

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	100	0.0	1500	100	0	0.43	0	66.2	61.2	45.1	
1-2 AM	67	0.0	1500	67	0	0.43	0	66.3	61.4	45.2	
2-3 AM	73	0.0	1500	73	0	0.43	0	66.3	61.3	45.2	
3-4 AM	95	0.0	1500	95	0	0.43	0	66.2	61.3	45.1	
4-5 AM	286	0.0	1500	286	0	0.45	0	65.8	60.7	44.3	
5-6 AM	790	0.0	1500	790	0	0.50	0	64.9	59.5	42.4	
6-7 AM	1335	0.0	1499	1335	0	0.81	0	63.9	55.8	34.9	
7-8 AM	1794	0.0	1499	1794	0	5.84	147	63.0	30.9	30.8	
8-9 AM	1309	0.0	1499	1309	0	8.91	221	64.0	24.5	31.5	
9-10 AM	1074	0.0	1500	1074	0	0.94	13	64.4	55.0	40.7	
10-11 AM	1013	0.0	1500	1013	0	0.52	0	64.5	58.9	41.6	
11AM-NOON	999	0.0	1500	999	0	0.52	0	64.5	58.9	41.7	
NOON-1PM	1077	0.0	1500	1077	0	0.53	0	64.4	58.7	41.4	
1-2 PM	1163	0.0	1500	1163	0	0.59	0	64.2	58.0	39.7	
2-3 PM	1237	0.0	1499	1237	0	0.68	0	64.1	57.0	37.3	
3-4 PM	1531	0.0	1499	1531	0	1.38	10	63.5	50.9	31.1	
4-5 PM	1689	0.0	1500	1689	0	5.83	137	63.2	31.0	30.8	
5-6 PM	1534	0.0	1499	1534	0	11.03	270	63.5	21.3	30.8	
6-7 PM	1017	0.0	1499	1017	0	2.90	91	64.5	42.2	38.1	
7-8 PM	675	0.0	1500	675	0	0.49	0	65.1	59.7	42.8	
8-9 PM	562	0.0	1500	562	0	0.48	0	65.3	60.1	43.3	
9-10 PM	488	0.0	1500	488	0	0.47	0	65.5	60.2	43.5	
10-11 PM	315	0.0	1500	315	0	0.45	0	65.8	60.7	44.2	
11PM-MID	172	0.0	1500	172	0	0.44	0	66.1	61.0	44.8	

----- 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	0.0192
MAIN ROUTE WITH WORKS	0.0178
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$13,116
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)**

OCTOBER

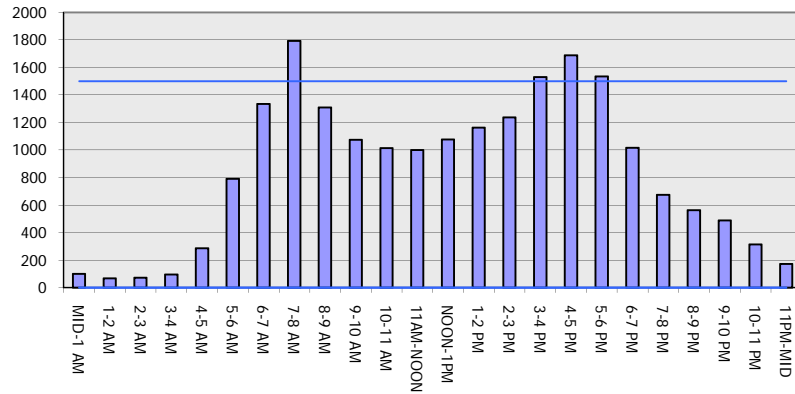
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

