

**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**

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	177	0.0	OFF	177	0	0.00	0	66.1	66.1	66.1	
1-2 AM	121	0.0	OFF	121	0	0.00	0	66.1	66.1	66.1	
2-3 AM	116	0.0	OFF	116	0	0.00	0	66.2	66.2	66.2	
3-4 AM	77	0.0	OFF	77	0	0.00	0	66.3	66.3	66.3	
4-5 AM	110	0.0	OFF	110	0	0.00	0	66.2	66.2	66.2	
5-6 AM	172	0.0	OFF	172	0	0.00	0	66.1	66.1	66.1	
6-7 AM	238	0.0	OFF	238	0	0.00	0	66.0	66.0	66.0	
7-8 AM	415	0.0	OFF	415	0	0.00	0	65.6	65.6	65.6	
8-9 AM	647	0.0	OFF	647	0	0.00	0	65.2	65.2	65.2	
9-10 AM	1107	0.0	1499	1107	0	0.59	0	64.3	57.3	39.8	
10-11 AM	1534	0.0	1499	1534	0	1.50	15	63.5	48.4	31.4	
11AM-NOON	1831	0.0	1500	1831	0	8.30	217	63.0	23.2	30.8	
NOON-1PM	1850	0.0	1499	1500	350	15.80+	399	63.0	14.8	30.8	
1-2 PM	1878	0.0	1500	1500	378	15.80+	400	62.9	14.8	30.8	
2-3 PM	1843	0.0	1500	1500	343	15.80+	400	63.0	14.8	30.8	
3-4 PM	1885	0.0	1500	1500	385	15.80+	400	62.8	14.8	30.8	
4-5 PM	1898	0.0	1500	1500	398	15.80+	400	62.8	14.8	30.8	
5-6 PM	1672	0.0	1500	1500	172	15.83+	400	63.3	14.8	30.8	
6-7 PM	1361	0.0	1499	1361	0	13.65+	343	63.8	16.6	30.8	
7-8 PM	1044	0.0	OFF	1044	0	0.20	10	64.5	61.9	61.9	
8-9 PM	698	0.0	OFF	698	0	0.00	0	65.1	65.1	65.1	
9-10 PM	398	0.0	OFF	398	0	0.00	0	65.6	65.6	65.6	
10-11 PM	266	0.0	OFF	266	0	0.00	0	65.9	65.9	65.9	
11PM-MID	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1	

"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	0.0174
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0038
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,794
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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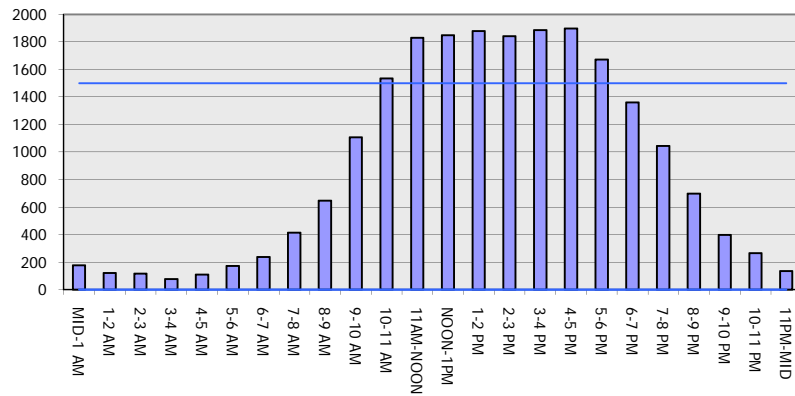
**OCTOBER**

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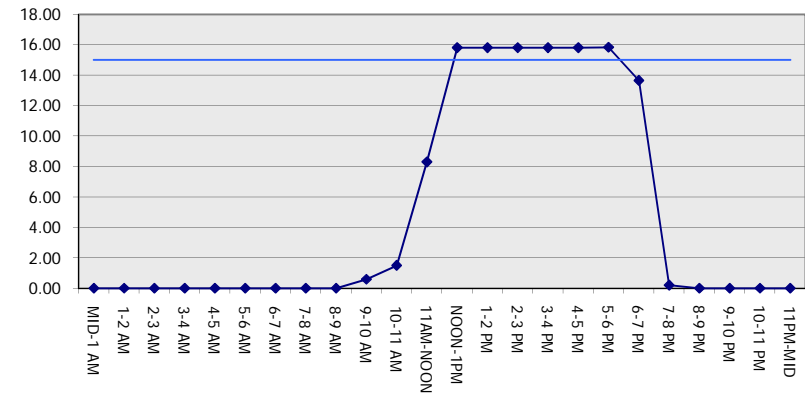
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

