

IH 43: USH 41 TO STH 54/57 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	184	0.0	1500	184	0	0.44	0	66.0	61.0	44.8
1-2 AM	121	0.0	1500	121	0	0.43	0	66.1	61.2	45.0
2-3 AM	120	0.0	1500	120	0	0.43	0	66.1	61.2	45.0
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	61.2	45.0
4-5 AM	143	0.0	1500	143	0	0.44	0	66.1	61.1	44.9
5-6 AM	336	0.0	1500	336	0	0.46	0	65.8	60.6	44.2
6-7 AM	363	0.0	1500	363	0	0.46	0	65.7	60.5	44.0
7-8 AM	522	0.0	1500	522	0	0.47	0	65.4	60.2	43.4
8-9 AM	669	0.0	1500	669	0	0.49	0	65.1	59.8	42.8
9-10 AM	1001	0.0	1500	1001	0	0.52	0	64.5	58.9	41.7
10-11 AM	1251	0.0	1500	1251	0	0.70	0	64.0	56.8	36.9
11AM-NOON	1333	0.0	1500	1333	0	0.81	0	63.9	55.8	34.7
NOON-1PM	1308	0.0	1500	1308	0	0.78	0	64.0	56.1	35.3
1-2 PM	1264	0.0	1500	1264	0	0.72	0	64.0	56.6	36.5
2-3 PM	1253	0.0	1500	1253	0	0.70	0	64.0	56.8	36.8
3-4 PM	1099	0.0	1500	1099	0	0.53	0	64.3	58.7	41.4
4-5 PM	1107	0.0	1500	1107	0	0.53	0	64.3	58.7	41.3
5-6 PM	1014	0.0	1500	1014	0	0.52	0	64.5	58.9	41.6
6-7 PM	798	0.0	1500	798	0	0.50	0	64.9	59.4	42.4
7-8 PM	593	0.0	1500	593	0	0.48	0	65.3	60.0	43.2
8-9 PM	553	0.0	1500	553	0	0.48	0	65.3	60.1	43.3
9-10 PM	501	0.0	1500	501	0	0.47	0	65.5	60.2	43.5
10-11 PM	530	0.0	1500	530	0	0.47	0	65.4	60.1	43.4
11PM-MID	361	0.0	1500	361	0	0.46	0	65.7	60.5	44.0

----- 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	0.0155
MAIN ROUTE WITH WORKS	0.0144
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$2,517
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**IH 43: USH 41 TO STH 54/57 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

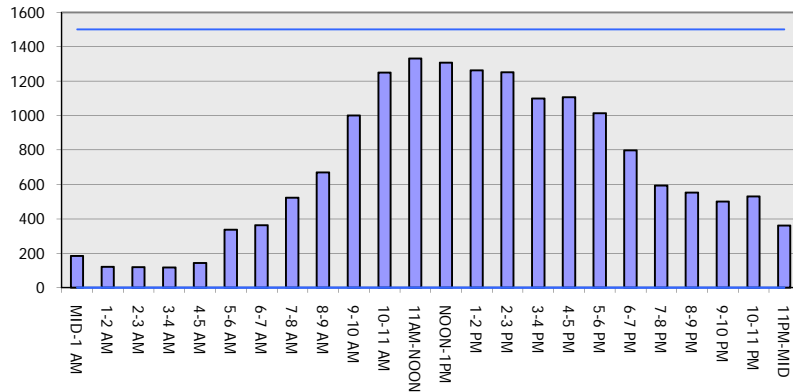
AUGUST

Analyzed for 2009
Construction Season

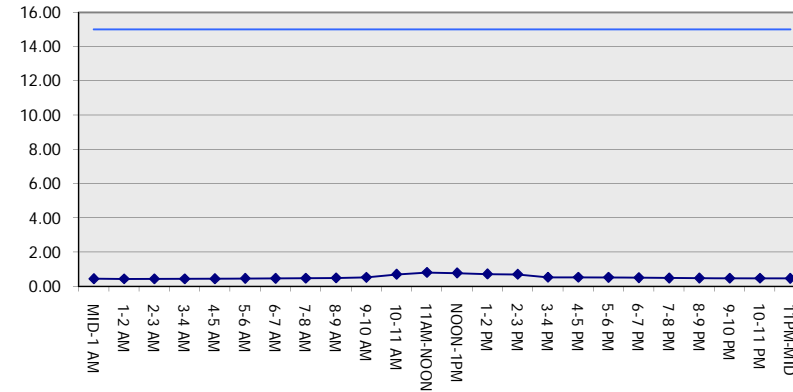
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

