

USH 41: IH 43 TO STH 29 (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	140	0.0	1500	140	0	0.44	0	66.1	53.3	44.9	
1-2 AM	99	0.0	1500	99	0	0.43	0	66.2	53.5	45.1	
2-3 AM	115	0.0	1500	115	0	0.43	0	66.2	53.4	45.0	
3-4 AM	153	0.0	1500	153	0	0.44	0	66.1	53.3	44.9	
4-5 AM	486	0.0	1500	486	0	0.47	0	65.5	52.1	43.5	
5-6 AM	1433	0.0	1499	1433	0	1.36	25	63.7	36.9	35.2	
6-7 AM	2626	0.0	1500	1896	729	14.40+	380	59.6	9.4	30.8	
7-8 AM	3471	0.0	1499	1482	1988	16.92+	447	50.9	8.6	30.8	
8-9 AM	2262	0.0	1500	1485	777	16.94+	431	62.2	8.7	30.8	
9-10 AM	1802	0.0	1499	1480	322	16.84+	427	63.0	8.7	30.8	
10-11 AM	1779	0.0	1499	1497	281	16.89+	428	63.1	8.7	30.8	
11AM-NOON	1804	0.0	1499	1498	306	16.89+	428	63.0	8.7	30.8	
NOON-1PM	1809	0.0	1499	1498	311	16.89+	428	63.0	8.7	30.8	
1-2 PM	1808	0.0	1499	1499	310	16.89+	428	63.0	8.7	30.8	
2-3 PM	1974	0.0	1499	1499	475	16.89+	429	62.7	8.7	30.8	
3-4 PM	2235	0.0	1499	1499	736	16.90+	429	62.2	8.7	30.8	
4-5 PM	2286	0.0	1499	1499	787	16.90+	429	62.1	8.7	30.8	
5-6 PM	2117	0.0	1500	1499	618	16.90+	429	62.4	8.7	30.8	
6-7 PM	1464	0.0	1500	1406	57	16.07+	406	63.7	8.9	30.8	
7-8 PM	912	0.0	1499	912	0	2.39	114	64.7	28.9	39.1	
8-9 PM	665	0.0	1500	665	0	0.49	0	65.1	51.5	42.9	
9-10 PM	554	0.0	1500	554	0	0.48	0	65.3	51.9	43.3	
10-11 PM	420	0.0	1500	420	0	0.46	0	65.6	52.4	43.8	
11PM-MID	200	0.0	1500	200	0	0.44	0	66.0	53.1	44.7	

+ 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	0.0104
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0057
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$100,738
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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OCTOBER

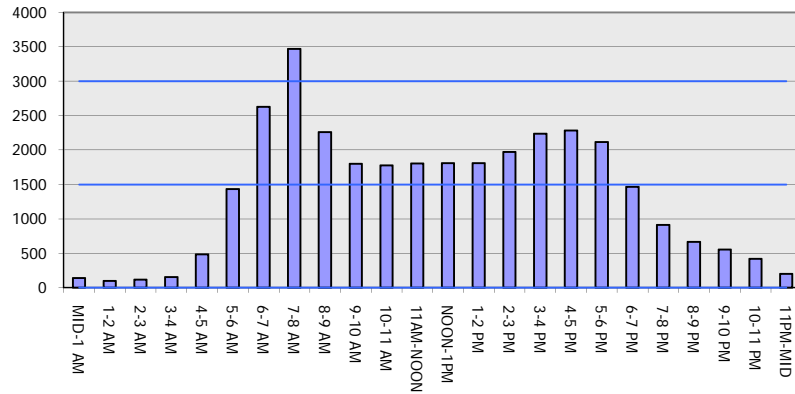
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

