

<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	147	0.0	1500	147	0	0.44	0	66.1	53.3	44.9	
1-2 AM	119	0.0	1500	119	0	0.43	0	66.1	53.4	45.0	
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	53.3	45.0	
3-4 AM	153	0.0	1500	153	0	0.44	0	66.1	53.3	44.9	
4-5 AM	459	0.0	1500	459	0	0.47	0	65.5	52.2	43.7	
5-6 AM	1291	0.0	1499	1291	0	0.88	4	64.0	43.6	36.1	
6-7 AM	2432	0.0	1500	1875	557	11.44+	313	61.6	10.8	30.8	
7-8 AM	3294	0.0	1500	1524	1769	16.97+	445	52.8	8.6	30.8	
8-9 AM	2163	0.0	1500	1502	661	16.90+	429	62.3	8.7	30.8	
9-10 AM	1964	0.0	1500	1502	462	16.89+	429	62.7	8.7	30.8	
10-11 AM	1970	0.0	1500	1501	469	16.89+	429	62.7	8.7	30.8	
11AM-NOON	1951	0.0	1500	1501	450	16.89+	428	62.7	8.7	30.8	
NOON-1PM	2063	0.0	1500	1501	562	16.89+	429	62.5	8.7	30.8	
1-2 PM	2038	0.0	1500	1501	537	16.89+	429	62.6	8.7	30.8	
2-3 PM	2294	0.0	1500	1501	793	16.90+	429	62.1	8.7	30.8	
3-4 PM	2450	0.0	1500	1501	949	16.88+	430	61.4	8.7	30.8	
4-5 PM	2436	0.0	1500	1501	936	16.89+	430	61.5	8.7	30.8	
5-6 PM	2333	0.0	1500	1500	833	16.90+	430	62.0	8.7	30.8	
6-7 PM	1844	0.0	1500	1500	344	16.89+	428	63.0	8.7	30.8	
7-8 PM	1172	0.0	1499	1172	0	11.18+	295	64.2	10.9	32.9	
8-9 PM	847	0.0	1500	847	0	0.68	8	64.8	47.3	42.2	
9-10 PM	699	0.0	1500	699	0	0.49	0	65.1	51.4	42.8	
10-11 PM	531	0.0	1500	531	0	0.47	0	65.4	52.0	43.4	
11PM-MID	336	0.0	1500	336	0	0.46	0	65.8	52.7	44.2	

+ 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	0.0112
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0069
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,890
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

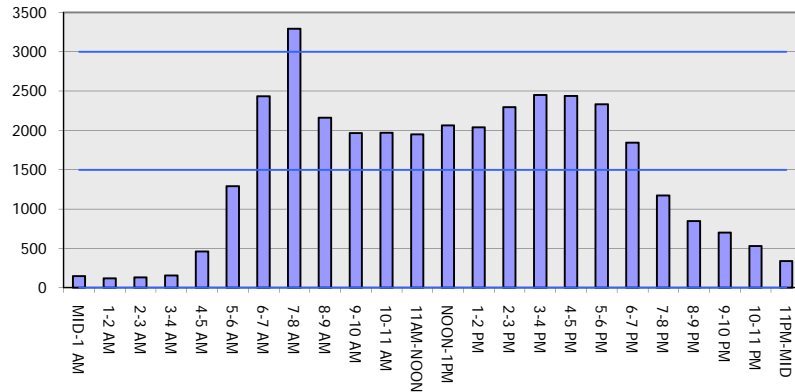
**OCTOBER**

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Construction Season

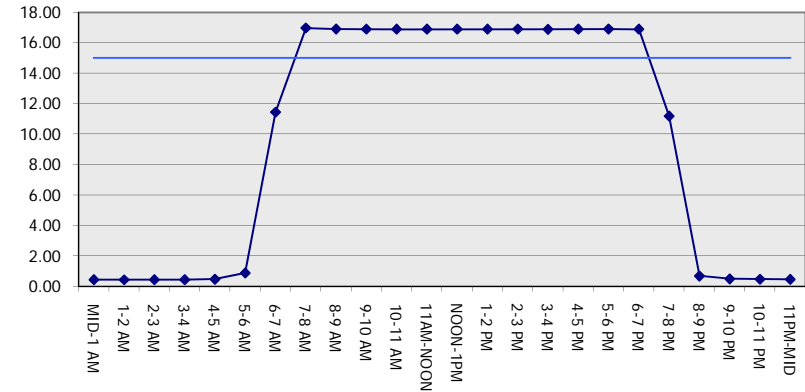
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