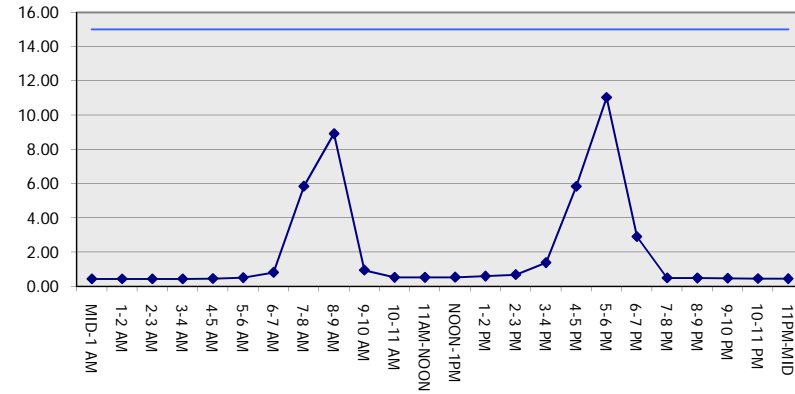
MON-THUR

SOUTHBOUND DIRECTION

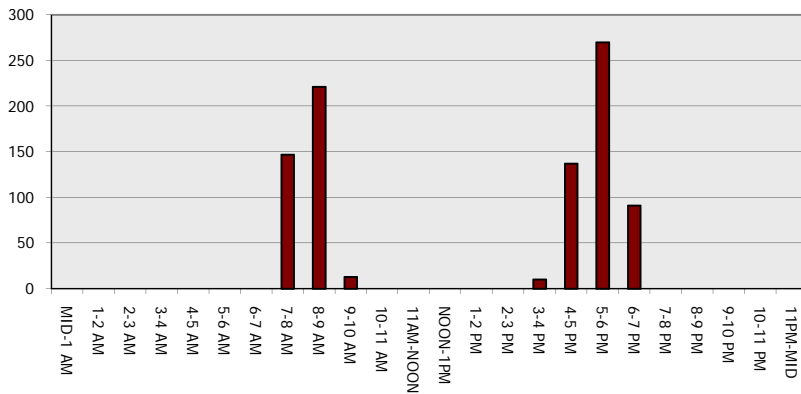
Main Route - Traffic Demand (Vehicles Per Hour)



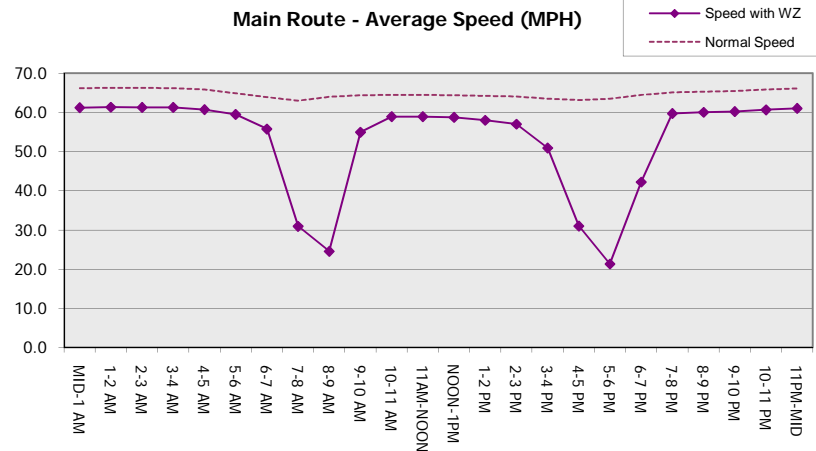
Main Route Average Delay Per Vehicle (Minutes)



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)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	106	0.0	1500	106	0	0.43	0	66.2	61.2	45.1
1-2 AM	71	0.0	1500	71	0	0.43	0	66.3	61.4	45.2
2-3 AM	66	0.0	1500	66	0	0.43	0	66.3	61.4	45.2
3-4 AM	101	0.0	1500	101	0	0.43	0	66.2	61.2	45.1
4-5 AM	221	0.0	1500	221	0	0.44	0	66.0	60.9	44.6
5-6 AM	565	0.0	1500	565	0	0.48	0	65.3	60.1	43.3
6-7 AM	1255	0.0	1499	1255	0	0.70	0	64.0	56.8	37.1
7-8 AM	1591	0.0	1499	1591	0	2.84	51	63.4	42.0	30.8
8-9 AM	1067	0.0	1500	1067	0	0.91	11	64.4	55.3	40.3
9-10 AM	954	0.0	1500	954	0	0.51	0	64.6	59.1	41.9
10-11 AM	998	0.0	1500	998	0	0.52	0	64.5	58.9	41.7
11AM-NOON	1064	0.0	1500	1064	0	0.53	0	64.4	58.8	41.5
NOON-1PM	1123	0.0	1500	1123	0	0.54	0	64.3	58.6	41.0
1-2 PM	1160	0.0	1500	1160	0	0.59	0	64.2	58.1	39.7
2-3 PM	1396	0.0	1499	1396	0	0.89	0	63.8	55.0	33.2
3-4 PM	1775	0.0	1499	1775	0	4.82	119	63.1	33.9	30.8
4-5 PM	1952	0.0	1499	1668	284	15.14+	384	62.7	17.0	30.8
5-6 PM	1757	0.0	1499	1458	299	15.64+	395	63.1	16.6	30.8
6-7 PM	1113	0.0	1499	1113	0	8.41	239	64.3	25.5	34.7
7-8 PM	706	0.0	1500	706	0	0.49	0	65.1	59.6	42.7
8-9 PM	562	0.0	1500	562	0	0.48	0	65.3	60.1	43.3
9-10 PM	427	0.0	1500	427	0	0.46	0	65.6	60.4	43.8
10-11 PM	301	0.0	1500	301	0	0.45	0	65.8	60.7	44.3
11PM-MID	178	0.0	1500	178	0	0.44	0	66.1	61.0	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	0.0193
MAIN ROUTE WITH WORKS	0.0174
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,723
CONGESTED HOURS PER DAY*	2

