

IH 43: STH 54/57 TO STH 172 (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	109	0.0	OFF	109	0	0.00	0	66.2	66.2	66.2	
1-2 AM	75	0.0	OFF	75	0	0.00	0	66.3	66.3	66.3	
2-3 AM	85	0.0	OFF	85	0	0.00	0	66.2	66.2	66.2	
3-4 AM	114	0.0	OFF	114	0	0.00	0	66.2	66.2	66.2	
4-5 AM	252	0.0	OFF	252	0	0.00	0	65.9	65.9	65.9	
5-6 AM	748	0.0	OFF	748	0	0.00	0	65.0	65.0	65.0	
6-7 AM	1553	0.0	OFF	1553	0	0.00	0	63.5	63.5	63.5	
7-8 AM	2076	0.0	OFF	2076	0	0.00	0	62.5	62.5	62.5	
8-9 AM	1447	0.0	OFF	1447	0	0.00	0	63.7	63.7	63.7	
9-10 AM	1348	0.0	OFF	1348	0	0.00	0	63.9	63.9	63.9	
10-11 AM	1471	0.0	OFF	1499	0	1.01	0	63.7	52.6	31.4	
11AM-NOON	1623	0.0	OFF	1500	0	2.98	57	63.3	39.2	30.8	
NOON-1PM	1678	0.0	OFF	1500	0	8.59	210	63.3	22.8	30.8	
1-2 PM	1753	0.0	OFF	1500	139	15.04+	380	63.1	15.4	30.8	
2-3 PM	1881	0.0	OFF	1500	381	15.80+	400	62.9	14.8	30.8	
3-4 PM	1885	0.0	OFF	1885	0	0.68	41	62.8	55.1	55.1	
4-5 PM	2122	0.0	OFF	2122	0	0.00	0	62.4	62.4	62.4	
5-6 PM	1943	0.0	OFF	1943	0	0.00	0	62.8	62.8	62.8	
6-7 PM	1495	0.0	OFF	1495	0	0.00	0	63.6	63.6	63.6	
7-8 PM	961	0.0	OFF	961	0	0.00	0	64.6	64.6	64.6	
8-9 PM	816	0.0	OFF	816	0	0.00	0	64.9	64.9	64.9	
9-10 PM	640	0.0	OFF	640	0	0.00	0	65.2	65.2	65.2	
10-11 PM	443	0.0	OFF	443	0	0.00	0	65.6	65.6	65.6	
11PM-MID	289	0.0	OFF	289	0	0.00	0	65.8	65.8	65.8	

"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	0.0
(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	0
(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	0.0218
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0010
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$15,808
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

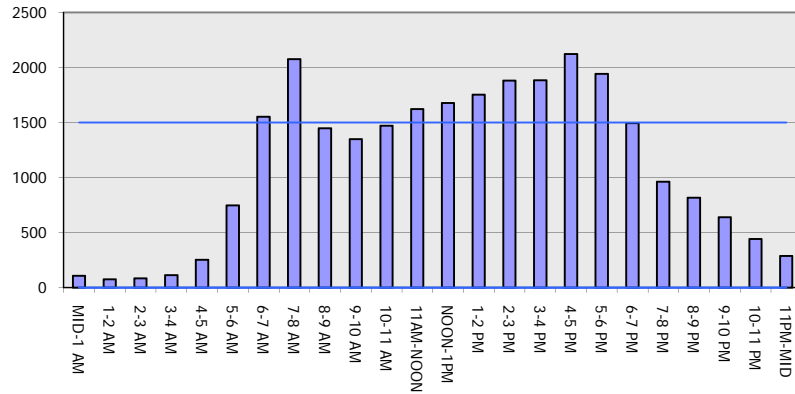
OCTOBER

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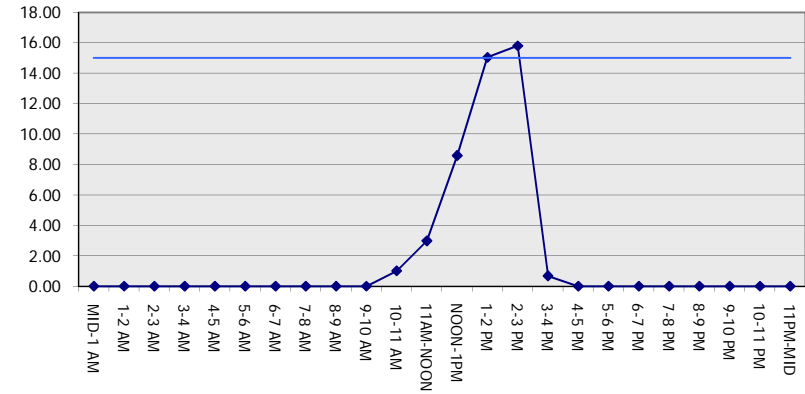
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

