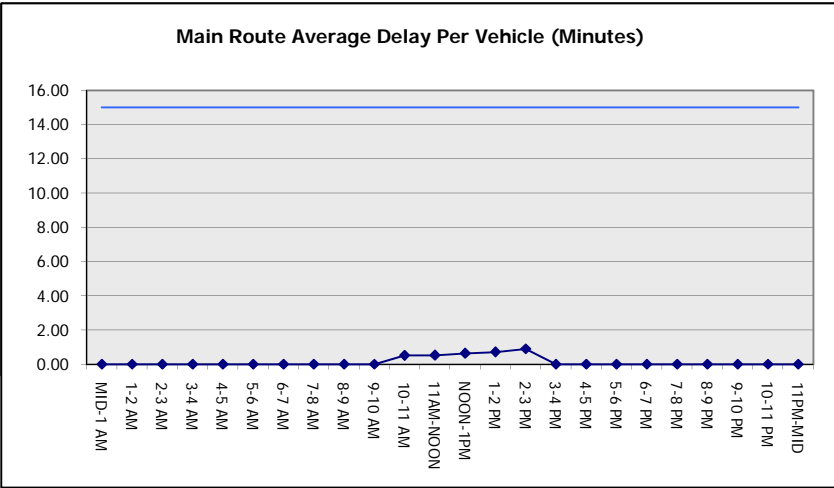
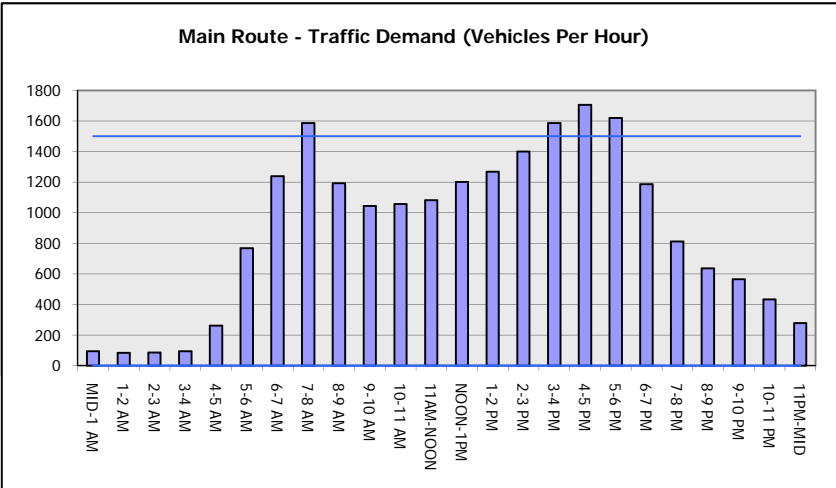
\*Delays Exceeding User-Specified Maximum

**IH 43: USH 41 TO STH 54/57 (BROWN COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**



|   |  |
|---|--|
| <b>IH 43: USH 41 TO STH 54/57 (BROWN COUNTY)</b><br><b>OFF-PEAK DAY 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**

FRIDAY 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    | 140                          | 0.0       | OFF            | 140        | 0           | 0.00                  | 0                     | 66.1              | 66.1           | 66.1 |
| 1-2 AM      | 103                          | 0.0       | OFF            | 103        | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |
| 2-3 AM      | 83                           | 0.0       | OFF            | 83         | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |
| 3-4 AM      | 106                          | 0.0       | OFF            | 106        | 0           | 0.00                  | 0                     | 66.2              | 66.2           | 66.2 |
| 4-5 AM      | 191                          | 0.0       | OFF            | 191        | 0           | 0.00                  | 0                     | 66.0              | 66.0           | 66.0 |
| 5-6 AM      | 475                          | 0.0       | OFF            | 475        | 0           | 0.00                  | 0                     | 65.5              | 65.5           | 65.5 |
| 6-7 AM      | 1178                         | 0.0       | OFF            | 1178       | 0           | 0.00                  | 0                     | 64.2              | 64.2           | 64.2 |
| 7-8 AM      | 1497                         | 0.0       | OFF            | 1497       | 0           | 0.00                  | 0                     | 63.6              | 63.6           | 63.6 |
| 8-9 AM      | 1115                         | 0.0       | OFF            | 1115       | 0           | 0.00                  | 0                     | 64.3              | 64.3           | 64.3 |
| 9-10 AM     | 1068                         | 0.0       | OFF            | 1068       | 0           | 0.00                  | 0                     | 64.4              | 64.4           | 64.4 |
| 10-11 AM    | 1151                         | 0.0       | 1500           | 1151       | 0           | 0.57                  | 0                     | 64.2              | 58.2           | 40.1 |
| 11AM-NOON   | 1263                         | 0.0       | 1500           | 1263       | 0           | 0.72                  | 0                     | 64.0              | 56.7           | 36.5 |
| NOON-1PM    | 1371                         | 0.0       | 1499           | 1371       | 0           | 0.86                  | 0                     | 63.8              | 55.3           | 33.7 |
| 1-2 PM      | 1504                         | 0.0       | 1499           | 1504       | 0           | 1.23                  | 6                     | 63.6              | 52.1           | 31.2 |
| 2-3 PM      | 1772                         | 0.0       | 1500           | 1772       | 0           | 5.80                  | 145                   | 63.1              | 31.0           | 30.8 |
| 3-4 PM      | 2064                         | 0.0       | OFF            | 2064       | 0           | 0.40                  | 23                    | 62.5              | 58.4           | 58.4 |
| 4-5 PM      | 2312                         | 0.0       | OFF            | 2312       | 0           | 0.00                  | 0                     | 62.1              | 62.1           | 62.1 |
| 5-6 PM      | 2088                         | 0.0       | OFF            | 2088       | 0           | 0.00                  | 0                     | 62.5              | 62.5           | 62.5 |
| 6-7 PM      | 1513                         | 0.0       | OFF            | 1513       | 0           | 0.00                  | 0                     | 63.6              | 63.6           | 63.6 |
| 7-8 PM      | 1050                         | 0.0       | OFF            | 1050       | 0           | 0.00                  | 0                     | 64.5              | 64.5           | 64.5 |
| 8-9 PM      | 838                          | 0.0       | OFF            | 838        | 0           | 0.00                  | 0                     | 64.8              | 64.8           | 64.8 |
| 9-10 PM     | 674                          | 0.0       | OFF            | 674        | 0           | 0.00                  | 0                     | 65.1              | 65.1           | 65.1 |
| 10-11 PM    | 589                          | 0.0       | OFF            | 589        | 0           | 0.00                  | 0                     | 65.3              | 65.3           | 65.3 |
| 11PM-MID    | 392                          | 0.0       | OFF            | 392        | 0           | 0.00                  | 0                     | 65.6              | 65.6           | 65.6 |

"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           | 0.0230 |
| MAIN ROUTE WITH WORKS              | 0.0226 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$2,777 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY NORTHBOUND DIRECTION**

