

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

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	202	0.0	1500	202	0	0.44	0	66.0	61.0	44.6	
1-2 AM	136	0.0	1500	136	0	0.44	0	66.1	61.2	45.0	
2-3 AM	105	0.0	1500	105	0	0.43	0	66.2	61.2	45.1	
3-4 AM	100	0.0	1500	100	0	0.43	0	66.2	61.2	45.1	
4-5 AM	102	0.0	1500	102	0	0.43	0	66.2	61.2	45.1	
5-6 AM	200	0.0	1500	200	0	0.44	0	66.0	61.0	44.7	
6-7 AM	207	0.0	1500	207	0	0.44	0	66.0	61.0	44.6	
7-8 AM	283	0.0	1500	283	0	0.45	0	65.9	60.8	44.3	
8-9 AM	516	0.0	1500	516	0	0.47	0	65.5	60.2	43.5	
9-10 AM	723	0.0	1500	723	0	0.49	0	65.0	59.6	42.7	
10-11 AM	1173	0.0	1499	1173	0	0.62	0	64.2	57.7	38.9	
11AM-NOON	1457	0.0	1499	1457	0	1.01	1	63.7	53.8	31.9	
NOON-1PM	1615	0.0	1500	1615	0	3.08	59	63.4	40.9	30.8	
1-2 PM	1579	0.0	1499	1579	0	6.94	161	63.5	28.3	30.8	
2-3 PM	1586	0.0	1500	1586	0	9.96	242	63.4	22.8	30.8	
3-4 PM	1592	0.0	1500	1592	0	13.37	334	63.4	18.7	30.8	
4-5 PM	1513	0.0	1499	1513	0	15.51+	390	63.6	16.8	30.8	
5-6 PM	1409	0.0	1499	1409	0	14.23+	357	63.8	17.9	30.8	
6-7 PM	1159	0.0	1499	1159	0	5.12	148	64.2	33.3	34.8	
7-8 PM	886	0.0	1500	886	0	0.51	0	64.7	59.2	42.1	
8-9 PM	660	0.0	1500	660	0	0.49	0	65.1	59.8	42.9	
9-10 PM	452	0.0	1500	452	0	0.47	0	65.5	60.4	43.7	
10-11 PM	303	0.0	1500	303	0	0.45	0	65.8	60.7	44.3	
11PM-MID	166	0.0	1500	166	0	0.44	0	66.1	61.1	44.8	

+ 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	0.0170
MAIN ROUTE WITH WORKS	0.0158
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,087
CONGESTED HOURS PER DAY*	2

