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|--|--|
| IH 43: STH 54/57 TO STH 172 (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 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 | 116 | 0.0 | OFF | 116 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | |
| 1-2 AM | 70 | 0.0 | OFF | 70 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | |
| 2-3 AM | 69 | 0.0 | OFF | 69 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | |
| 3-4 AM | 100 | 0.0 | OFF | 100 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | |
| 4-5 AM | 233 | 0.0 | OFF | 233 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 5-6 AM | 707 | 0.0 | OFF | 707 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 6-7 AM | 1558 | 0.0 | OFF | 1558 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 7-8 AM | 2087 | 0.0 | OFF | 2087 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 | |
| 8-9 AM | 1513 | 0.0 | OFF | 1513 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 | |
| 9-10 AM | 1292 | 0.0 | OFF | 1292 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | |
| 10-11 AM | 1364 | 0.0 | 1499 | 1364 | 0 | 0.85 | 0 | 63.8 | 54.2 | 33.8 | |
| 11AM-NOON | 1482 | 0.0 | 1499 | 1482 | 0 | 1.00 | 0 | 63.7 | 52.7 | 31.2 | |
| NOON-1PM | 1518 | 0.0 | 1500 | 1518 | 0 | 1.26 | 6 | 63.5 | 50.4 | 30.8 | |
| 1-2 PM | 1575 | 0.0 | 1500 | 1575 | 0 | 2.81 | 50 | 63.5 | 40.1 | 30.8 | |
| 2-3 PM | 1708 | 0.0 | 1500 | 1708 | 0 | 7.70 | 189 | 63.2 | 24.4 | 30.8 | |
| 3-4 PM | 1815 | 0.0 | OFF | 1815 | 0 | 0.35 | 20 | 63.0 | 58.7 | 58.7 | |
| 4-5 PM | 1933 | 0.0 | OFF | 1933 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | |
| 5-6 PM | 1844 | 0.0 | OFF | 1844 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 6-7 PM | 1359 | 0.0 | OFF | 1359 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | |
| 7-8 PM | 997 | 0.0 | OFF | 997 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | |
| 8-9 PM | 777 | 0.0 | OFF | 777 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | |
| 9-10 PM | 648 | 0.0 | OFF | 648 | 0 | 0.00 | 0 | 65.2 | 65.2 | 65.2 | |
| 10-11 PM | 447 | 0.0 | OFF | 447 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | |
| 11PM-MID | 298 | 0.0 | OFF | 298 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | |

"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 |

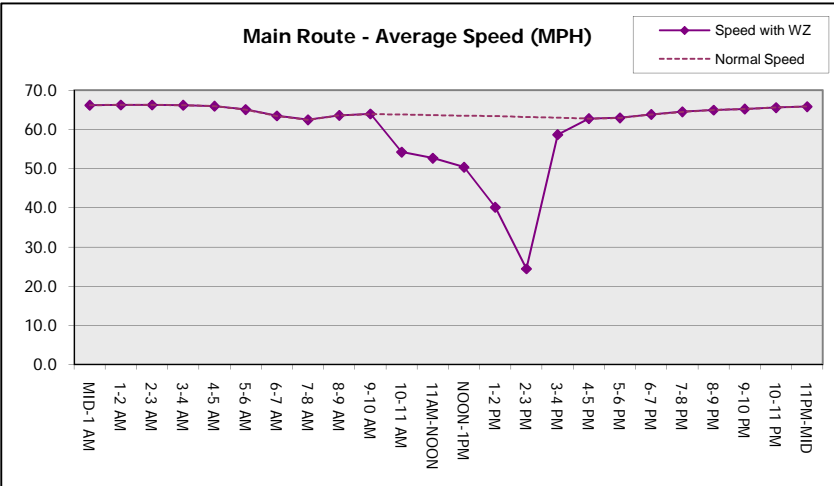
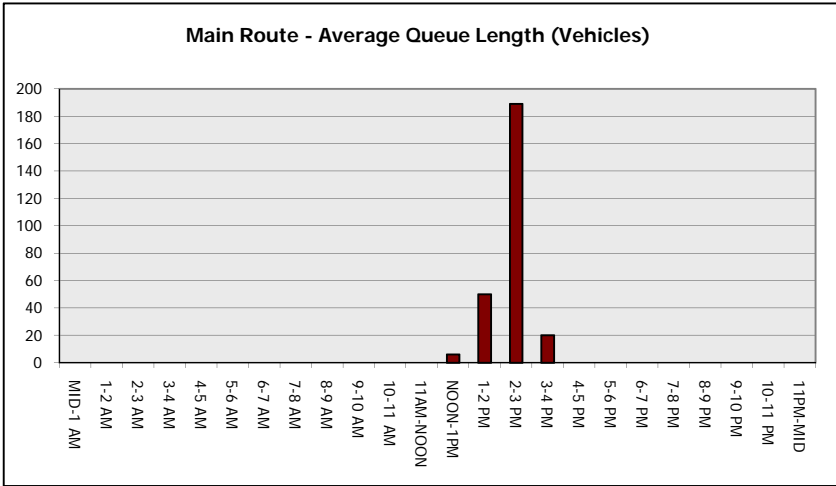
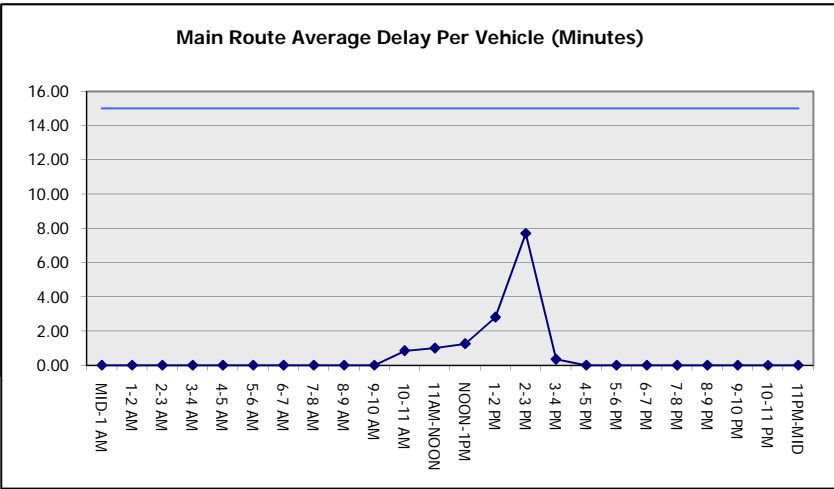
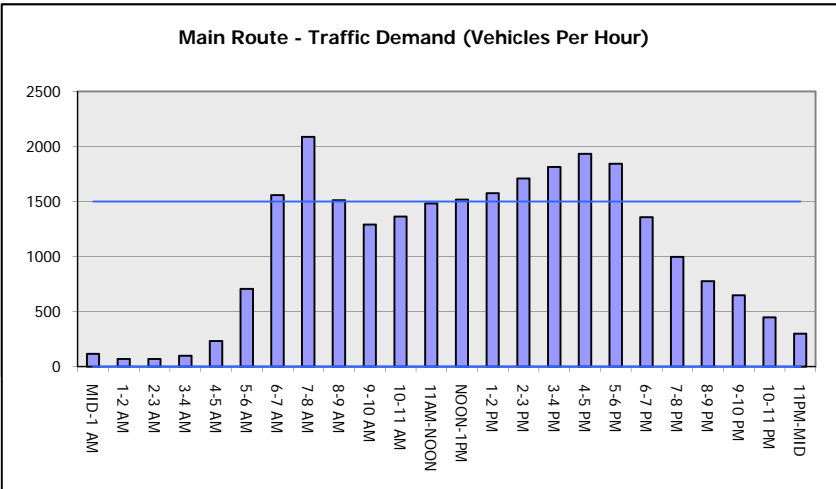
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0207 |
| MAIN ROUTE WITH WORKS | 0.0202 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$4,218 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**IH 43: STH 54/57 TO STH 172 (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



