

USH 41: IH 43 TO STH 29 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	147	0.0	1500	147	0	0.44	0	66.1	53.3	44.9
1-2 AM	103	0.0	1500	103	0	0.43	0	66.2	53.5	45.1
2-3 AM	127	0.0	1500	127	0	0.43	0	66.1	53.3	45.0
3-4 AM	161	0.0	1500	161	0	0.44	0	66.1	53.2	44.8
4-5 AM	538	0.0	1500	538	0	0.47	0	65.4	51.9	43.3
5-6 AM	1481	0.0	1499	1481	0	1.51	30	63.7	35.3	34.3
6-7 AM	2623	0.0	1500	1854	769	14.95+	392	59.6	9.3	31.5
7-8 AM	3169	0.0	1499	1479	1690	17.10+	446	54.0	8.6	30.8
8-9 AM	2102	0.0	1500	1496	606	16.90+	429	62.5	8.7	30.8
9-10 AM	1800	0.0	1499	1496	304	16.89+	428	63.0	8.7	30.8
10-11 AM	1882	0.0	1499	1497	384	16.89+	428	62.9	8.7	30.8
11AM-NOON	1955	0.0	1499	1498	457	16.89+	429	62.7	8.7	30.8
NOON-1PM	1999	0.0	1499	1498	501	16.89+	429	62.7	8.7	30.8
1-2 PM	2033	0.0	1499	1498	534	16.89+	429	62.6	8.7	30.8
2-3 PM	2129	0.0	1499	1499	630	16.90+	429	62.4	8.7	30.8
3-4 PM	2292	0.0	1499	1499	793	16.90+	429	62.1	8.7	30.8
4-5 PM	2345	0.0	1499	1499	846	16.90+	430	62.0	8.7	30.8
5-6 PM	2204	0.0	1499	1499	704	16.90+	429	62.3	8.7	30.8
6-7 PM	1557	0.0	1500	1459	99	16.60+	420	63.5	8.8	30.8
7-8 PM	1091	0.0	1499	1091	0	6.41	207	64.3	15.9	35.0
8-9 PM	928	0.0	1500	928	0	0.51	0	64.6	50.7	41.9
9-10 PM	680	0.0	1500	680	0	0.49	0	65.1	51.5	42.8
10-11 PM	457	0.0	1500	457	0	0.47	0	65.5	52.2	43.7
11PM-MID	251	0.0	1500	251	0	0.45	0	65.9	52.9	44.5