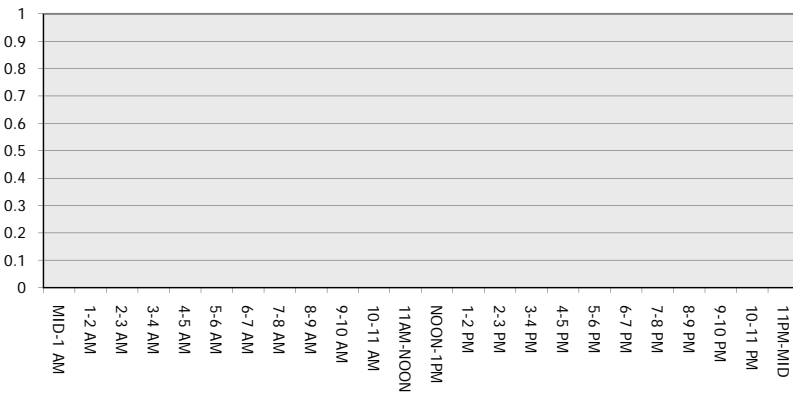
Main Route - Traffic Demand (Vehicles Per Hour)



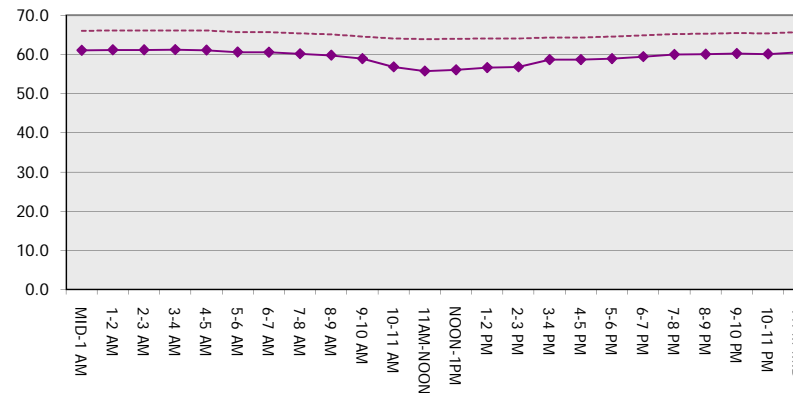
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 43: USH 41 TO STH 54/57 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	240	0.0	1500	240	0	0.45	0	66.0	60.9	44.5
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	61.1	44.9
2-3 AM	150	0.0	1500	150	0	0.44	0	66.1	61.1	44.9
3-4 AM	97	0.0	1500	97	0	0.43	0	66.2	61.2	45.1
4-5 AM	115	0.0	1500	115	0	0.43	0	66.2	61.2	45.0
5-6 AM	253	0.0	1500	253	0	0.45	0	65.9	60.9	44.5
6-7 AM	414	0.0	1500	414	0	0.46	0	65.6	60.4	43.8
7-8 AM	604	0.0	1500	604	0	0.48	0	65.3	59.9	43.1
8-9 AM	794	0.0	1500	794	0	0.50	0	64.9	59.5	42.4
9-10 AM	1060	0.0	1500	1060	0	0.52	0	64.4	58.8	41.5
10-11 AM	1267	0.0	1500	1267	0	0.72	0	64.0	56.6	36.4
11AM-NOON	1303	0.0	1500	1303	0	0.77	0	64.0	56.1	35.4
NOON-1PM	1285	0.0	1500	1285	0	0.75	0	64.0	56.4	35.9
1-2 PM	1236	0.0	1500	1236	0	0.68	0	64.1	57.0	37.3
2-3 PM	1297	0.0	1500	1297	0	0.76	0	64.0	56.2	35.6
3-4 PM	1191	0.0	1500	1191	0	0.62	0	64.1	57.6	38.8
4-5 PM	1123	0.0	1500	1123	0	0.54	0	64.3	58.6	41.0
5-6 PM	1082	0.0	1500	1082	0	0.53	0	64.4	58.7	41.4
6-7 PM	919	0.0	1500	919	0	0.51	0	64.6	59.1	42.0
7-8 PM	664	0.0	1500	664	0	0.49	0	65.1	59.8	42.9
8-9 PM	596	0.0	1500	596	0	0.48	0	65.3	60.0	43.2
9-10 PM	510	0.0	1500	510	0	0.47	0	65.5	60.2	43.5
10-11 PM	425	0.0	1500	425	0	0.46	0	65.6	60.4	43.8
11PM-MID	337	0.0	1500	337	0	0.46	0	65.8	60.6	44.2

