

USH 41: IH 43 TO STH 29 (BROWN COUNTY) NIGHTTIME 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	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	OFF	1779	0	0.00	0	63.1	63.1	63.1	
11AM-NOON	1804	0.0	OFF	1804	0	0.00	0	63.0	63.0	63.0	
NOON-1PM	1809	0.0	OFF	1809	0	0.00	0	63.0	63.0	63.0	
1-2 PM	1808	0.0	OFF	1808	0	0.00	0	63.0	63.0	63.0	
2-3 PM	1974	0.0	OFF	1974	0	0.00	0	62.7	62.7	62.7	
3-4 PM	2235	0.0	OFF	2235	0	0.00	0	62.2	62.2	62.2	
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	1500	912	0	0.51	0	64.7	50.7	42.0	
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	

"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	0.0104
MAIN ROUTE WITH WORKS	0.0101
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$378
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: IH 43 TO STH 29 (BROWN COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

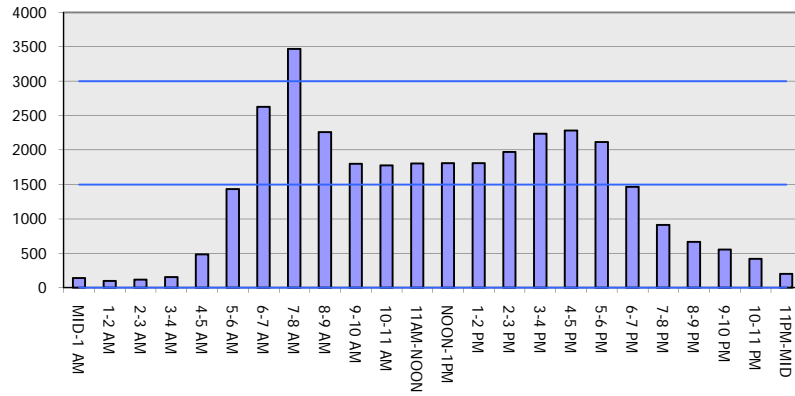
OCTOBER

Analyzed for 2009
Construction Season

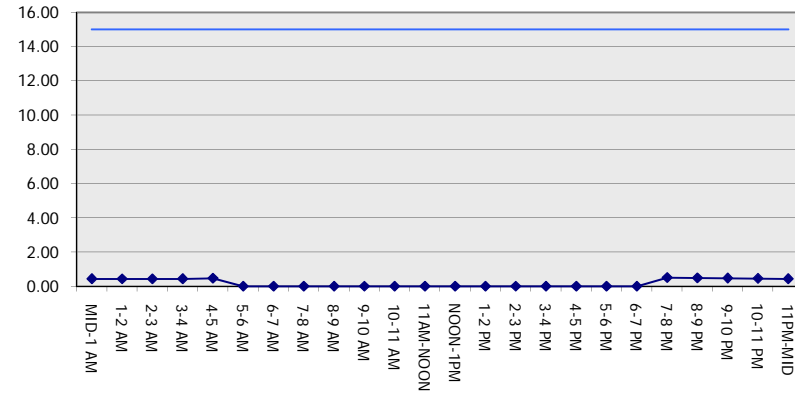
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

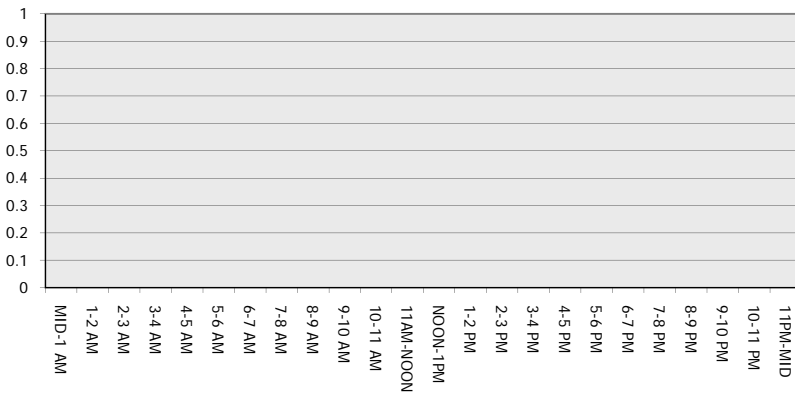
Main Route - Traffic Demand (Vehicles Per Hour)



