

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

SATURDAY 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	222	0.0	1500	222	0	0.44	0	66.0	53.0	44.6	
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	53.3	44.9	
2-3 AM	152	0.0	1500	152	0	0.44	0	66.1	53.3	44.9	
3-4 AM	111	0.0	1500	111	0	0.43	0	66.2	53.4	45.0	
4-5 AM	206	0.0	1500	206	0	0.44	0	66.0	53.1	44.6	
5-6 AM	426	0.0	1500	426	0	0.46	0	65.6	52.4	43.8	
6-7 AM	599	0.0	1500	599	0	0.48	0	65.3	51.7	43.2	
7-8 AM	993	0.0	1499	993	0	0.52	0	64.5	50.5	41.7	
8-9 AM	1505	0.0	1499	1505	0	1.35	12	63.6	37.0	31.8	
9-10 AM	1784	0.0	1500	1784	0	6.82	175	63.0	14.5	30.8	
10-11 AM	2078	0.0	1499	1570	508	16.62+	422	62.5	8.8	30.8	
11AM-NOON	2061	0.0	1500	1504	556	16.89+	429	62.5	8.7	30.8	
NOON-1PM	1996	0.0	1500	1503	492	16.89+	429	62.7	8.7	30.8	
1-2 PM	1902	0.0	1500	1503	399	16.89+	428	62.8	8.7	30.8	
2-3 PM	1864	0.0	1500	1502	362	16.89+	428	62.9	8.7	30.8	
3-4 PM	1802	0.0	1500	1502	300	16.89+	428	63.0	8.7	30.8	
4-5 PM	1928	0.0	1500	1502	426	16.89+	428	62.8	8.7	30.8	
5-6 PM	1909	0.0	1500	1501	408	16.89+	428	62.8	8.7	30.8	
6-7 PM	1600	0.0	1500	1501	100	16.88+	427	63.4	8.7	30.8	
7-8 PM	1376	0.0	1499	1376	0	14.98+	377	63.8	9.2	30.8	
8-9 PM	1076	0.0	1499	1076	0	2.99	122	64.4	25.3	37.1	
9-10 PM	758	0.0	1500	758	0	0.50	0	65.0	51.2	42.5	
10-11 PM	580	0.0	1500	580	0	0.48	0	65.3	51.8	43.2	
11PM-MID	368	0.0	1500	368	0	0.46	0	65.7	52.5	44.0	

+ 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	0.0087
MAIN ROUTE WITH WORKS	0.0060
'DIVERSION'	0.0026
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$92,595
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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

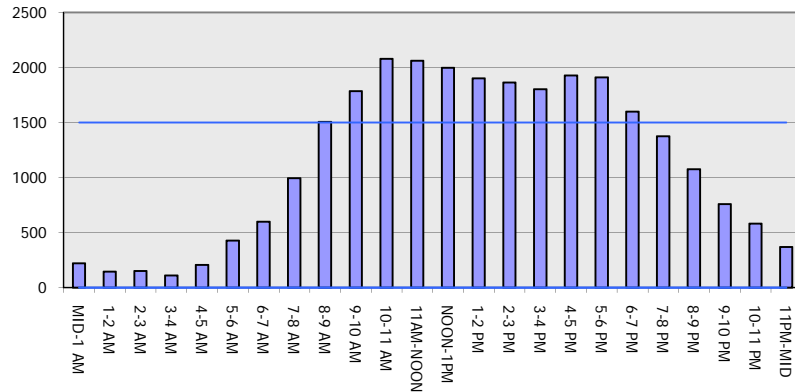
OCTOBER

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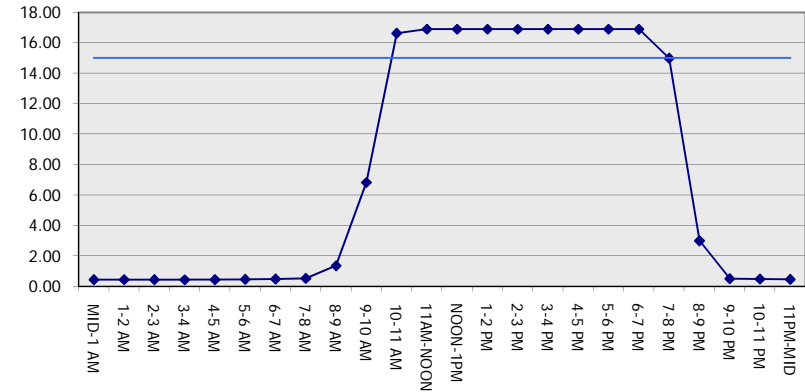
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

