

IH 43: STH 54/57 TO STH 172 (BROWN COUNTY) NIGHTTIME 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	1500	109	0	0.43	0	66.2	60.5	45.0
1-2 AM	75	0.0	1500	75	0	0.43	0	66.3	60.6	45.2
2-3 AM	85	0.0	1500	85	0	0.43	0	66.2	60.6	45.1
3-4 AM	114	0.0	1500	114	0	0.43	0	66.2	60.5	45.0
4-5 AM	252	0.0	1500	252	0	0.45	0	65.9	60.1	44.5
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	1471	0	0.00	0	63.7	63.7	63.7
11AM-NOON	1623	0.0	OFF	1623	0	0.00	0	63.3	63.3	63.3
NOON-1PM	1678	0.0	OFF	1678	0	0.00	0	63.3	63.3	63.3
1-2 PM	1753	0.0	OFF	1753	0	0.00	0	63.1	63.1	63.1
2-3 PM	1881	0.0	OFF	1881	0	0.00	0	62.9	62.9	62.9
3-4 PM	1885	0.0	OFF	1885	0	0.00	0	62.8	62.8	62.8
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	1500	961	0	0.52	0	64.6	58.2	41.8
8-9 PM	816	0.0	1500	816	0	0.50	0	64.9	58.6	42.4
9-10 PM	640	0.0	1500	640	0	0.48	0	65.2	59.1	43.0
10-11 PM	443	0.0	1500	443	0	0.47	0	65.6	59.6	43.7
11PM-MID	289	0.0	1500	289	0	0.45	0	65.8	60.1	44.3

"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	0.0218
MAIN ROUTE WITH WORKS	0.0215
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$399
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

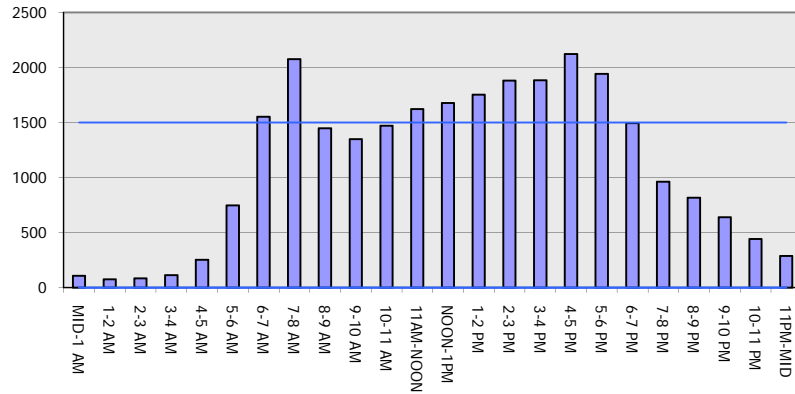
OCTOBER

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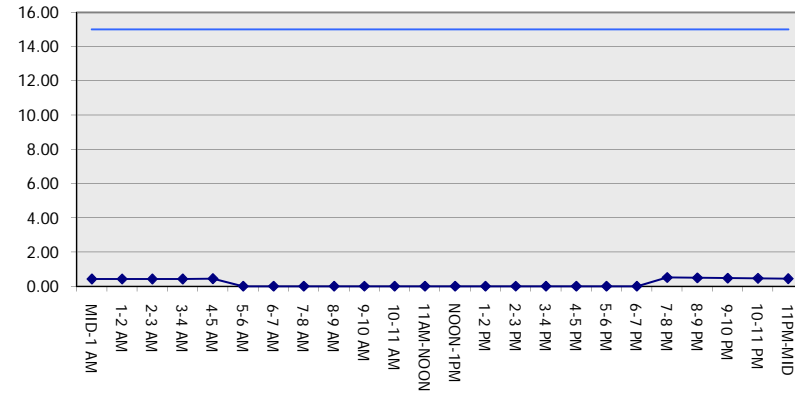
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

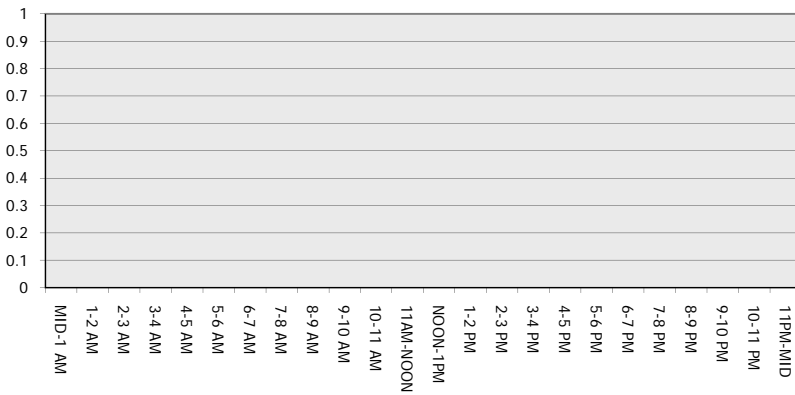
Main Route - Traffic Demand (Vehicles Per Hour)