*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)**

OCTOBER

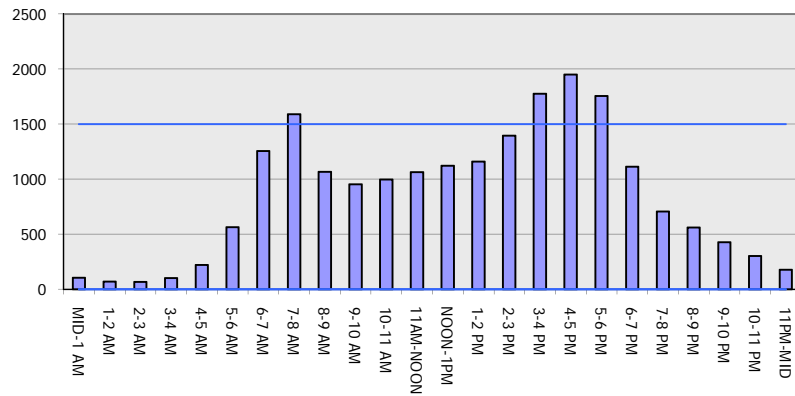
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

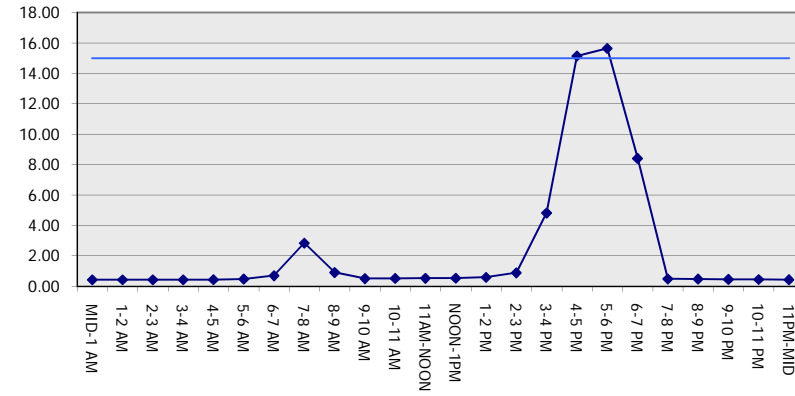
MON-THUR

NORTHBOUND DIRECTION

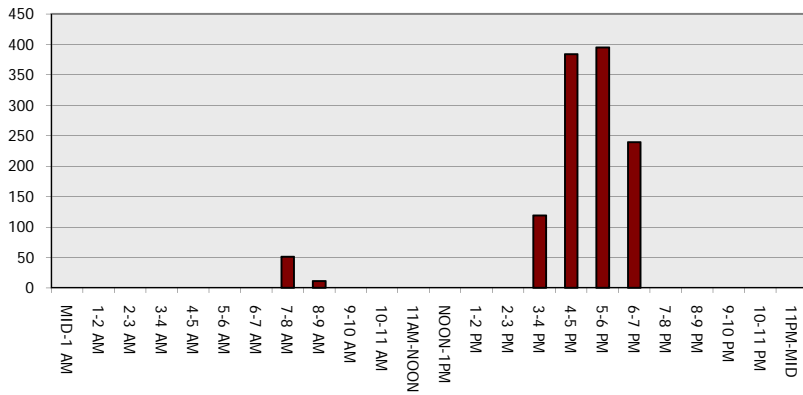
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

