

IH 43: USH 41 TO STH 54/57 (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	119	0.0	1500	119	0	0.43	0	66.1	61.2	45.0
1-2 AM	83	0.0	1500	83	0	0.43	0	66.2	61.3	45.1
2-3 AM	93	0.0	1500	93	0	0.43	0	66.2	61.3	45.1
3-4 AM	89	0.0	1500	89	0	0.43	0	66.2	61.3	45.1
4-5 AM	266	0.0	1500	266	0	0.45	0	65.9	60.8	44.4
5-6 AM	730	0.0	OFF	730	0	0.00	0	65.0	65.0	65.0
6-7 AM	1216	0.0	OFF	1216	0	0.00	0	64.1	64.1	64.1
7-8 AM	1699	0.0	OFF	1699	0	0.00	0	63.2	63.2	63.2
8-9 AM	1241	0.0	OFF	1241	0	0.00	0	64.1	64.1	64.1
9-10 AM	1072	0.0	OFF	1072	0	0.00	0	64.4	64.4	64.4
10-11 AM	1079	0.0	OFF	1079	0	0.00	0	64.4	64.4	64.4
11AM-NOON	1143	0.0	OFF	1143	0	0.00	0	64.3	64.3	64.3
NOON-1PM	1232	0.0	OFF	1232	0	0.00	0	64.1	64.1	64.1
1-2 PM	1304	0.0	OFF	1304	0	0.00	0	64.0	64.0	64.0
2-3 PM	1446	0.0	OFF	1446	0	0.00	0	63.7	63.7	63.7
3-4 PM	1630	0.0	OFF	1630	0	0.00	0	63.3	63.3	63.3
4-5 PM	1669	0.0	OFF	1669	0	0.00	0	63.3	63.3	63.3
5-6 PM	1563	0.0	OFF	1563	0	0.00	0	63.5	63.5	63.5
6-7 PM	1188	0.0	OFF	1188	0	0.00	0	64.1	64.1	64.1
7-8 PM	775	0.0	1500	775	0	0.50	0	65.0	59.5	42.5
8-9 PM	638	0.0	1500	638	0	0.48	0	65.2	59.9	43.0
9-10 PM	571	0.0	1500	571	0	0.48	0	65.3	60.1	43.2
10-11 PM	430	0.0	1500	430	0	0.46	0	65.6	60.4	43.8
11PM-MID	272	0.0	1500	272	0	0.45	0	65.9	60.8	44.4

"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	0.0202
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$336
CONGESTED HOURS PER DAY*	0