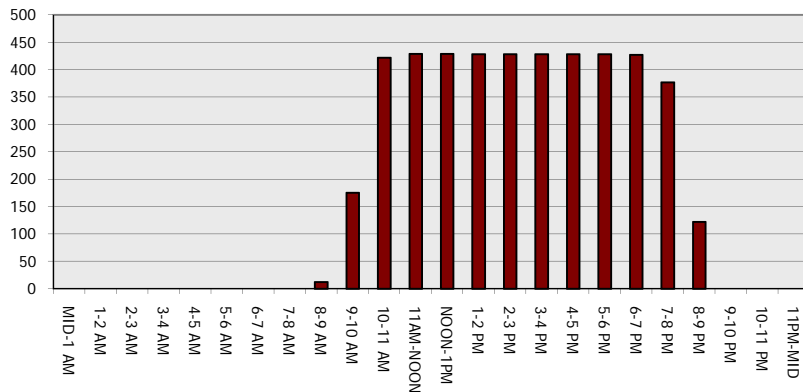
Main Route - Traffic Demand (Vehicles Per Hour)



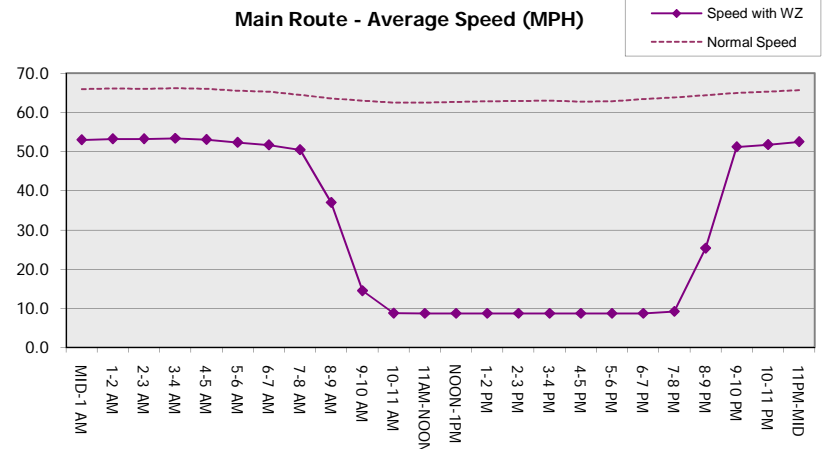
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	351	0.0	1500	351	0	0.46	0	65.7	52.6	44.1
1-2 AM	204	0.0	1500	204	0	0.44	0	66.0	53.1	44.6
2-3 AM	182	0.0	1500	182	0	0.44	0	66.1	53.2	44.8
3-4 AM	142	0.0	1500	142	0	0.44	0	66.1	53.3	44.9
4-5 AM	214	0.0	1500	214	0	0.44	0	66.0	53.0	44.6
5-6 AM	362	0.0	1500	362	0	0.46	0	65.7	52.5	44.0
6-7 AM	556	0.0	1500	556	0	0.48	0	65.3	51.9	43.3
7-8 AM	824	0.0	1500	824	0	0.50	0	64.8	51.0	42.3
8-9 AM	1225	0.0	1499	1225	0	0.66	0	64.1	47.3	37.9
9-10 AM	1527	0.0	1499	1527	0	1.40	13	63.5	36.5	31.4
10-11 AM	1866	0.0	1500	1866	0	8.18	218	62.9	13.0	30.8
11AM-NOON	2107	0.0	1499	1502	605	16.90+	429	62.5	8.7	30.8
NOON-1PM	2122	0.0	1500	1501	621	16.90+	429	62.4	8.7	30.8
1-2 PM	2109	0.0	1500	1501	608	16.90+	429	62.5	8.7	30.8
2-3 PM	2100	0.0	1500	1501	599	16.89+	429	62.5	8.7	30.8
3-4 PM	2024	0.0	1500	1501	524	16.89+	429	62.6	8.7	30.8
4-5 PM	1962	0.0	1500	1501	461	16.89+	429	62.7	8.7	30.8
5-6 PM	1803	0.0	1500	1500	303	16.89+	428	63.0	8.7	30.8
6-7 PM	1570	0.0	1500	1500	69	16.88+	427	63.5	8.7	30.8
7-8 PM	1329	0.0	1499	1329	0	14.03+	353	63.9	9.5	30.8
8-9 PM	1170	0.0	1499	1170	0	3.10	109	64.2	24.5	35.6
9-10 PM	967	0.0	1500	967	0	0.52	0	64.6	50.5	41.8
10-11 PM	693	0.0	1500	693	0	0.49	0	65.1	51.4	42.8
11PM-MID	547	0.0	1500	547	0	0.48	0	65.4	51.9	43.3

