

USH 41: IH 43 TO STH 29 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	218	0.0	1500	218	0	0.44	0	66.0	53.0	44.6	
1-2 AM	141	0.0	1500	141	0	0.44	0	66.1	53.3	44.9	
2-3 AM	148	0.0	1500	148	0	0.44	0	66.1	53.3	44.9	
3-4 AM	120	0.0	1500	120	0	0.43	0	66.1	53.4	45.0	
4-5 AM	201	0.0	1500	201	0	0.44	0	66.0	53.1	44.6	
5-6 AM	377	0.0	1500	377	0	0.46	0	65.7	52.5	44.0	
6-7 AM	585	0.0	1500	585	0	0.48	0	65.3	51.8	43.2	
7-8 AM	979	0.0	1500	979	0	0.52	0	64.6	50.5	41.7	
8-9 AM	1345	0.0	1499	1345	0	0.82	0	63.9	44.5	34.5	
9-10 AM	1673	0.0	1499	1673	0	3.16	70	63.3	23.7	30.8	
10-11 AM	1845	0.0	1500	1770	75	12.76+	327	63.0	10.0	30.8	
11AM-NOON	1895	0.0	1500	1498	397	16.89+	428	62.8	8.7	30.8	
NOON-1PM	1824	0.0	1499	1498	326	16.89+	428	63.0	8.7	30.8	
1-2 PM	1822	0.0	1499	1498	323	16.89+	428	63.0	8.7	30.8	
2-3 PM	1772	0.0	1499	1499	274	16.89+	428	63.1	8.7	30.8	
3-4 PM	1866	0.0	1499	1499	367	16.89+	428	62.9	8.7	30.8	
4-5 PM	1732	0.0	1500	1499	233	16.89+	428	63.2	8.7	30.8	
5-6 PM	1552	0.0	1500	1490	62	16.85+	426	63.5	8.7	30.8	
6-7 PM	1352	0.0	1499	1352	0	14.52+	366	63.8	9.3	30.8	
7-8 PM	1031	0.0	1499	1031	0	2.19	91	64.5	30.0	38.4	
8-9 PM	891	0.0	1500	891	0	0.51	0	64.7	50.8	42.0	
9-10 PM	683	0.0	1500	683	0	0.49	0	65.1	51.5	42.8	
10-11 PM	524	0.0	1500	524	0	0.47	0	65.4	52.0	43.4	
11PM-MID	324	0.0	1500	324	0	0.45	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

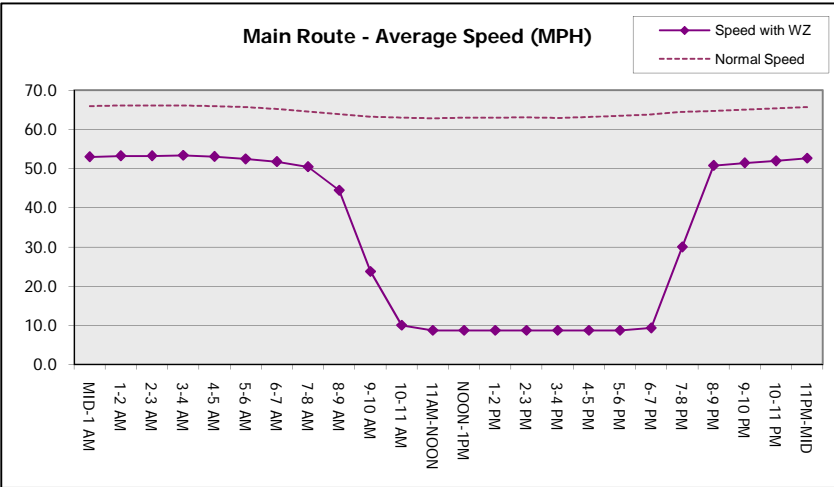
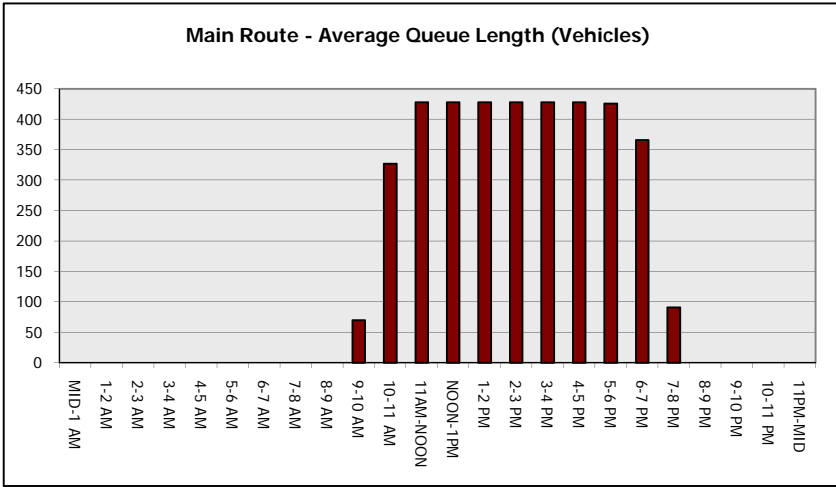
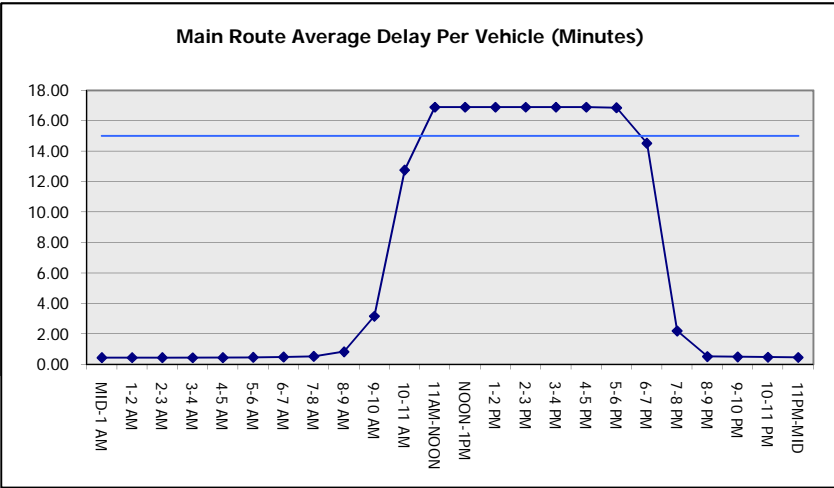
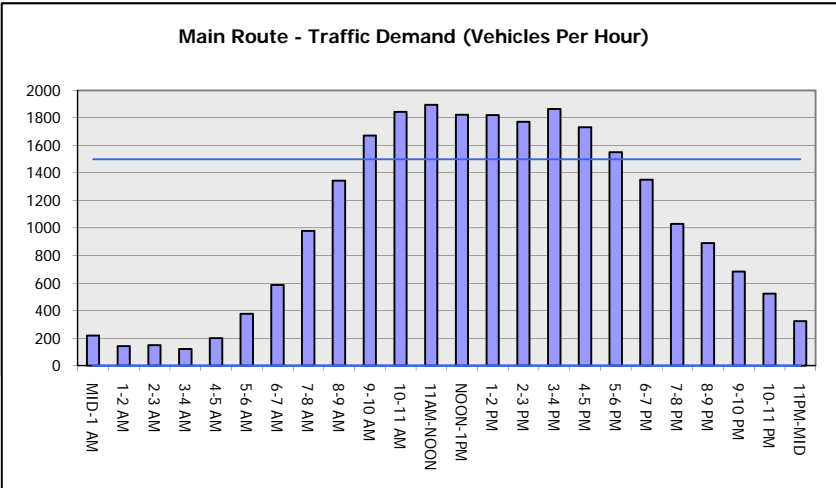
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0079
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0015
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$74,543
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