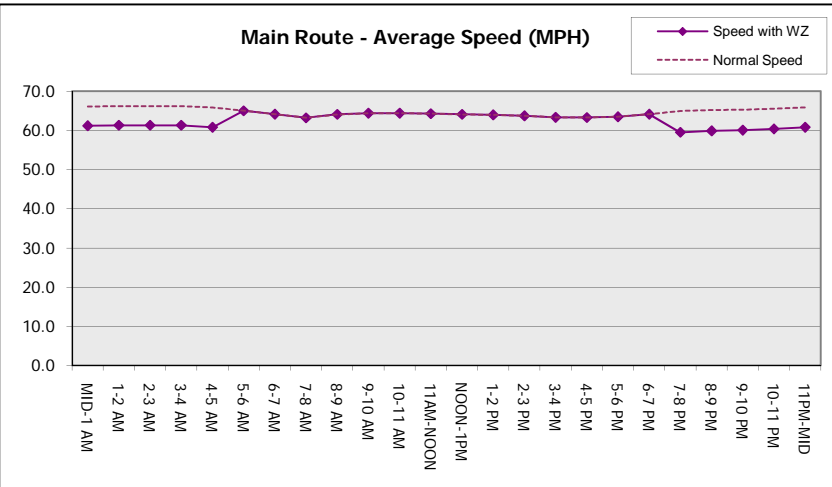
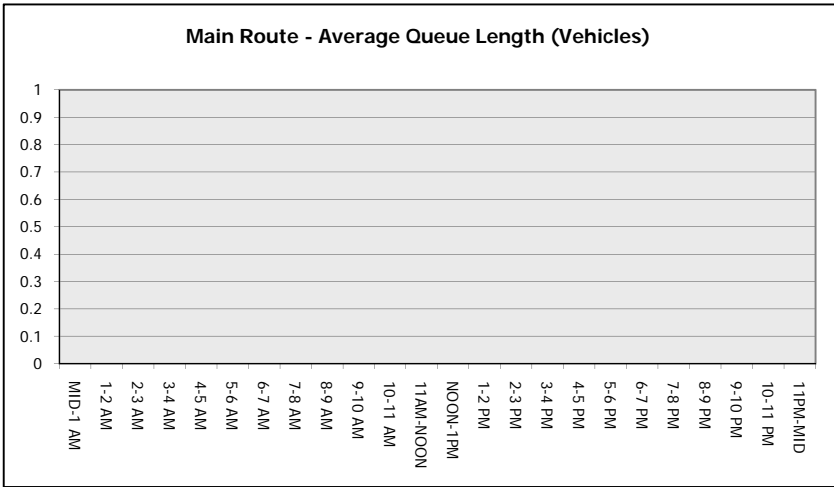
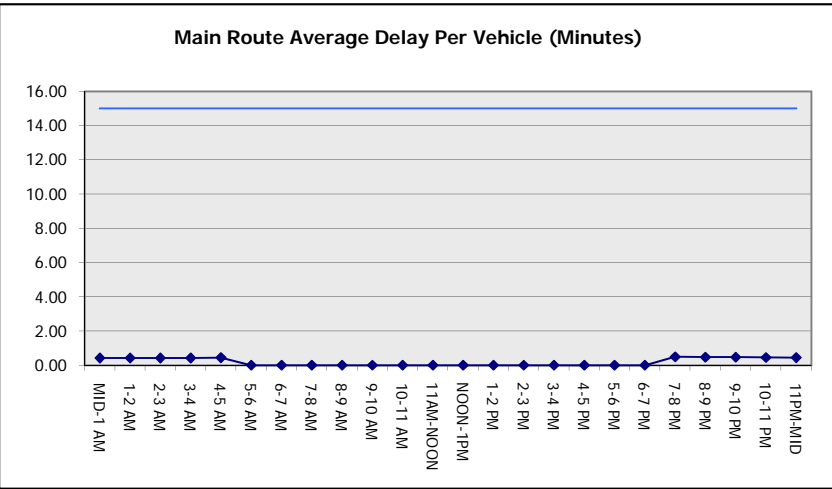
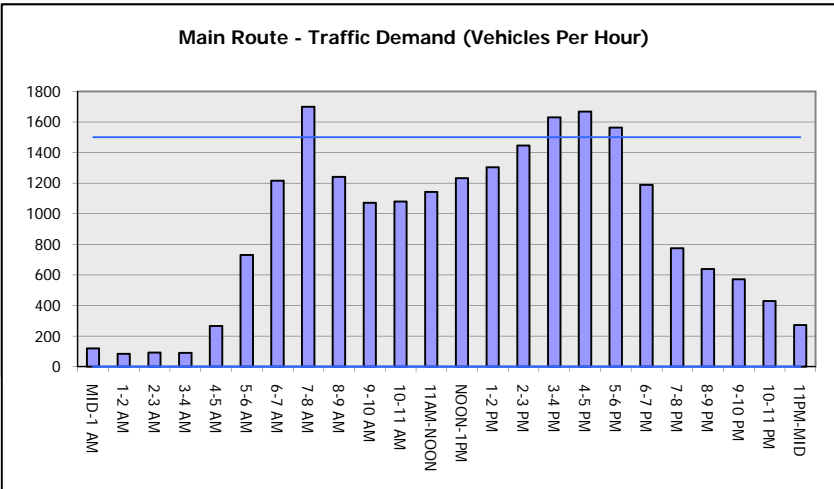
*Delays Exceeding User-Specified Maximum

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

OCTOBER
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION



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

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	135	0.0	1500	135	0	0.44	0	66.1	61.2	45.0
1-2 AM	101	0.0	1500	101	0	0.43	0	66.2	61.2	45.1
2-3 AM	100	0.0	1500	100	0	0.43	0	66.2	61.2	45.1
3-4 AM	110	0.0	1500	110	0	0.43	0	66.2	61.2	45.0
4-5 AM	211	0.0	1500	211	0	0.44	0	66.0	61.0	44.6
5-6 AM	512	0.0	OFF	512	0	0.00	0	65.5	65.5	65.5
6-7 AM	1183	0.0	OFF	1183	0	0.00	0	64.2	64.2	64.2
7-8 AM	1497	0.0	OFF	1497	0	0.00	0	63.6	63.6	63.6
8-9 AM	1131	0.0	OFF	1131	0	0.00	0	64.3	64.3	64.3
9-10 AM	1109	0.0	OFF	1109	0	0.00	0	64.3	64.3	64.3
10-11 AM	1226	0.0	OFF	1226	0	0.00	0	64.1	64.1	64.1
11AM-NOON	1371	0.0	OFF	1371	0	0.00	0	63.8	63.8	63.8
NOON-1PM	1473	0.0	OFF	1473	0	0.00	0	63.7	63.7	63.7
1-2 PM	1595	0.0	OFF	1595	0	0.00	0	63.4	63.4	63.4
2-3 PM	1873	0.0	OFF	1873	0	0.00	0	62.9	62.9	62.9
3-4 PM	2064	0.0	OFF	2064	0	0.00	0	62.5	62.5	62.5
4-5 PM	2248	0.0	OFF	2248	0	0.00	0	62.2	62.2	62.2
5-6 PM	1977	0.0	OFF	1977	0	0.00	0	62.7	62.7	62.7
6-7 PM	1500	0.0	OFF	1500	0	0.00	0	63.6	63.6	63.6
7-8 PM	960	0.0	1500	960	0	0.52	0	64.6	59.1	41.8
8-9 PM	757	0.0	1500	757	0	0.50	0	65.0	59.6	42.5
9-10 PM	650	0.0	1500	650	0	0.49	0	65.2	59.8	43.0
10-11 PM	530	0.0	1500	530	0	0.47	0	65.4	60.1	43.4
11PM-MID	320	0.0	1500	320	0	0.45	0	65.8	60.7	44.2