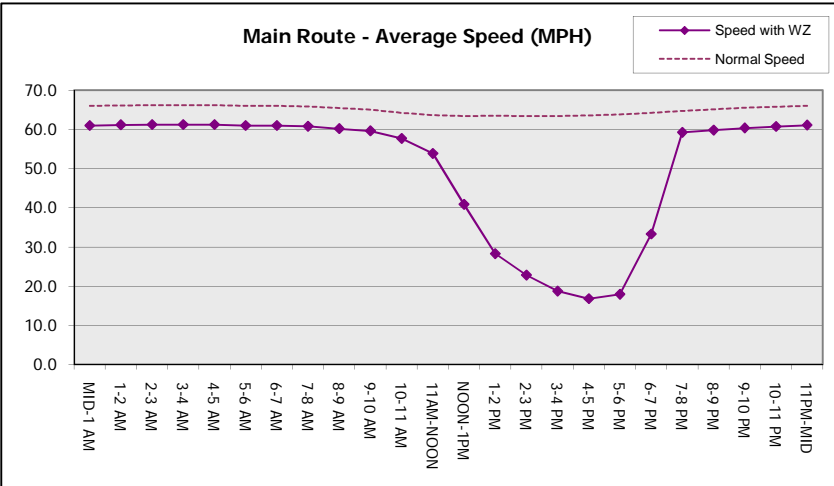
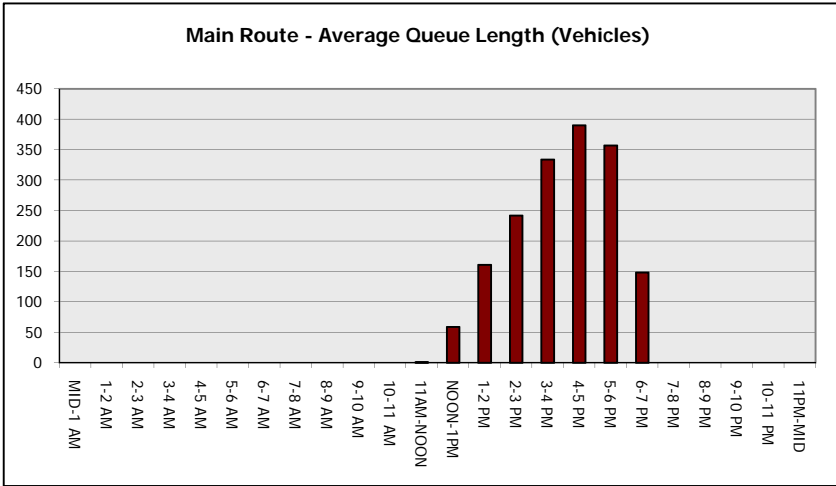
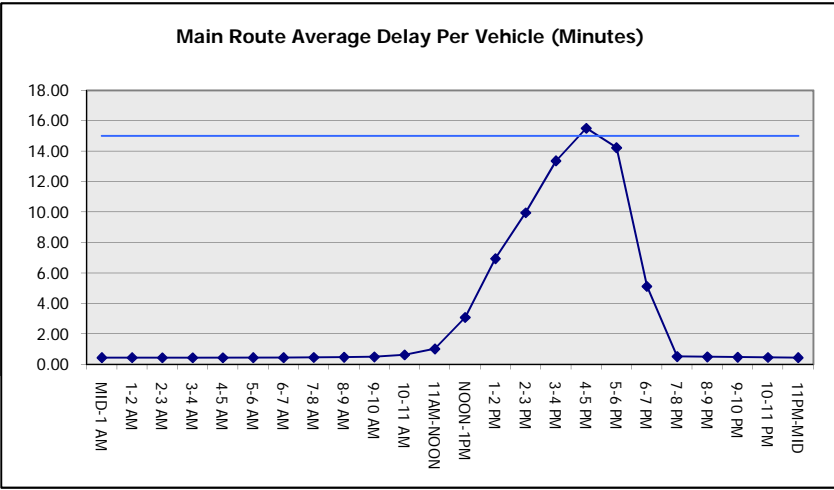
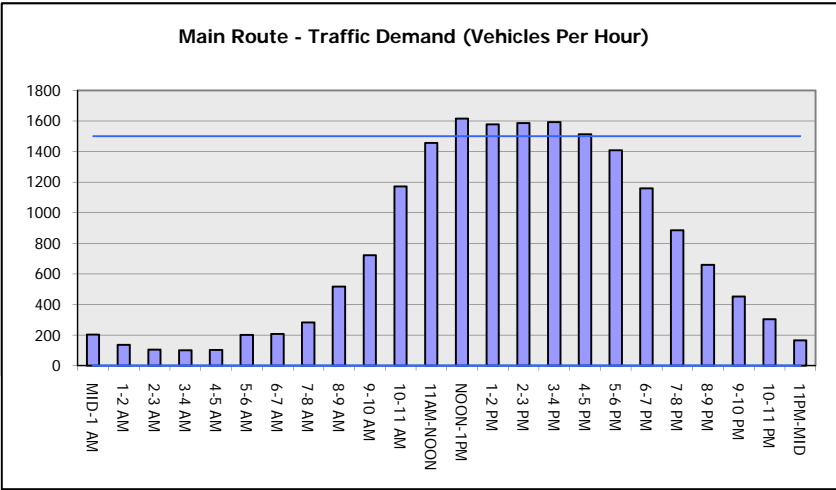
*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



IH 43: USH 41 TO STH 54/57 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	192	0.0	1500	192	0	0.44	0	66.0	61.0	44.7
1-2 AM	106	0.0	1500	106	0	0.43	0	66.2	61.2	45.1
2-3 AM	110	0.0	1500	110	0	0.43	0	66.2	61.2	45.0
3-4 AM	65	0.0	1500	65	0	0.43	0	66.3	61.4	45.2
4-5 AM	74	0.0	1500	74	0	0.43	0	66.3	61.3	45.2
5-6 AM	140	0.0	1500	140	0	0.44	0	66.1	61.2	44.9
6-7 AM	239	0.0	1500	239	0	0.45	0	66.0	60.9	44.5
7-8 AM	282	0.0	1500	282	0	0.45	0	65.9	60.8	44.3
8-9 AM	465	0.0	1500	465	0	0.47	0	65.5	60.3	43.7
9-10 AM	701	0.0	1500	701	0	0.49	0	65.1	59.7	42.7
10-11 AM	986	0.0	1500	986	0	0.52	0	64.5	59.0	41.7
11AM-NOON	1197	0.0	1500	1197	0	0.63	0	64.1	57.6	38.6
NOON-1PM	1344	0.0	1500	1344	0	0.82	0	63.9	55.6	34.3
1-2 PM	1243	0.0	1500	1243	0	0.69	0	64.1	56.9	37.1
2-3 PM	1197	0.0	1500	1197	0	0.63	0	64.1	57.6	38.6
3-4 PM	1244	0.0	1500	1244	0	0.69	0	64.1	56.9	37.1
4-5 PM	1194	0.0	1500	1194	0	0.63	0	64.1	57.6	38.6
5-6 PM	1107	0.0	1500	1107	0	0.53	0	64.3	58.7	41.3
6-7 PM	985	0.0	1500	985	0	0.52	0	64.5	59.0	41.7
7-8 PM	743	0.0	1500	743	0	0.49	0	65.0	59.6	42.6
8-9 PM	604	0.0	1500	604	0	0.48	0	65.3	59.9	43.1
9-10 PM	381	0.0	1500	381	0	0.46	0	65.7	60.5	44.0
10-11 PM	265	0.0	1500	265	0	0.45	0	65.9	60.8	44.4
11PM-MID	162	0.0	1500	162	0	0.44	0	66.1	61.1	44.8