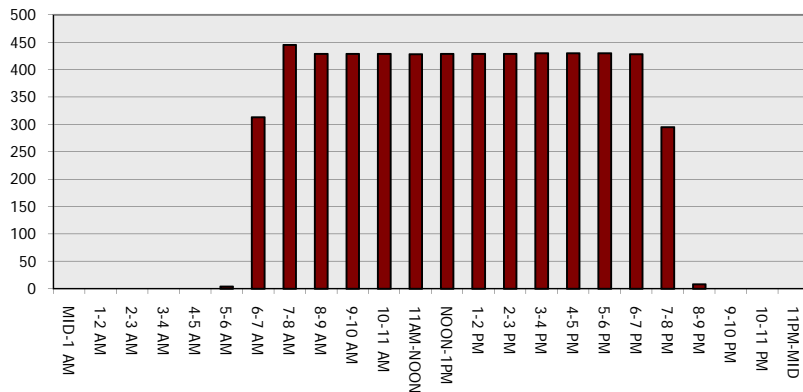
**Main Route - Traffic Demand (Vehicles Per Hour)**



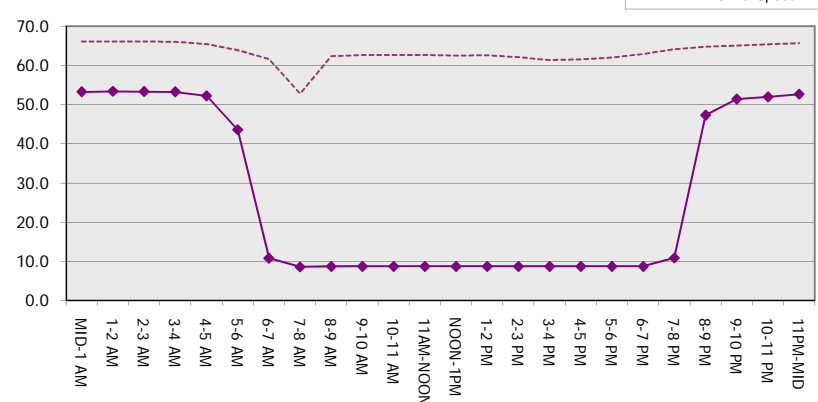
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	231	0.0	1500	231	0	0.44	0	66.0	53.0	44.6
1-2 AM	151	0.0	1500	151	0	0.44	0	66.1	53.3	44.9
2-3 AM	161	0.0	1500	161	0	0.44	0	66.1	53.2	44.8
3-4 AM	146	0.0	1500	146	0	0.44	0	66.1	53.3	44.9
4-5 AM	255	0.0	1500	255	0	0.45	0	65.9	52.9	44.5
5-6 AM	613	0.0	1500	613	0	0.48	0	65.3	51.7	43.1
6-7 AM	1255	0.0	1499	1255	0	0.70	0	64.0	46.7	37.1
7-8 AM	1597	0.0	1499	1597	0	2.40	42	63.4	27.9	30.8
8-9 AM	1459	0.0	1499	1459	0	3.97	80	63.7	20.5	30.8
9-10 AM	1506	0.0	1500	1506	0	2.91	50	63.6	25.0	30.8
10-11 AM	1740	0.0	1500	1740	0	6.73	168	63.2	14.5	30.8
11AM-NOON	1969	0.0	1499	1664	305	16.20+	411	62.7	8.9	30.8
NOON-1PM	2225	0.0	1499	1493	732	16.90+	429	62.2	8.7	30.8
1-2 PM	2426	0.0	1499	1493	933	16.91+	430	61.7	8.7	30.8
2-3 PM	2718	0.0	1499	1487	1231	16.94+	435	58.6	8.6	30.8
3-4 PM	3393	0.0	1499	1500	1893	17.03+	448	51.7	8.6	30.8
4-5 PM	3625	0.0	1500	1500	2125	16.86+	448	49.4	8.6	30.8
5-6 PM	3486	0.0	1500	1500	1986	16.96+	448	50.8	8.6	30.8
6-7 PM	2523	0.0	1500	1496	1027	16.93+	432	60.7	8.7	30.8
7-8 PM	1739	0.0	1500	1499	241	16.89+	428	63.2	8.7	30.8
8-9 PM	1393	0.0	1499	1393	0	15.65+	395	63.8	9.0	30.8
9-10 PM	1280	0.0	1500	1280	0	9.25	232	64.0	11.8	31.4
10-11 PM	925	0.0	1500	925	0	0.76	11	64.6	45.8	41.9
11PM-MID	601	0.0	1500	601	0	0.48	0	65.3	51.7	43.1