+ 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	0.0089
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0028

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,149
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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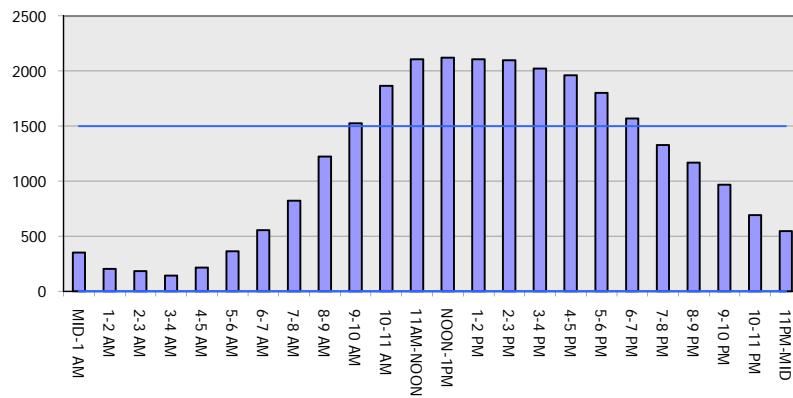
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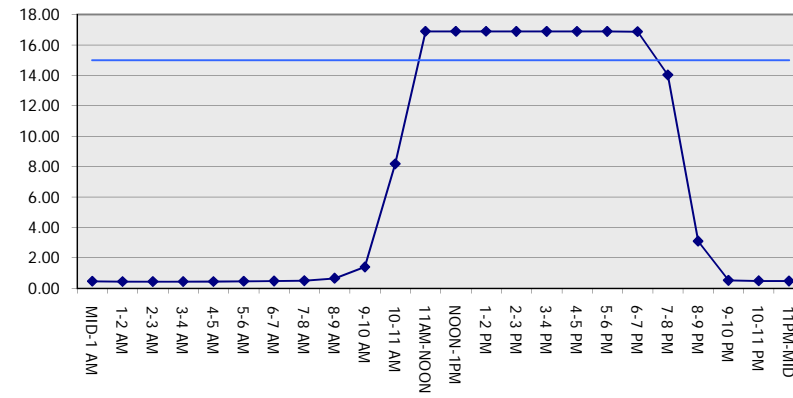
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SATURDAY NORTHBOUND DIRECTION

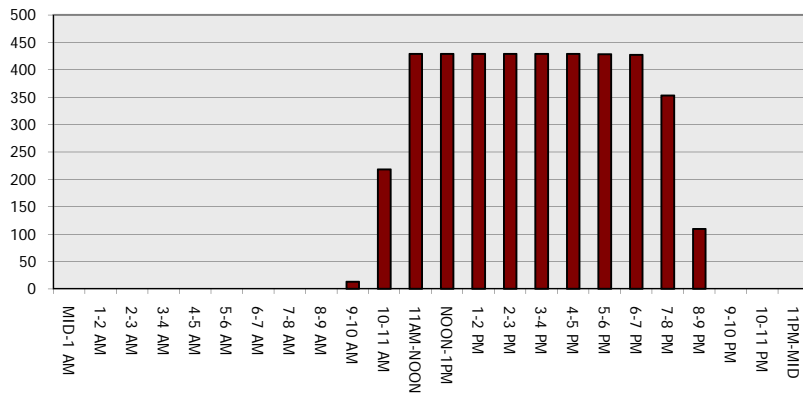
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