+ 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

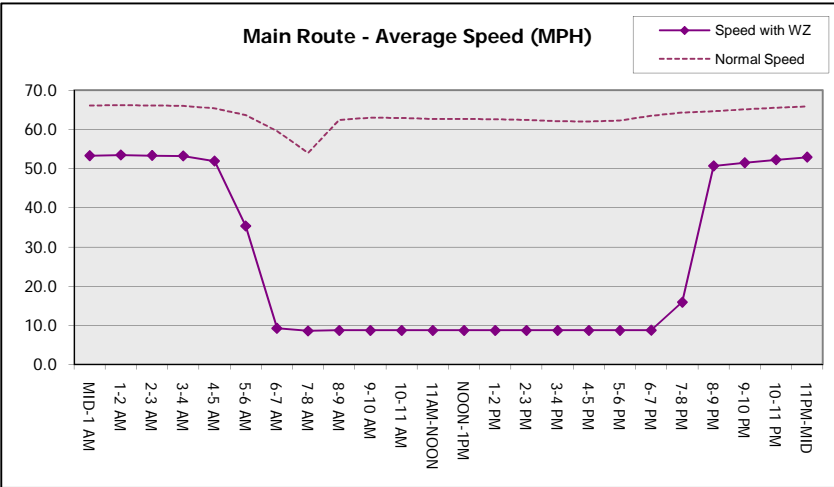
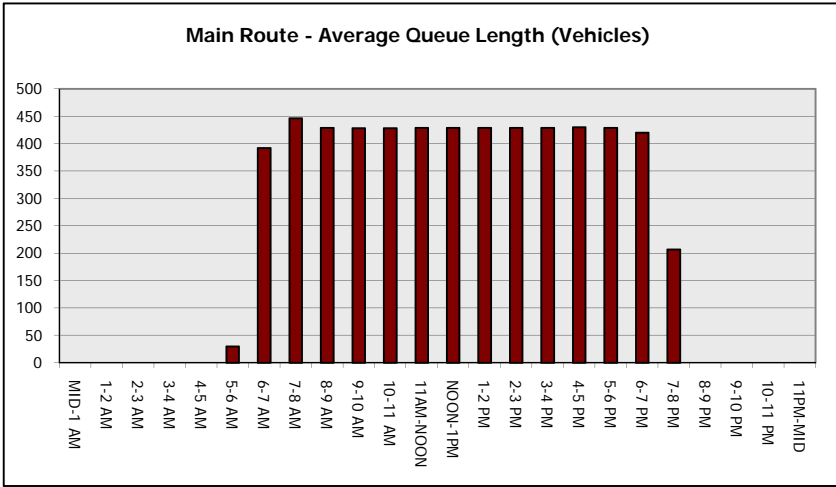
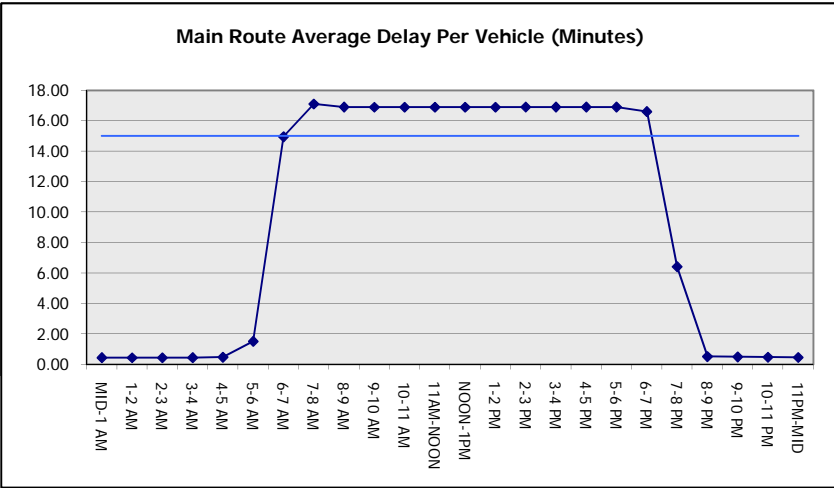
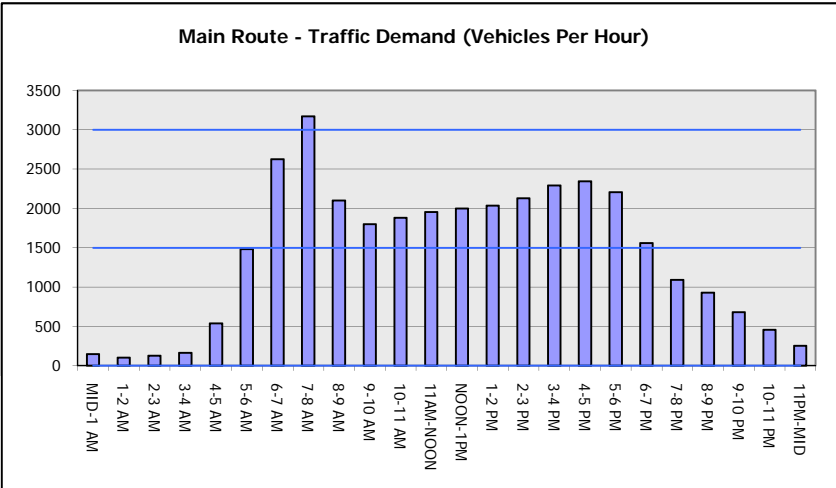
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0108
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0061
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$105,411
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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AUGUST
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



USH 41: IH 43 TO STH 29 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	232	0.0	1500	232	0	0.44	0	66.0	53.0	44.5
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	53.3	44.9
2-3 AM	137	0.0	1500	137	0	0.44	0	66.1	53.3	45.0
3-4 AM	159	0.0	1500	159	0	0.44	0	66.1	53.2	44.8
4-5 AM	279	0.0	1500	279	0	0.45	0	65.9	52.8	44.3
5-6 AM	669	0.0	1500	669	0	0.49	0	65.1	51.5	42.8
6-7 AM	1254	0.0	1499	1254	0	0.70	0	64.0	46.6	37.1
7-8 AM	1507	0.0	1499	1507	0	1.13	3	63.6	39.8	30.9
8-9 AM	1395	0.0	1500	1395	0	0.92	0	63.8	42.9	33.0
9-10 AM	1418	0.0	1499	1418	0	0.92	0	63.7	42.8	32.5
10-11 AM	1585	0.0	1499	1585	0	2.07	32	63.4	30.2	30.8
11AM-NOON	1741	0.0	1500	1741	0	7.83	196	63.2	13.1	30.8
NOON-1PM	1886	0.0	1499	1625	260	16.34+	414	62.8	8.8	30.8
1-2 PM	1977	0.0	1499	1496	481	16.89+	429	62.7	8.7	30.8
2-3 PM	2267	0.0	1499	1497	770	16.90+	429	62.2	8.7	30.8
3-4 PM	2807	0.0	1499	1496	1311	16.96+	437	57.8	8.6	30.8
4-5 PM	3505	0.0	1499	1500	2005	16.95+	448	50.6	8.6	30.8
5-6 PM	3228	0.0	1500	1503	1725	17.06+	446	53.4	8.6	30.8
6-7 PM	2079	0.0	1500	1498	582	16.89+	429	62.5	8.7	30.8
7-8 PM	1516	0.0	1499	1457	59	16.71+	423	63.6	8.8	30.8
8-9 PM	1311	0.0	1499	1311	0	12.73+	320	64.0	10.0	30.8
9-10 PM	1012	0.0	1499	1012	0	1.57	53	64.5	35.0	39.3
10-11 PM	691	0.0	1500	691	0	0.49	0	65.1	51.4	42.8
11PM-MID	456	0.0	1500	456	0	0.47	0	65.5	52.2	43.7