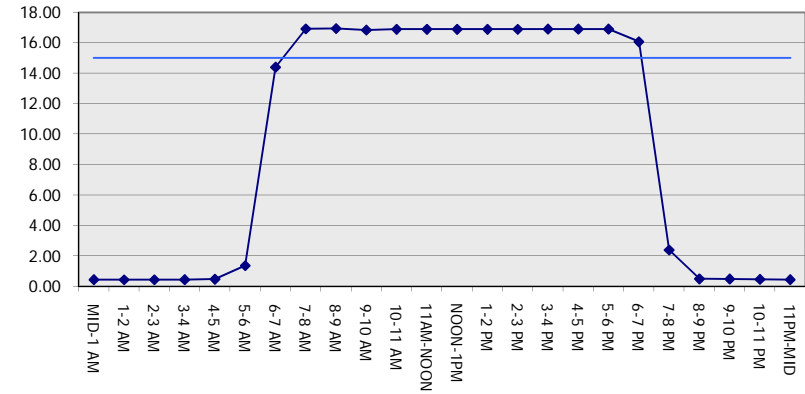
MON-THUR

SOUTHBOUND DIRECTION

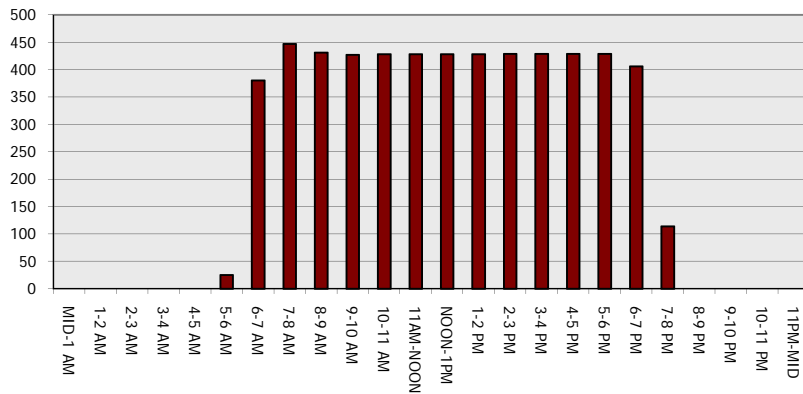
Main Route - Traffic Demand (Vehicles Per Hour)



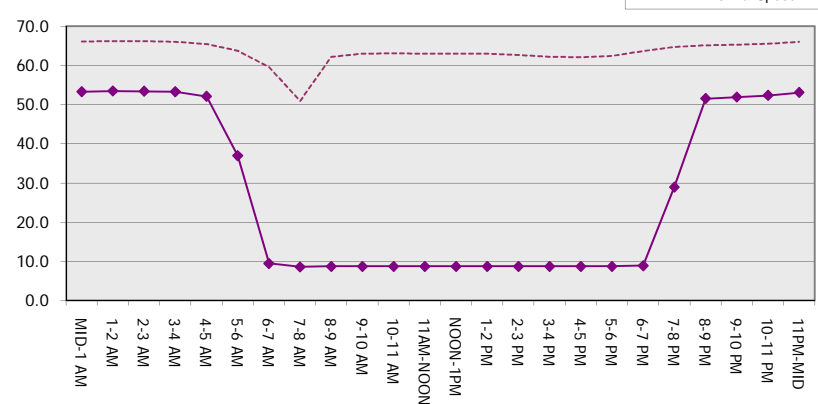
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	288	0.0	1500	288	0	0.45	0	65.8	52.8	44.3
1-2 AM	139	0.0	1500	139	0	0.44	0	66.1	53.3	45.0
2-3 AM	128	0.0	1500	128	0	0.43	0	66.1	53.3	45.0
3-4 AM	150	0.0	1500	150	0	0.44	0	66.1	53.3	44.9
4-5 AM	259	0.0	1500	259	0	0.45	0	65.9	52.9	44.5
5-6 AM	633	0.0	1500	633	0	0.48	0	65.2	51.6	43.0
6-7 AM	1318	0.0	1499	1318	0	0.78	0	63.9	45.1	35.3
7-8 AM	1583	0.0	1499	1583	0	2.38	40	63.5	28.1	30.8
8-9 AM	1357	0.0	1499	1357	0	1.66	28	63.8	33.9	33.1
9-10 AM	1385	0.0	1500	1385	0	0.88	0	63.8	43.5	33.3
10-11 AM	1456	0.0	1499	1456	0	0.97	0	63.7	42.0	31.7
11AM-NOON	1581	0.0	1499	1581	0	2.14	33	63.5	29.7	30.8
NOON-1PM	1668	0.0	1500	1668	0	6.56	157	63.3	14.5	30.8
1-2 PM	1833	0.0	1500	1638	195	14.63+	372	63.0	9.3	30.8
2-3 PM	2189	0.0	1500	1507	682	16.90+	429	62.3	8.7	30.8
3-4 PM	2840	0.0	1500	1539	1301	16.98+	438	57.4	8.6	30.8
4-5 PM	3364	0.0	1499	1500	1864	17.05+	448	52.0	8.6	30.8
5-6 PM	3123	0.0	1500	1506	1617	17.07+	445	54.5	8.6	30.8
6-7 PM	2121	0.0	1500	1498	623	16.90+	429	62.4	8.7	30.8
7-8 PM	1451	0.0	1499	1413	38	16.17+	409	63.7	8.9	30.8
8-9 PM	1213	0.0	1499	1213	0	8.53	223	64.1	12.7	32.5
9-10 PM	927	0.0	1500	927	0	0.62	4	64.6	48.5	41.9
10-11 PM	500	0.0	1500	500	0	0.47	0	65.5	52.1	43.5
11PM-MID	345	0.0	1500	345	0	0.46	0	65.8	52.6	44.1

