

USH 41: IH 43 TO STH 29 (BROWN COUNTY) OFF-PEAK DAY 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	OFF	140	0	0.00	0	66.1	66.1	66.1	
1-2 AM	99	0.0	OFF	99	0	0.00	0	66.2	66.2	66.2	
2-3 AM	115	0.0	OFF	115	0	0.00	0	66.2	66.2	66.2	
3-4 AM	153	0.0	OFF	153	0	0.00	0	66.1	66.1	66.1	
4-5 AM	486	0.0	OFF	486	0	0.00	0	65.5	65.5	65.5	
5-6 AM	1433	0.0	OFF	1433	0	0.00	0	63.7	63.7	63.7	
6-7 AM	2626	0.0	OFF	2626	0	0.00	0	59.6	59.6	59.6	
7-8 AM	3471	0.0	OFF	3471	0	0.00	0	50.9	50.9	50.9	
8-9 AM	2262	0.0	OFF	2262	0	0.00	0	62.2	62.2	62.2	
9-10 AM	1802	0.0	OFF	1802	0	0.00	0	63.0	63.0	63.0	
10-11 AM	1779	0.0	1499	1779	0	5.38	139	63.1	17.0	30.8	
11AM-NOON	1804	0.0	1500	1650	154	15.40+	391	63.0	9.1	30.8	
NOON-1PM	1809	0.0	1500	1500	309	16.89+	428	63.0	8.7	30.8	
1-2 PM	1808	0.0	1500	1500	308	16.89+	428	63.0	8.7	30.8	
2-3 PM	1974	0.0	1499	1500	474	16.89+	429	62.7	8.7	30.8	
3-4 PM	2235	0.0	OFF	2235	0	0.88	52	62.2	42.7	42.7	
4-5 PM	2286	0.0	OFF	2286	0	0.00	0	62.1	62.1	62.1	
5-6 PM	2117	0.0	OFF	2117	0	0.00	0	62.4	62.4	62.4	
6-7 PM	1464	0.0	OFF	1464	0	0.00	0	63.7	63.7	63.7	
7-8 PM	912	0.0	OFF	912	0	0.00	0	64.7	64.7	64.7	
8-9 PM	665	0.0	OFF	665	0	0.00	0	65.1	65.1	65.1	
9-10 PM	554	0.0	OFF	554	0	0.00	0	65.3	65.3	65.3	
10-11 PM	420	0.0	OFF	420	0	0.00	0	65.6	65.6	65.6	
11PM-MID	200	0.0	OFF	200	0	0.00	0	66.0	66.0	66.0	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0095
'DIVERSION'	0.0009
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,250
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