----- 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	0.0141
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,475
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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AUGUST

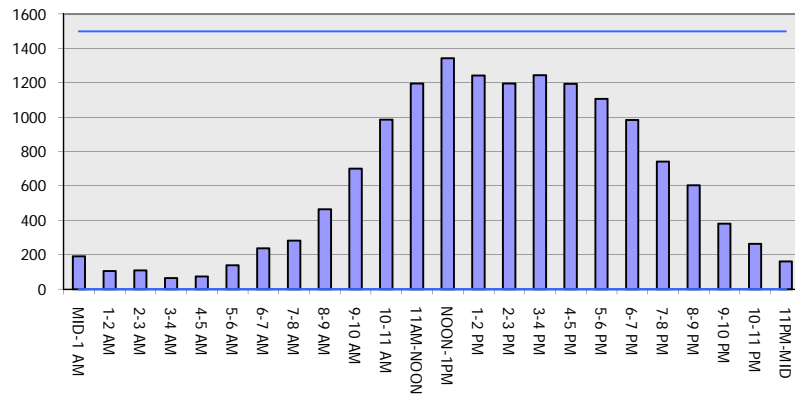
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

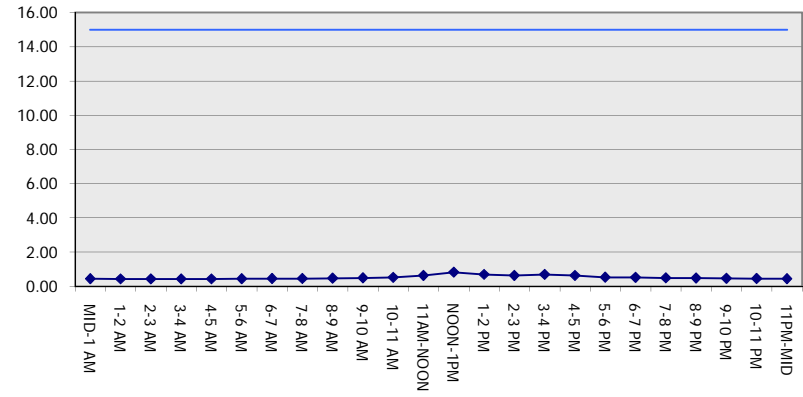
SUNDAY

NORTHBOUND DIRECTION

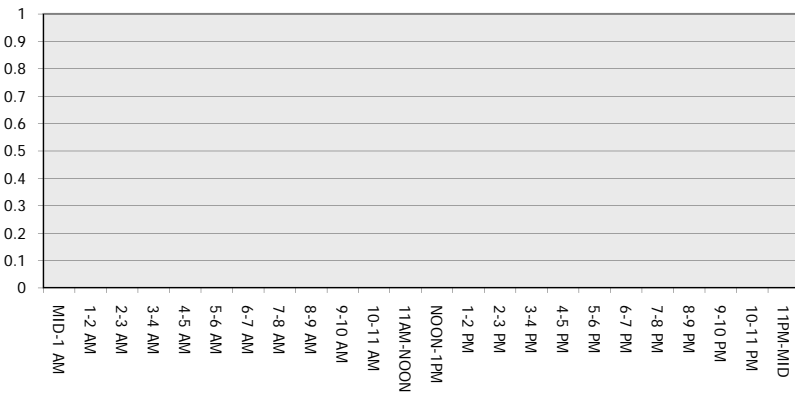
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