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0101
MAIN ROUTE WITH WORKS	0.0064
'DIVERSION'	0.0047

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$69,455
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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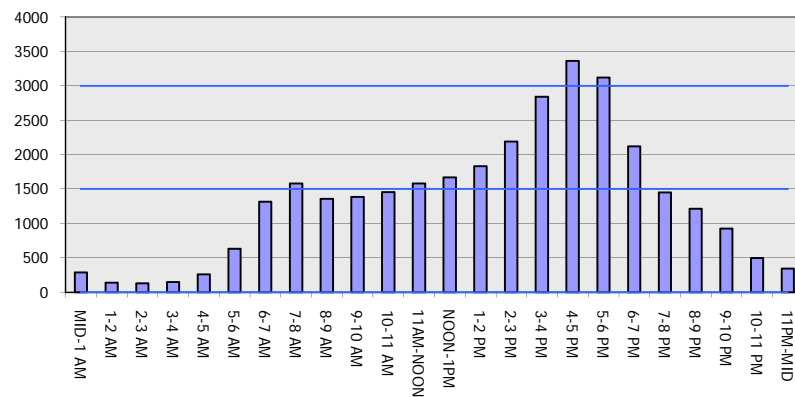
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

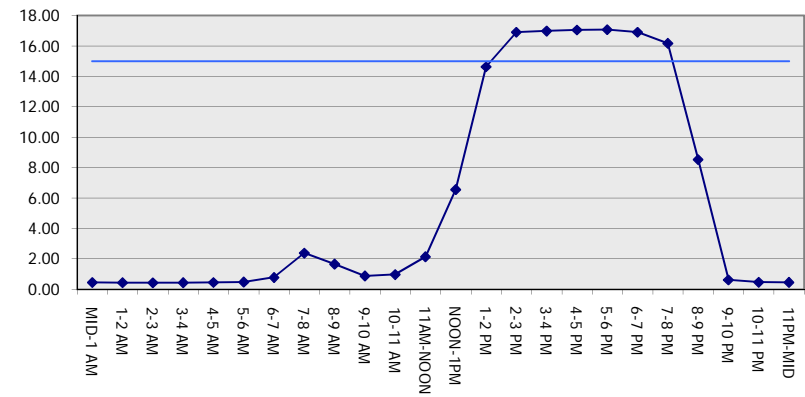
MON-THUR

NORTHBOUND DIRECTION

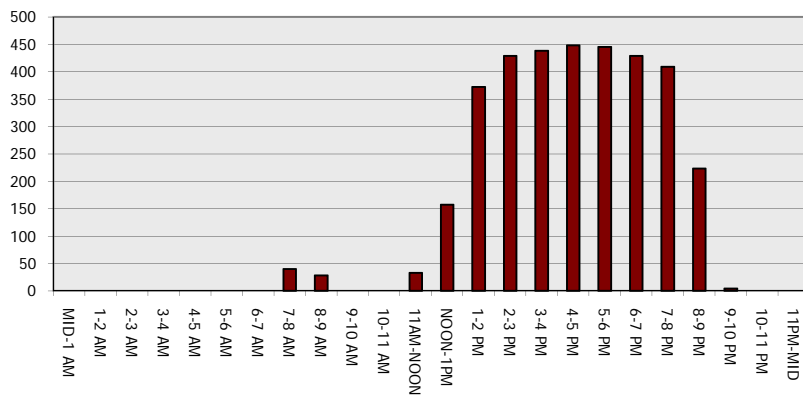
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