----- 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	0.0161
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,618
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**IH 43: USH 41 TO STH 54/57 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

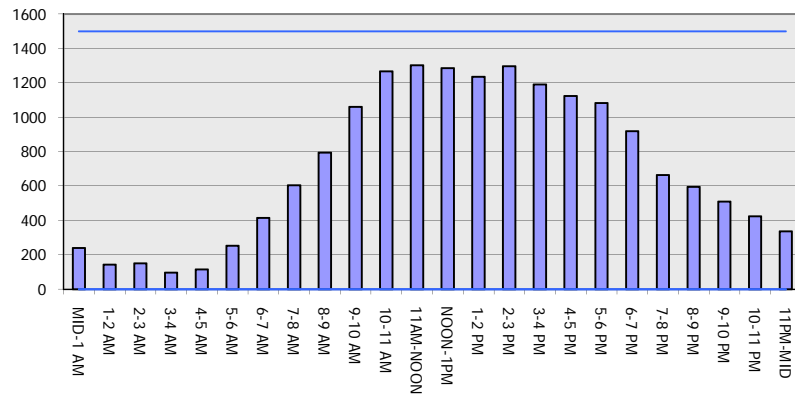
AUGUST

Analyzed for 2009
Construction Season

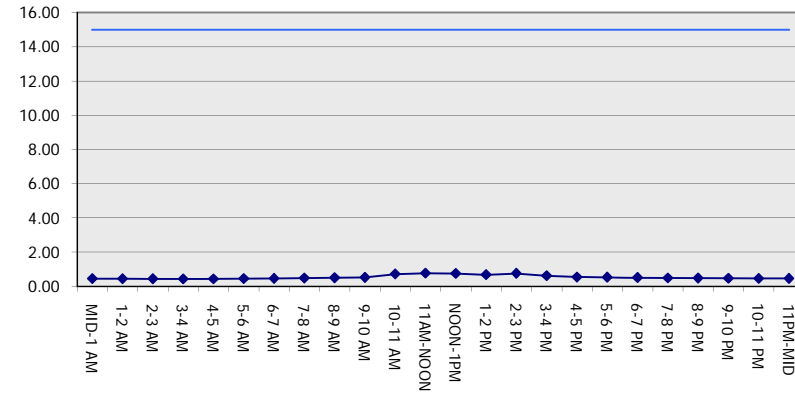
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

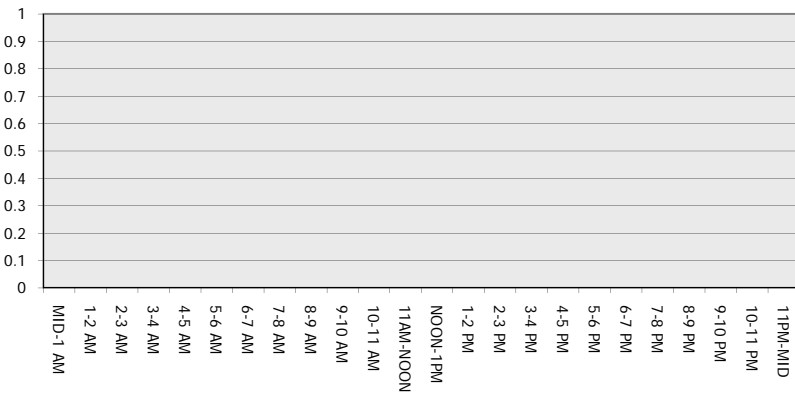
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