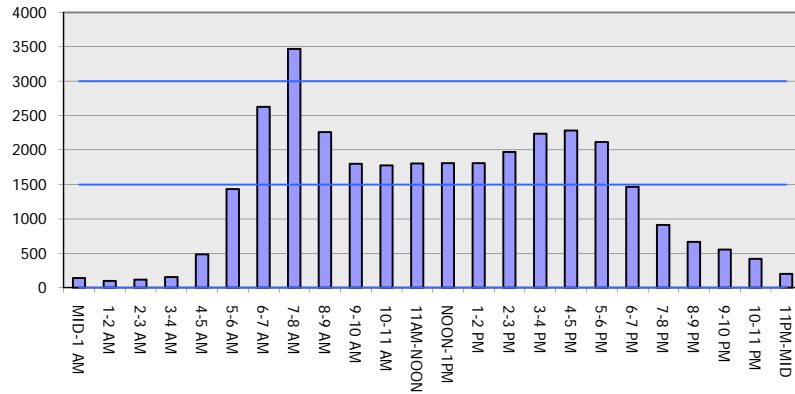
OCTOBER

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Construction Season

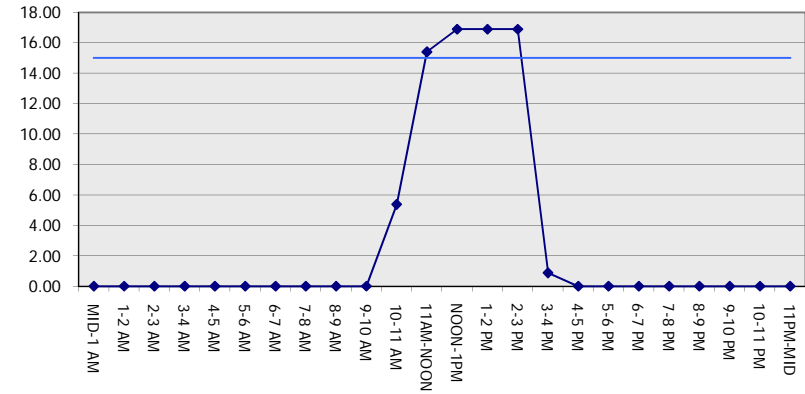
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

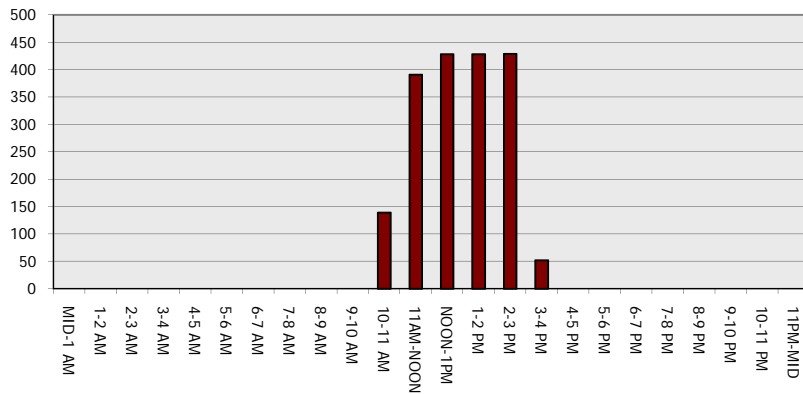
Main Route - Traffic Demand (Vehicles Per Hour)



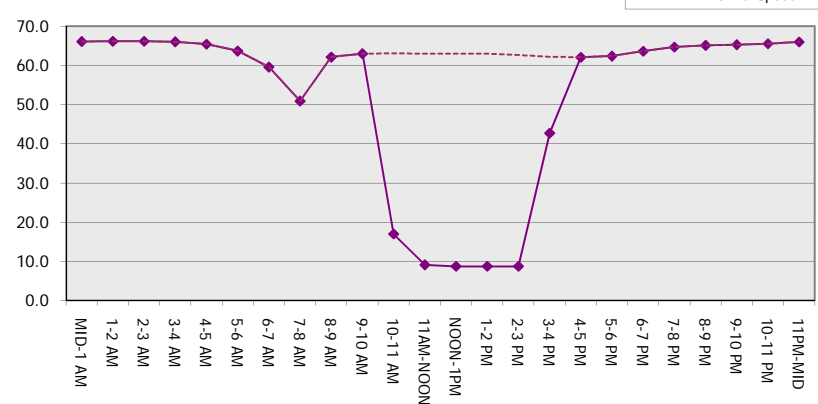
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	288	0	0.00	0	65.8	65.8	65.8
1-2 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
2-3 AM	128	0.0	OFF	128	0	0.00	0	66.1	66.1	66.1
3-4 AM	150	0.0	OFF	150	0	0.00	0	66.1	66.1	66.1
4-5 AM	259	0.0	OFF	259	0	0.00	0	65.9	65.9	65.9
5-6 AM	633	0.0	OFF	633	0	0.00	0	65.2	65.2	65.2
6-7 AM	1318	0.0	OFF	1318	0	0.00	0	63.9	63.9	63.9
7-8 AM	1583	0.0	OFF	1583	0	0.00	0	63.5	63.5	63.5
8-9 AM	1357	0.0	OFF	1357	0	0.00	0	63.8	63.8	63.8
9-10 AM	1385	0.0	OFF	1385	0	0.00	0	63.8	63.8	63.8
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	OFF	2840	0	1.16	67	57.4	36.9	36.9
4-5 PM	3364	0.0	OFF	3364	0	0.00	0	52.0	52.0	52.0
5-6 PM	3123	0.0	OFF	3123	0	0.00	0	54.5	54.5	54.5
6-7 PM	2121	0.0	OFF	2121	0	0.00	0	62.4	62.4	62.4
7-8 PM	1451	0.0	OFF	1451	0	0.00	0	63.7	63.7	63.7
8-9 PM	1213	0.0	OFF	1213	0	0.00	0	64.1	64.1	64.1
9-10 PM	927	0.0	OFF	927	0	0.00	0	64.6	64.6	64.6
10-11 PM	500	0.0	OFF	500	0	0.00	0	65.5	65.5	65.5
11PM-MID	345	0.0	OFF	345	0	0.00	0	65.8	65.8	65.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0101
MAIN ROUTE WITH WORKS	0.0093
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$17,497
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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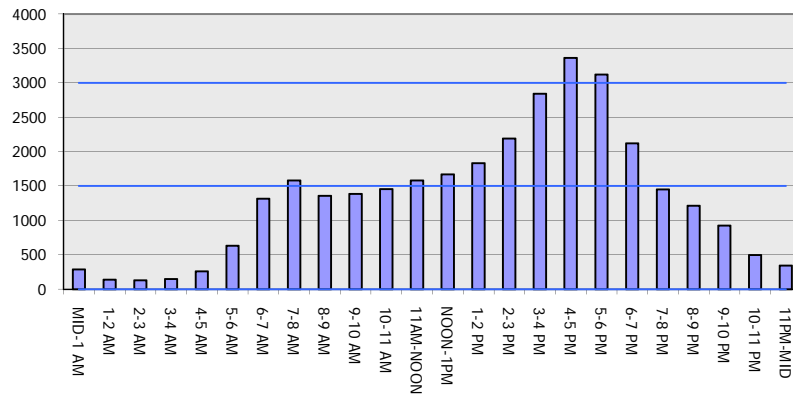
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