"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	0.0231
MAIN ROUTE WITH WORKS	0.0229
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$401
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

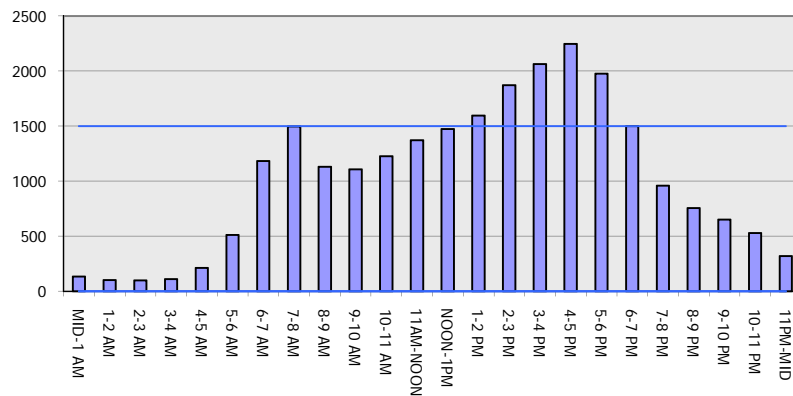
OCTOBER

Analyzed for 2009
Construction Season

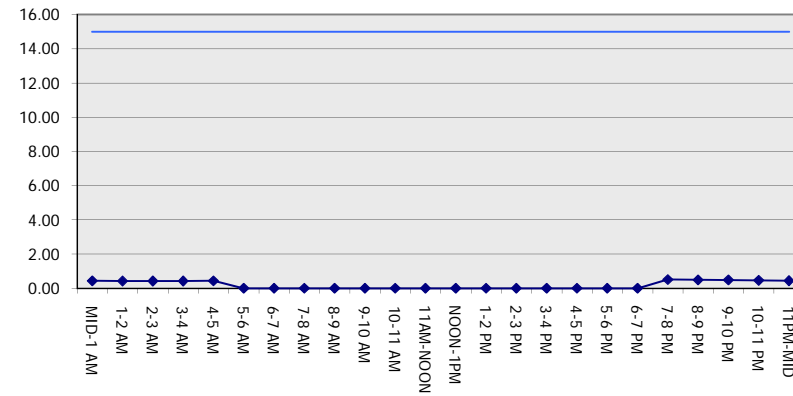
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

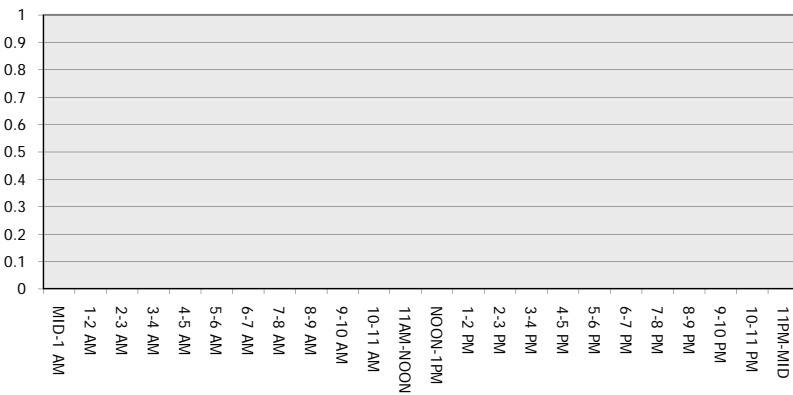
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