+ 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	0.0119
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0077

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$105,543
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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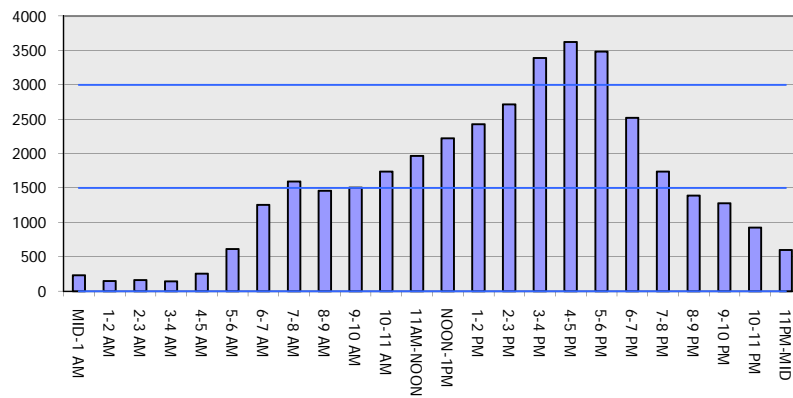
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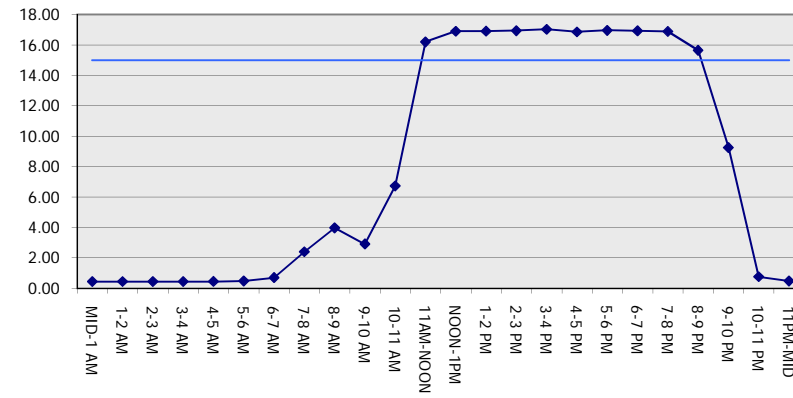
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY NORTHBOUND DIRECTION**

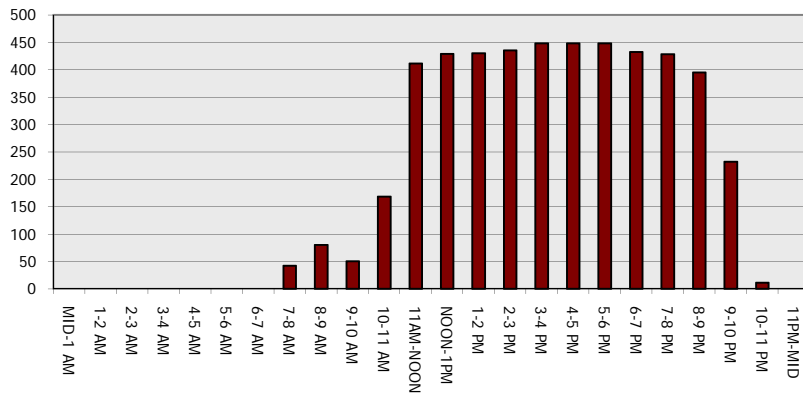
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

