

USH 41: IH 43 TO STH 29 (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	265	0.0	OFF	265	0	0.00	0	65.9	65.9	65.9	
1-2 AM	157	0.0	OFF	157	0	0.00	0	66.1	66.1	66.1	
2-3 AM	169	0.0	OFF	169	0	0.00	0	66.1	66.1	66.1	
3-4 AM	119	0.0	OFF	119	0	0.00	0	66.1	66.1	66.1	
4-5 AM	212	0.0	OFF	212	0	0.00	0	66.0	66.0	66.0	
5-6 AM	419	0.0	OFF	419	0	0.00	0	65.6	65.6	65.6	
6-7 AM	598	0.0	OFF	598	0	0.00	0	65.3	65.3	65.3	
7-8 AM	927	0.0	OFF	927	0	0.00	0	64.6	64.6	64.6	
8-9 AM	1260	0.0	1499	1260	0	0.71	0	64.0	46.5	36.8	
9-10 AM	1611	0.0	1499	1611	0	2.04	34	63.4	30.5	30.8	
10-11 AM	1932	0.0	1500	1848	84	11.45+	301	62.8	10.7	30.8	
11AM-NOON	2035	0.0	1500	1495	540	16.89+	429	62.6	8.7	30.8	
NOON-1PM	2057	0.0	1499	1496	561	16.89+	429	62.5	8.7	30.8	
1-2 PM	1951	0.0	1499	1496	454	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	1900	0.0	1499	1498	403	16.89+	428	62.8	8.7	30.8	
4-5 PM	1859	0.0	1499	1498	361	16.89+	428	62.9	8.7	30.8	
5-6 PM	1708	0.0	1499	1498	209	16.89+	428	63.2	8.7	30.8	
6-7 PM	1294	0.0	OFF	1294	0	0.55	35	64.0	49.4	49.4	
7-8 PM	985	0.0	OFF	985	0	0.00	0	64.5	64.5	64.5	
8-9 PM	900	0.0	OFF	900	0	0.00	0	64.7	64.7	64.7	
9-10 PM	742	0.0	OFF	742	0	0.00	0	65.0	65.0	65.0	
10-11 PM	604	0.0	OFF	604	0	0.00	0	65.3	65.3	65.3	
11PM-MID	408	0.0	OFF	408	0	0.00	0	65.6	65.6	65.6	