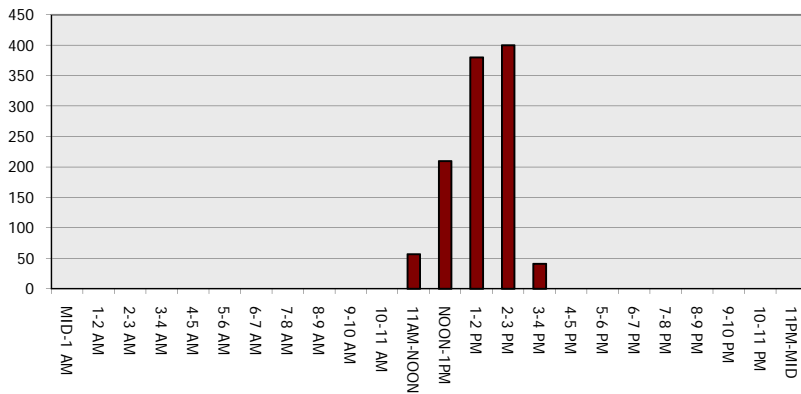
Main Route - Traffic Demand (Vehicles Per Hour)



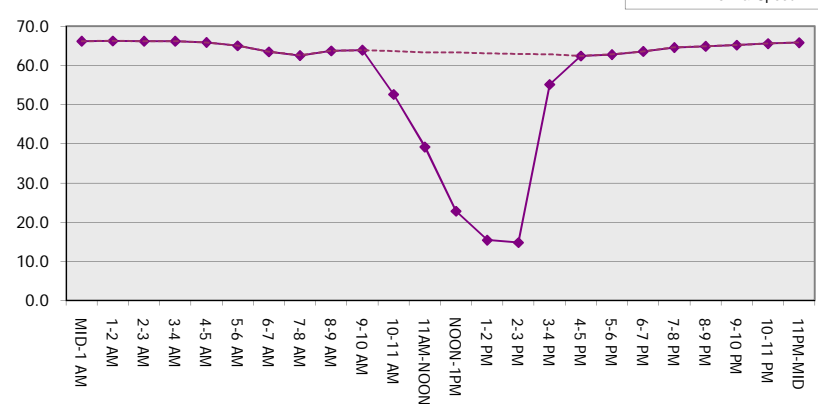
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	183	0.0	OFF	183	0	0.00	0	66.1	66.1	66.1
1-2 AM	119	0.0	OFF	119	0	0.00	0	66.1	66.1	66.1
2-3 AM	103	0.0	OFF	103	0	0.00	0	66.2	66.2	66.2
3-4 AM	81	0.0	OFF	81	0	0.00	0	66.3	66.3	66.3
4-5 AM	153	0.0	OFF	153	0	0.00	0	66.1	66.1	66.1
5-6 AM	393	0.0	OFF	393	0	0.00	0	65.6	65.6	65.6
6-7 AM	926	0.0	OFF	926	0	0.00	0	64.6	64.6	64.6
7-8 AM	1412	0.0	OFF	1412	0	0.00	0	63.8	63.8	63.8
8-9 AM	1301	0.0	OFF	1301	0	0.00	0	64.0	64.0	64.0
9-10 AM	1214	0.0	OFF	1214	0	0.00	0	64.1	64.1	64.1
10-11 AM	1330	0.0	1499	1330	0	0.80	0	63.9	54.7	34.7
11AM-NOON	1469	0.0	1499	1469	0	1.03	1	63.7	52.4	31.6
NOON-1PM	1680	0.0	1500	1680	0	3.92	87	63.3	35.0	30.8
1-2 PM	1772	0.0	1500	1749	22	12.02+	308	63.1	18.1	30.8
2-3 PM	2036	0.0	1500	1500	536	15.78+	400	62.6	14.8	30.8
3-4 PM	2417	0.0	OFF	2417	0	1.29	60	61.7	49.0	49.0
4-5 PM	2818	0.0	OFF	2818	0	0.00	0	57.6	57.6	57.6
5-6 PM	2607	0.0	OFF	2607	0	0.00	0	59.8	59.8	59.8
6-7 PM	1970	0.0	OFF	1970	0	0.00	0	62.7	62.7	62.7
7-8 PM	1424	0.0	OFF	1424	0	0.00	0	63.7	63.7	63.7
8-9 PM	1182	0.0	OFF	1182	0	0.00	0	64.2	64.2	64.2
9-10 PM	980	0.0	OFF	980	0	0.00	0	64.6	64.6	64.6
10-11 PM	769	0.0	OFF	769	0	0.00	0	65.0	65.0	65.0
11PM-MID	536	0.0	OFF	536	0	0.00	0	65.4	65.4	65.4