| | |
|--|--|
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| | Analyzed for 2009 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 | 189 | 0.0 | OFF | 189 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 1-2 AM | 111 | 0.0 | OFF | 111 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |
| 2-3 AM | 117 | 0.0 | OFF | 117 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 85 | 0.0 | OFF | 85 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |
| 4-5 AM | 142 | 0.0 | OFF | 142 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 5-6 AM | 401 | 0.0 | OFF | 401 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 6-7 AM | 918 | 0.0 | OFF | 918 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 |
| 7-8 AM | 1380 | 0.0 | OFF | 1380 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 8-9 AM | 1274 | 0.0 | OFF | 1274 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 |
| 9-10 AM | 1177 | 0.0 | OFF | 1177 | 0 | 0.00 | 0 | 64.2 | 64.2 | 64.2 |
| 10-11 AM | 1275 | 0.0 | 1500 | 1275 | 0 | 0.73 | 0 | 64.0 | 55.5 | 36.2 |
| 11AM-NOON | 1385 | 0.0 | 1499 | 1385 | 0 | 0.88 | 0 | 63.8 | 54.0 | 33.3 |
| NOON-1PM | 1594 | 0.0 | 1499 | 1594 | 0 | 2.33 | 38 | 63.4 | 42.8 | 30.8 |
| 1-2 PM | 1661 | 0.0 | 1499 | 1661 | 0 | 6.85 | 163 | 63.3 | 26.2 | 30.8 |
| 2-3 PM | 1937 | 0.0 | 1500 | 1677 | 260 | 14.60+ | 371 | 62.8 | 15.7 | 30.8 |
| 3-4 PM | 2329 | 0.0 | OFF | 2329 | 0 | 1.16 | 55 | 62.0 | 50.2 | 50.2 |
| 4-5 PM | 2784 | 0.0 | OFF | 2784 | 0 | 0.00 | 0 | 58.0 | 58.0 | 58.0 |
| 5-6 PM | 2527 | 0.0 | OFF | 2527 | 0 | 0.00 | 0 | 60.6 | 60.6 | 60.6 |
| 6-7 PM | 1927 | 0.0 | OFF | 1927 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 |
| 7-8 PM | 1419 | 0.0 | OFF | 1419 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 |
| 8-9 PM | 1168 | 0.0 | OFF | 1168 | 0 | 0.00 | 0 | 64.2 | 64.2 | 64.2 |
| 9-10 PM | 978 | 0.0 | OFF | 978 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 |
| 10-11 PM | 736 | 0.0 | OFF | 736 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 11PM-MID | 498 | 0.0 | OFF | 498 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |

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

+ 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 | 0.0227 |
| MAIN ROUTE WITH WORKS | 0.0220 |
| 'DIVERSION' | 0.0005 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$8,934 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