"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

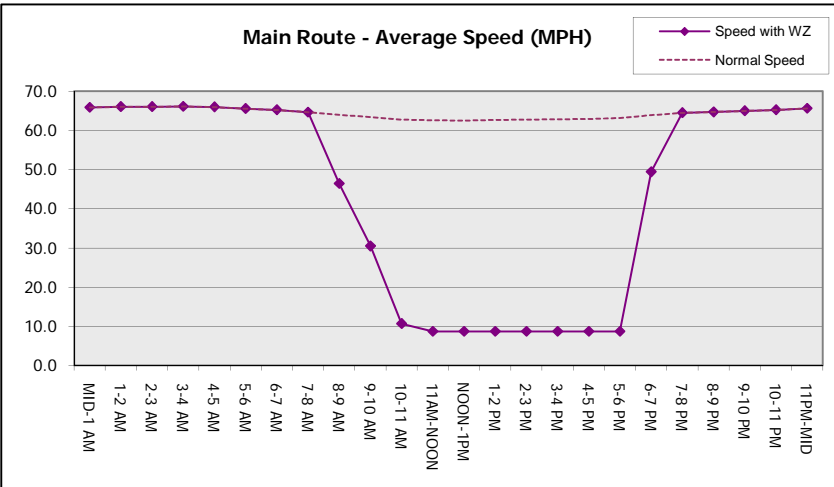
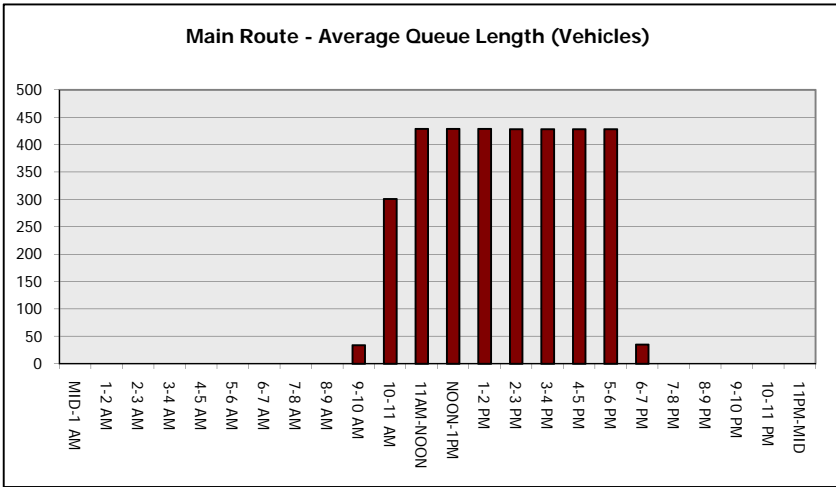
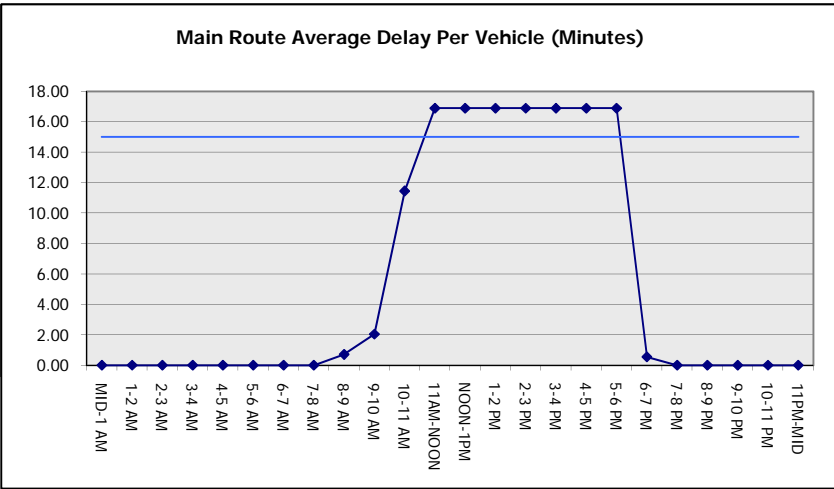
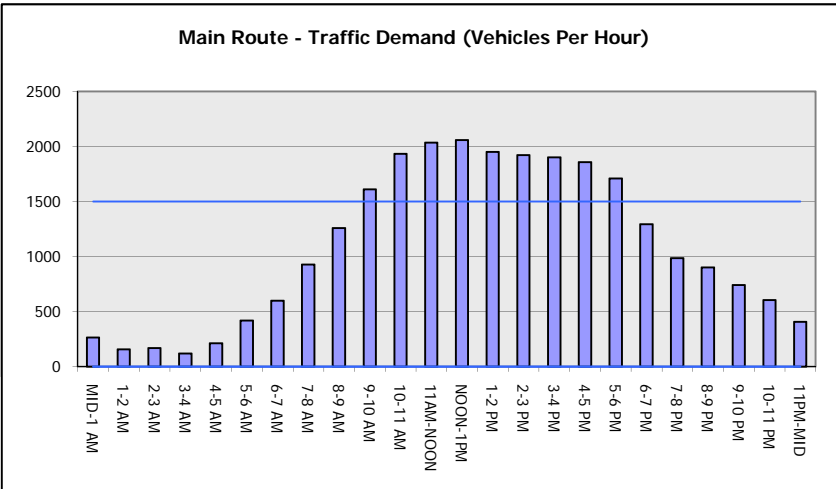
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0083
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0022
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$69,732
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