**USH 41: IH 43 TO STH 29 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



USH 41: IH 43 TO STH 29 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	382	0.0	1500	382	0	0.46	0	65.7	52.5	44.0
1-2 AM	205	0.0	1500	205	0	0.44	0	66.0	53.1	44.6
2-3 AM	175	0.0	1500	175	0	0.44	0	66.1	53.2	44.8
3-4 AM	136	0.0	1500	136	0	0.44	0	66.1	53.3	45.0
4-5 AM	167	0.0	1500	167	0	0.44	0	66.1	53.2	44.8
5-6 AM	261	0.0	1500	261	0	0.45	0	65.9	52.9	44.5
6-7 AM	491	0.0	1500	491	0	0.47	0	65.5	52.1	43.5
7-8 AM	736	0.0	1500	736	0	0.49	0	65.0	51.3	42.6
8-9 AM	1129	0.0	1499	1129	0	0.59	0	64.3	48.7	39.6
9-10 AM	1510	0.0	1499	1510	0	1.38	13	63.6	36.8	31.8
10-11 AM	1940	0.0	1500	1940	0	9.46+	258	62.8	11.9	30.8
11AM-NOON	2064	0.0	1500	1460	604	16.80+	426	62.5	8.7	30.8
NOON-1PM	2070	0.0	1499	1495	574	16.89+	429	62.5	8.7	30.8
1-2 PM	2016	0.0	1499	1496	520	16.89+	429	62.7	8.7	30.8
2-3 PM	1922	0.0	1499	1497	425	16.89+	428	62.8	8.7	30.8
3-4 PM	1934	0.0	1499	1497	437	16.89+	428	62.8	8.7	30.8
4-5 PM	1726	0.0	1499	1498	228	16.89+	428	63.2	8.7	30.8
5-6 PM	1621	0.0	1499	1498	123	16.88+	428	63.3	8.7	30.8
6-7 PM	1472	0.0	1499	1446	26	16.40+	414	63.7	8.8	30.8
7-8 PM	1152	0.0	1499	1152	0	7.98	220	64.2	13.4	33.3
8-9 PM	1060	0.0	1500	1060	0	0.57	1	64.4	49.4	41.4
9-10 PM	871	0.0	1500	871	0	0.51	0	64.8	50.9	42.2
10-11 PM	680	0.0	1500	680	0	0.49	0	65.1	51.5	42.8
11PM-MID	515	0.0	1500	515	0	0.47	0	65.5	52.0	43.5

+ 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	0.0084
MAIN ROUTE WITH WORKS	0.0059
'DIVERSION'	0.0022

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$79,557
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

**USH 41: IH 43 TO STH 29 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