"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	0.0234
MAIN ROUTE WITH WORKS	0.0225
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$13,299
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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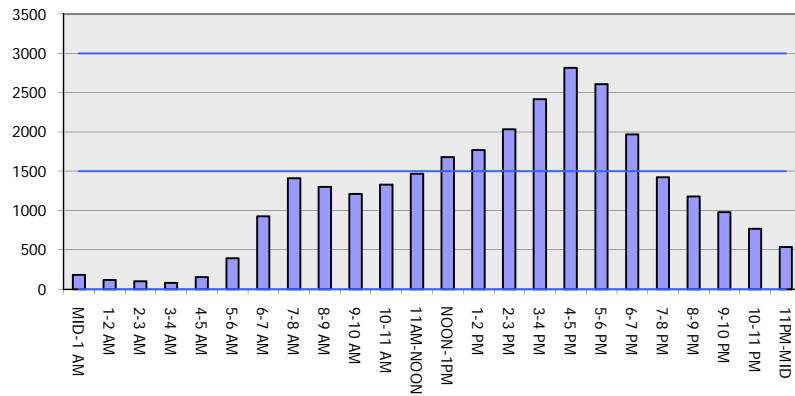
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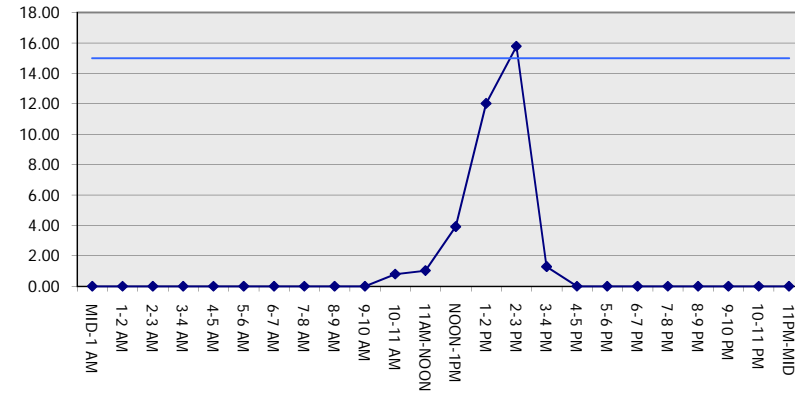
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

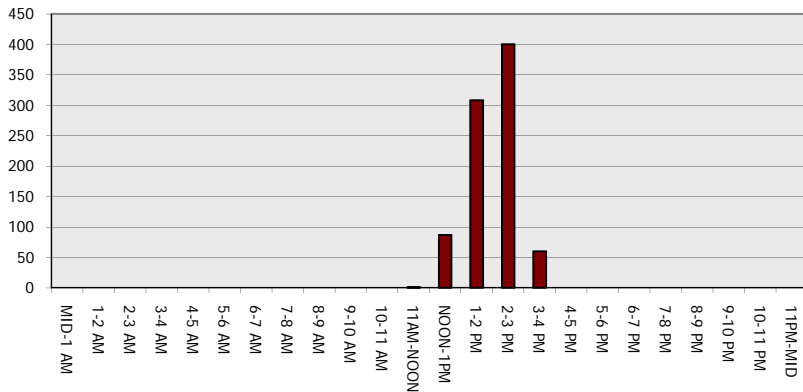
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