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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	OFF	351	0	0.00	0	65.7	65.7	65.7
1-2 AM	221	0.0	OFF	221	0	0.00	0	66.0	66.0	66.0
2-3 AM	192	0.0	OFF	192	0	0.00	0	66.0	66.0	66.0
3-4 AM	161	0.0	OFF	161	0	0.00	0	66.1	66.1	66.1
4-5 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
5-6 AM	312	0.0	OFF	312	0	0.00	0	65.8	65.8	65.8
6-7 AM	530	0.0	OFF	530	0	0.00	0	65.4	65.4	65.4
7-8 AM	750	0.0	OFF	750	0	0.00	0	65.0	65.0	65.0
8-9 AM	1071	0.0	1499	1071	0	0.55	0	64.4	49.6	40.7
9-10 AM	1512	0.0	1499	1512	0	1.40	14	63.6	36.5	31.8
10-11 AM	1916	0.0	1500	1916	0	9.13+	247	62.8	12.2	30.8
11AM-NOON	2125	0.0	1499	1492	633	16.90+	429	62.4	8.7	30.8
NOON-1PM	2059	0.0	1499	1493	565	16.89+	429	62.5	8.7	30.8
1-2 PM	1973	0.0	1499	1495	479	16.89+	429	62.7	8.7	30.8
2-3 PM	1933	0.0	1499	1496	437	16.89+	428	62.8	8.7	30.8
3-4 PM	1832	0.0	1499	1496	336	16.89+	428	63.0	8.7	30.8
4-5 PM	1706	0.0	1499	1497	209	16.89+	428	63.2	8.7	30.8
5-6 PM	1504	0.0	1499	1459	45	16.53+	418	63.6	8.8	30.8
6-7 PM	1325	0.0	OFF	1325	0	0.47	30	63.9	51.0	51.0
7-8 PM	1037	0.0	OFF	1037	0	0.00	0	64.5	64.5	64.5
8-9 PM	1009	0.0	OFF	1009	0	0.00	0	64.5	64.5	64.5
9-10 PM	898	0.0	OFF	898	0	0.00	0	64.7	64.7	64.7
10-11 PM	1115	0.0	OFF	1115	0	0.00	0	64.3	64.3	64.3
11PM-MID	647	0.0	OFF	647	0	0.00	0	65.2	65.2	65.2

"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	0.0084
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,496
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

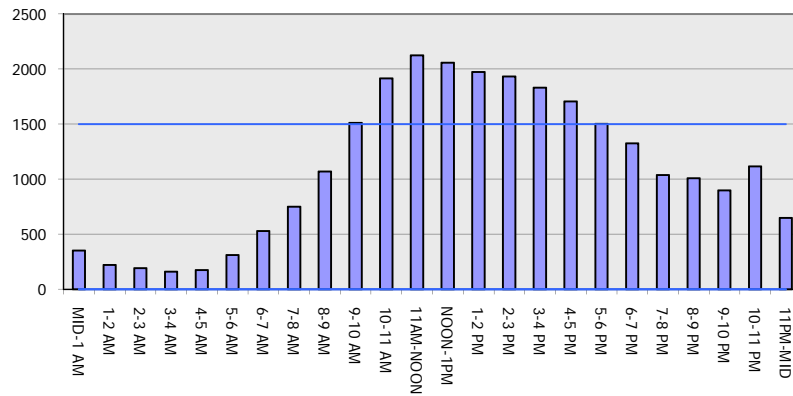
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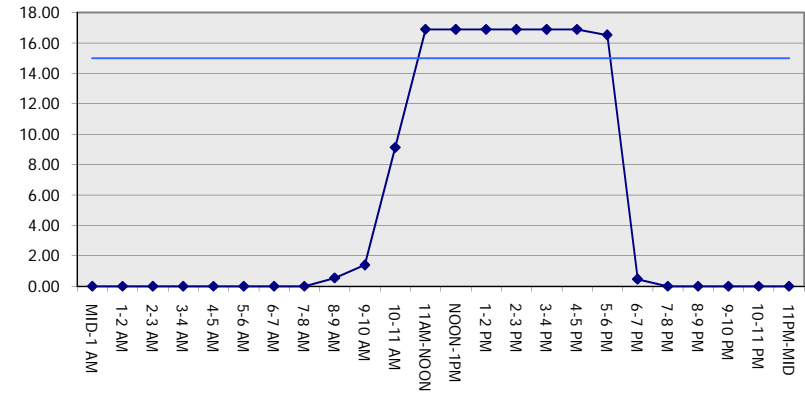
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

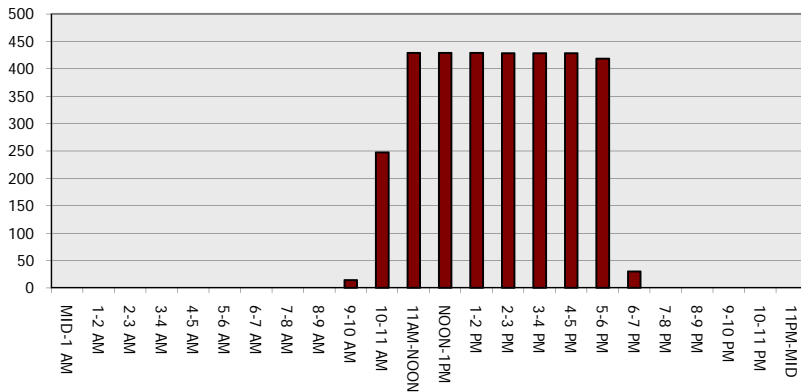
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

