

<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1500	265	0	0.45	0	65.9	52.8	44.4	
1-2 AM	157	0.0	1500	157	0	0.44	0	66.1	53.2	44.8	
2-3 AM	169	0.0	1500	169	0	0.44	0	66.1	53.2	44.8	
3-4 AM	119	0.0	1500	119	0	0.43	0	66.1	53.4	45.0	
4-5 AM	212	0.0	1500	212	0	0.44	0	66.0	53.0	44.6	
5-6 AM	419	0.0	1500	419	0	0.46	0	65.6	52.4	43.8	
6-7 AM	598	0.0	1500	598	0	0.48	0	65.3	51.7	43.2	
7-8 AM	927	0.0	1500	927	0	0.51	0	64.6	50.7	41.9	
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	1499	1294	0	14.07+	356	64.0	9.5	30.8	
7-8 PM	985	0.0	1500	985	0	1.58	57	64.5	35.0	40.0	
8-9 PM	900	0.0	1500	900	0	0.51	0	64.7	50.7	42.0	
9-10 PM	742	0.0	1500	742	0	0.49	0	65.0	51.3	42.6	
10-11 PM	604	0.0	1500	604	0	0.48	0	65.3	51.7	43.1	
11PM-MID	408	0.0	1500	408	0	0.46	0	65.6	52.4	43.8	

+ 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

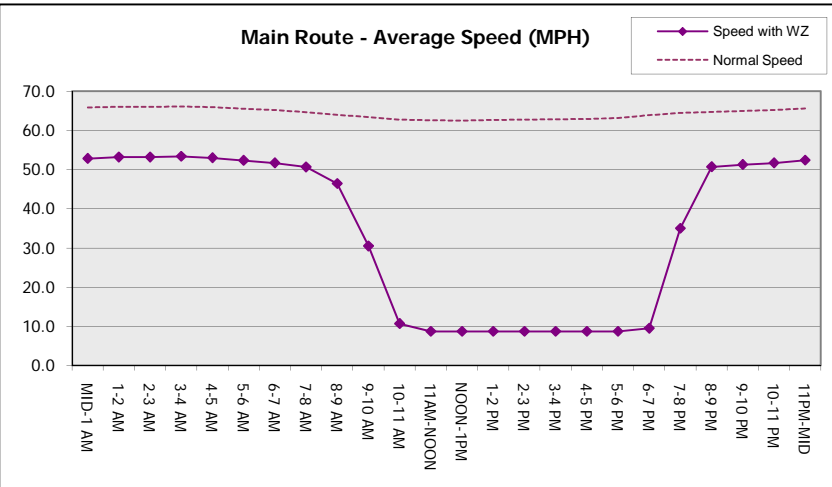
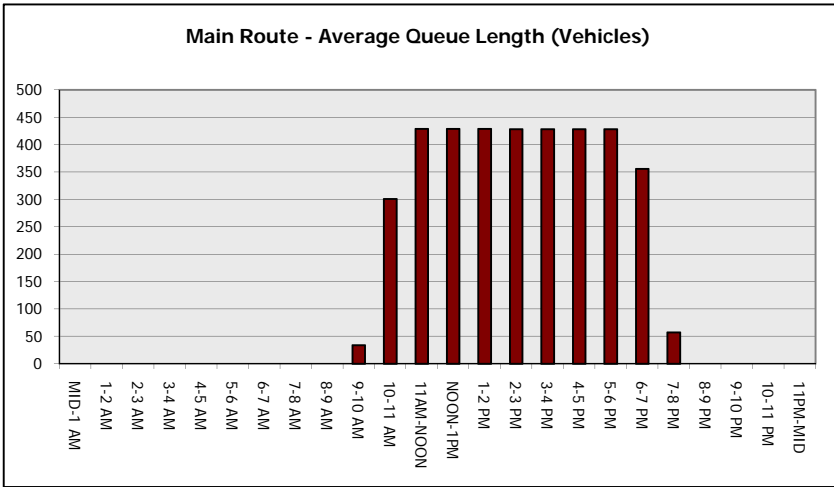
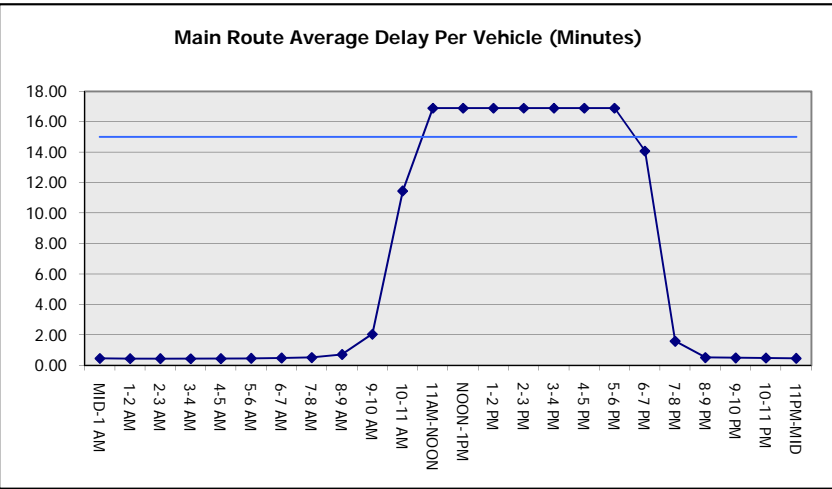
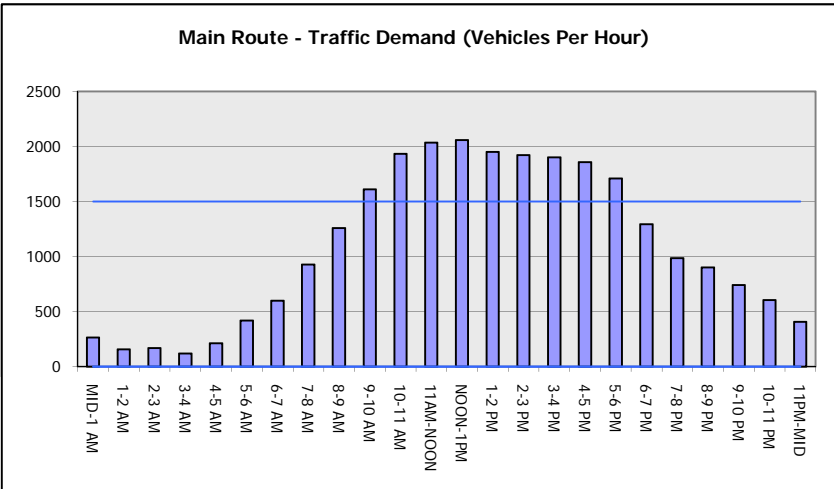
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0083
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0022
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,557
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
Analyzed for 2009  
Construction Season