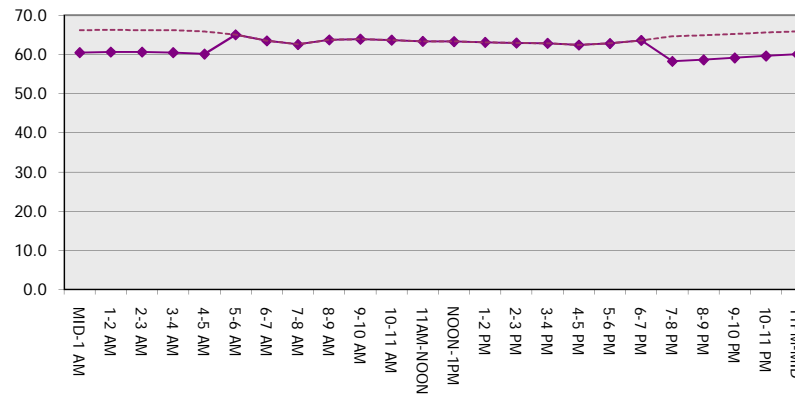
Main Route Average Delay Per Vehicle (Minutes)



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	1500	183	0	0.44	0	66.1	60.3	44.8
1-2 AM	119	0.0	1500	119	0	0.43	0	66.1	60.5	45.0
2-3 AM	103	0.0	1500	103	0	0.43	0	66.2	60.5	45.1
3-4 AM	81	0.0	1500	81	0	0.43	0	66.3	60.6	45.1
4-5 AM	153	0.0	1500	153	0	0.44	0	66.1	60.4	44.9
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	OFF	1330	0	0.00	0	63.9	63.9	63.9
11AM-NOON	1469	0.0	OFF	1469	0	0.00	0	63.7	63.7	63.7
NOON-1PM	1680	0.0	OFF	1680	0	0.00	0	63.3	63.3	63.3
1-2 PM	1772	0.0	OFF	1772	0	0.00	0	63.1	63.1	63.1
2-3 PM	2036	0.0	OFF	2036	0	0.00	0	62.6	62.6	62.6
3-4 PM	2417	0.0	OFF	2417	0	0.00	0	61.7	61.7	61.7
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	1499	1424	0	1.02	3	63.7	52.5	32.8
8-9 PM	1182	0.0	1500	1182	0	0.61	0	64.2	56.9	39.0
9-10 PM	980	0.0	1500	980	0	0.52	0	64.6	58.2	41.7
10-11 PM	769	0.0	1500	769	0	0.50	0	65.0	58.7	42.5
11PM-MID	536	0.0	1500	536	0	0.47	0	65.4	59.4	43.3

"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	0.0234
MAIN ROUTE WITH WORKS	0.0231
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$785
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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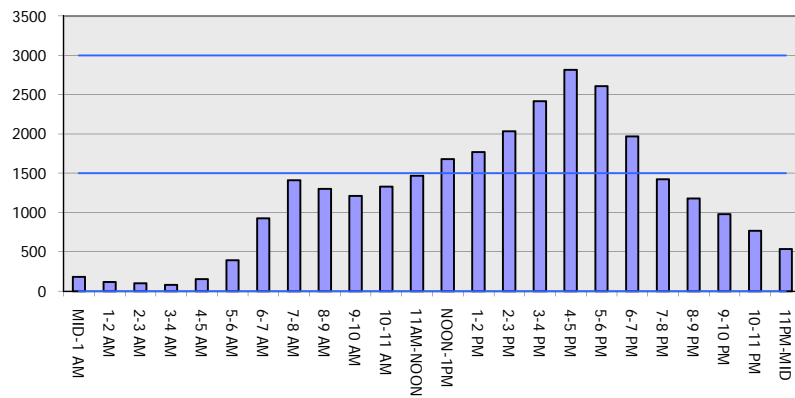
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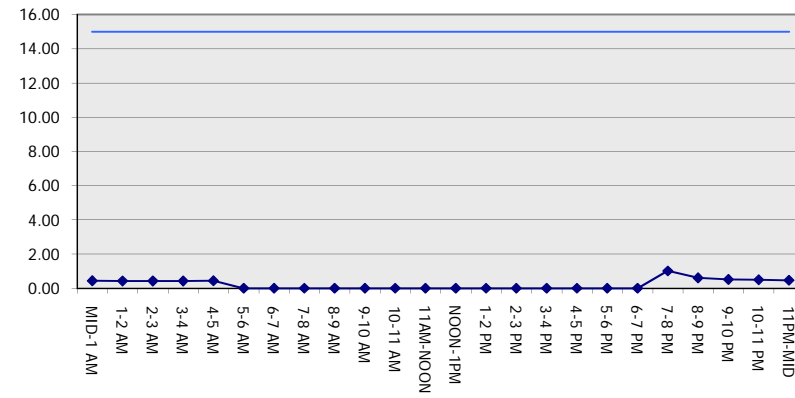
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

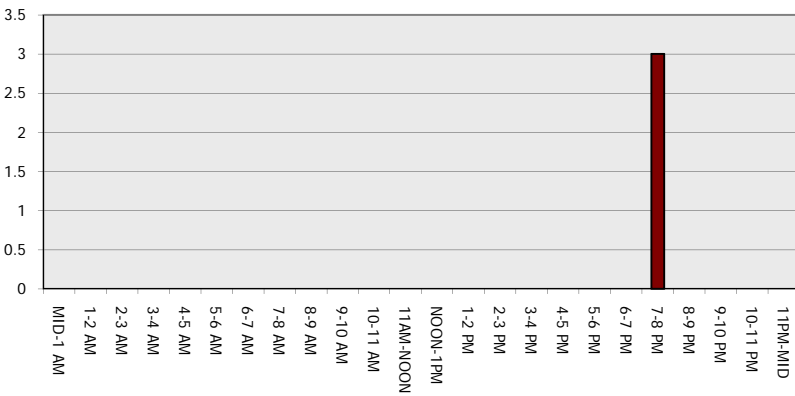
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