+ 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	0.0106
MAIN ROUTE WITH WORKS	0.0066
'DIVERSION'	0.0053

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$80,445
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

AUGUST

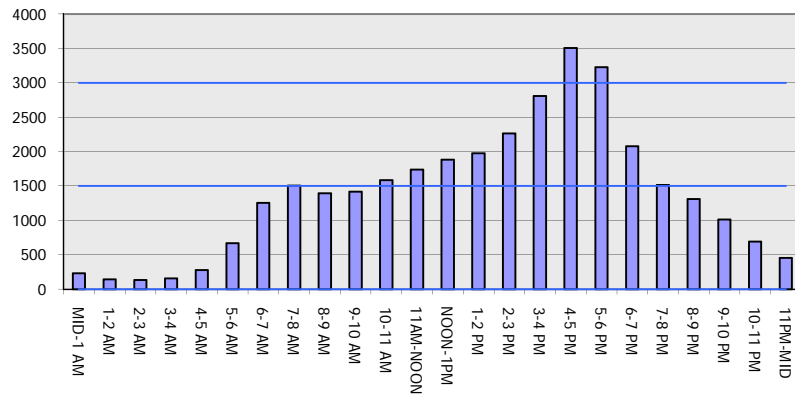
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

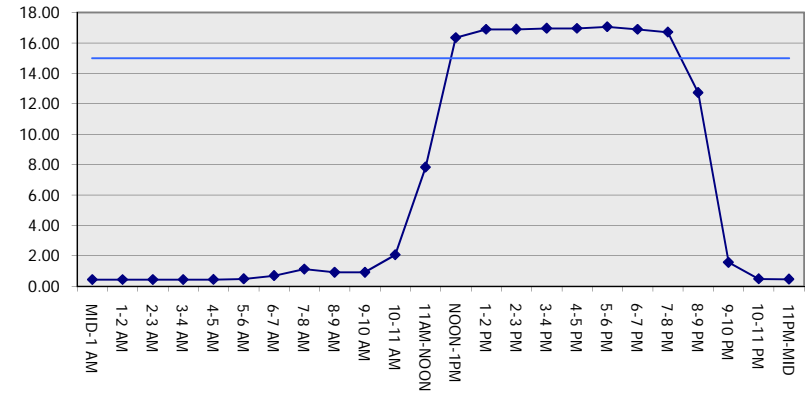
MON-THUR

NORTHBOUND DIRECTION

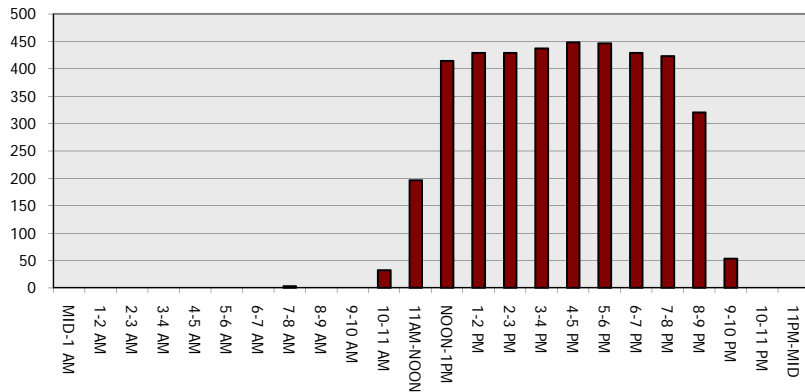
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