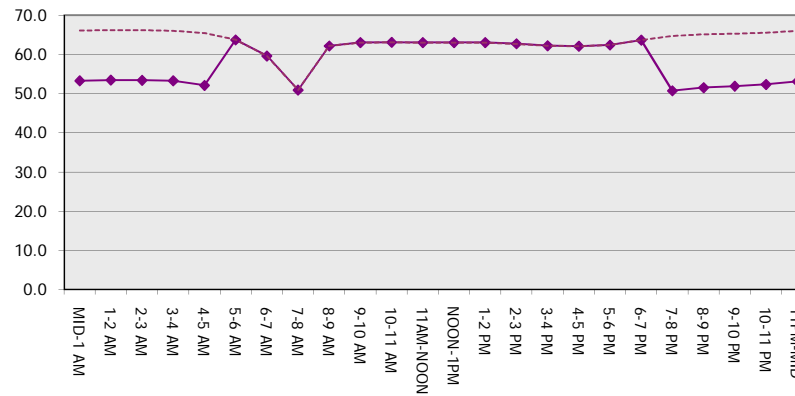
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: IH 43 TO STH 29 (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

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	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	OFF	1456	0	0.00	0	63.7	63.7	63.7
11AM-NOON	1581	0.0	OFF	1581	0	0.00	0	63.5	63.5	63.5
NOON-1PM	1668	0.0	OFF	1668	0	0.00	0	63.3	63.3	63.3
1-2 PM	1833	0.0	OFF	1833	0	0.00	0	63.0	63.0	63.0
2-3 PM	2189	0.0	OFF	2189	0	0.00	0	62.3	62.3	62.3
3-4 PM	2840	0.0	OFF	2840	0	0.00	0	57.4	57.4	57.4
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	1499	1451	0	1.30	11	63.7	37.7	32.5
8-9 PM	1213	0.0	1500	1213	0	0.65	0	64.1	47.5	38.0
9-10 PM	927	0.0	1500	927	0	0.51	0	64.6	50.7	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

"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	0.0101
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$840
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: IH 43 TO STH 29 (BROWN COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

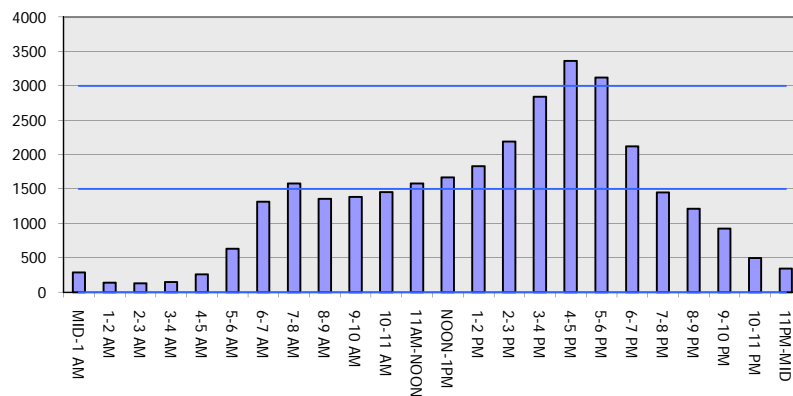
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

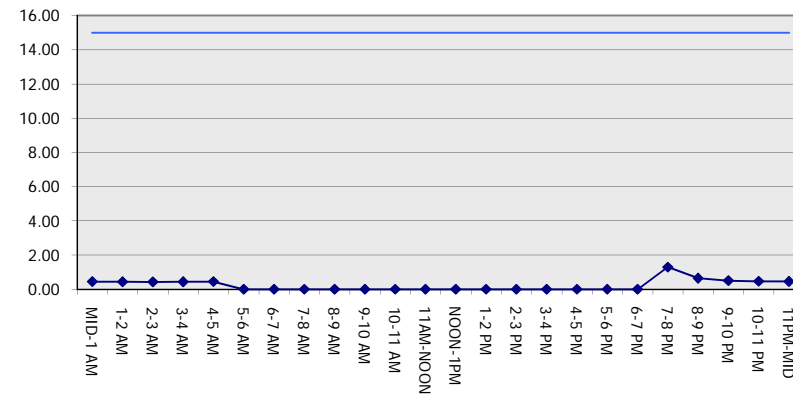
MON-THUR

NORTHBOUND DIRECTION

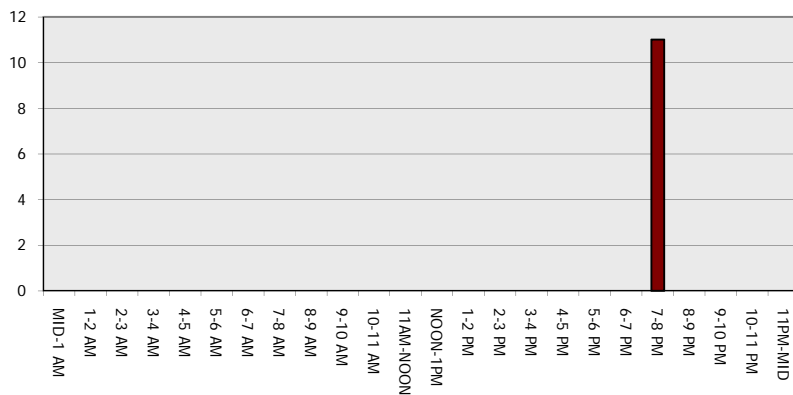
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