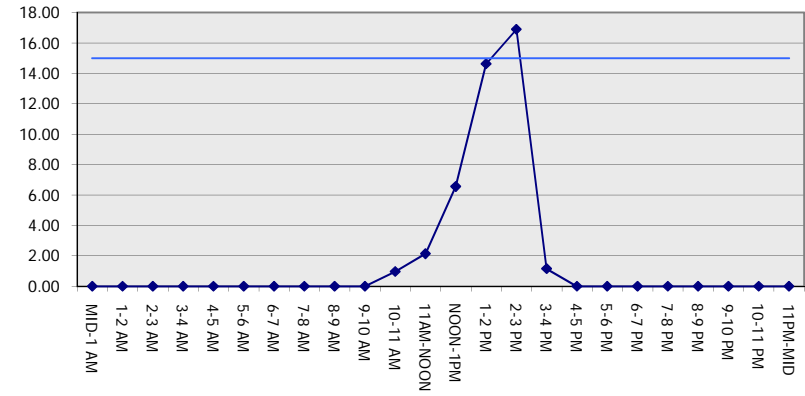
MON-THUR

NORTHBOUND DIRECTION

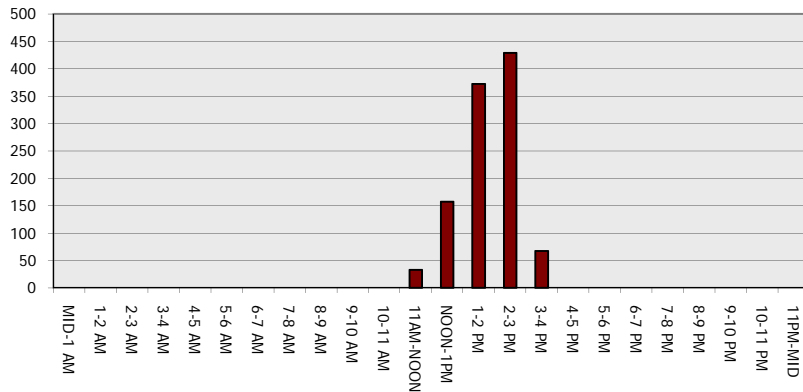
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