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



<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	351	0.0	1500	351	0	0.46	0	65.7	52.6	44.1
1-2 AM	221	0.0	1500	221	0	0.44	0	66.0	53.0	44.6
2-3 AM	192	0.0	1500	192	0	0.44	0	66.0	53.2	44.7
3-4 AM	161	0.0	1500	161	0	0.44	0	66.1	53.2	44.8
4-5 AM	175	0.0	1500	175	0	0.44	0	66.1	53.2	44.8
5-6 AM	312	0.0	1500	312	0	0.45	0	65.8	52.7	44.2
6-7 AM	530	0.0	1500	530	0	0.47	0	65.4	52.0	43.4
7-8 AM	750	0.0	1500	750	0	0.50	0	65.0	51.2	42.6
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	1499	1325	0	13.08+	328	63.9	9.8	30.8
7-8 PM	1037	0.0	1499	1037	0	1.66	60	64.5	34.2	39.2
8-9 PM	1009	0.0	1500	1009	0	0.52	0	64.5	50.4	41.7
9-10 PM	898	0.0	1500	898	0	0.51	0	64.7	50.8	42.0
10-11 PM	1115	0.0	1500	1115	0	0.53	0	64.3	50.1	41.3
11PM-MID	647	0.0	1500	647	0	0.49	0	65.2	51.6	43.0

+ 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	0.0060
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$74,204
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