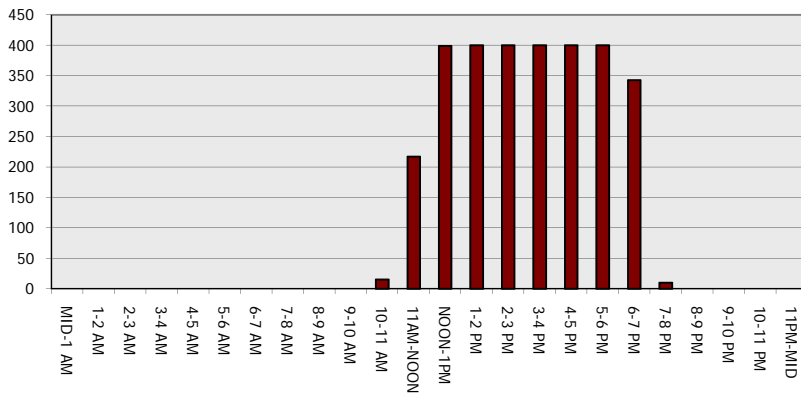
**Main Route - Traffic Demand (Vehicles Per Hour)**



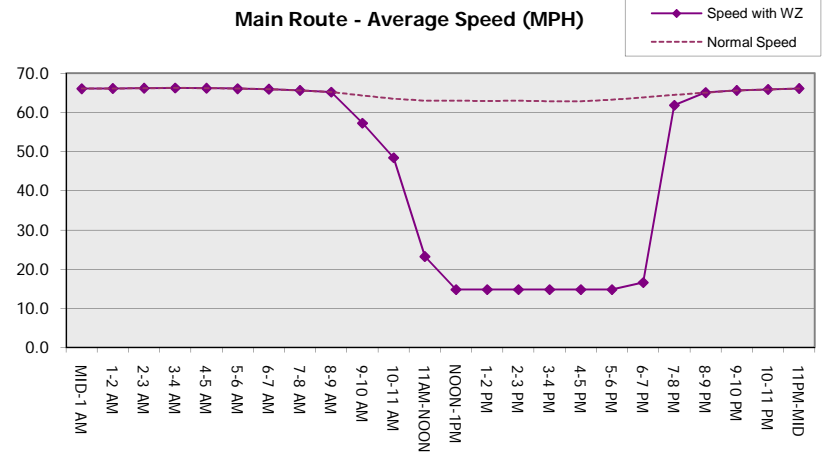
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 43: STH 54/57 TO STH 172 (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 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	272	0.0	OFF	272	0	0.00	0	65.9	65.9	65.9
1-2 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1
2-3 AM	128	0.0	OFF	128	0	0.00	0	66.1	66.1	66.1
3-4 AM	83	0.0	OFF	83	0	0.00	0	66.3	66.3	66.3
4-5 AM	81	0.0	OFF	81	0	0.00	0	66.3	66.3	66.3
5-6 AM	116	0.0	OFF	116	0	0.00	0	66.2	66.2	66.2
6-7 AM	176	0.0	OFF	176	0	0.00	0	66.1	66.1	66.1
7-8 AM	262	0.0	OFF	262	0	0.00	0	65.9	65.9	65.9
8-9 AM	444	0.0	OFF	444	0	0.00	0	65.6	65.6	65.6
9-10 AM	707	0.0	1500	707	0	0.49	0	65.1	58.9	42.7
10-11 AM	1032	0.0	1500	1032	0	0.52	0	64.5	58.1	41.5
11AM-NOON	1166	0.0	1500	1166	0	0.59	0	64.2	57.1	39.6
NOON-1PM	1151	0.0	1500	1151	0	0.57	0	64.2	57.3	40.1
1-2 PM	1105	0.0	1500	1105	0	0.53	0	64.3	57.9	41.3
2-3 PM	1108	0.0	1500	1108	0	0.53	0	64.3	57.9	41.3
3-4 PM	1170	0.0	1500	1170	0	0.60	0	64.2	57.1	39.4
4-5 PM	1203	0.0	1500	1203	0	0.64	0	64.1	56.6	38.3
5-6 PM	1142	0.0	1500	1142	0	0.56	0	64.3	57.5	40.4
6-7 PM	1054	0.0	1500	1054	0	0.52	0	64.4	58.0	41.5
7-8 PM	827	0.0	OFF	827	0	0.00	0	64.8	64.8	64.8
8-9 PM	600	0.0	OFF	600	0	0.00	0	65.3	65.3	65.3
9-10 PM	449	0.0	OFF	449	0	0.00	0	65.6	65.6	65.6
10-11 PM	321	0.0	OFF	321	0	0.00	0	65.8	65.8	65.8
11PM-MID	213	0.0	OFF	213	0	0.00	0	66.0	66.0	66.0

"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	0.0122
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,687
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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Construction Season

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

