

<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1	
1-2 AM	91	0.0	OFF	91	0	0.00	0	66.2	66.2	66.2	
2-3 AM	90	0.0	OFF	90	0	0.00	0	66.2	66.2	66.2	
3-4 AM	91	0.0	OFF	91	0	0.00	0	66.2	66.2	66.2	
4-5 AM	277	0.0	OFF	277	0	0.00	0	65.9	65.9	65.9	
5-6 AM	813	0.0	OFF	813	0	0.00	0	64.9	64.9	64.9	
6-7 AM	1510	0.0	OFF	1510	0	0.00	0	63.6	63.6	63.6	
7-8 AM	1883	0.0	OFF	1883	0	0.00	0	62.8	62.8	62.8	
8-9 AM	1384	0.0	OFF	1384	0	0.00	0	63.8	63.8	63.8	
9-10 AM	1292	0.0	OFF	1292	0	0.00	0	64.0	64.0	64.0	
10-11 AM	1678	0.0	1499	1678	0	3.26	74	63.3	23.2	30.8	
11AM-NOON	1766	0.0	1500	1766	0	11.98+	304	63.1	10.3	30.8	
NOON-1PM	1869	0.0	1499	1497	372	16.89+	428	62.9	8.7	30.8	
1-2 PM	1946	0.0	1499	1498	448	16.89+	428	62.8	8.7	30.8	
2-3 PM	2005	0.0	1499	1498	507	16.89+	429	62.7	8.7	30.8	
3-4 PM	2153	0.0	OFF	2153	0	0.85	51	62.3	43.2	43.2	
4-5 PM	2282	0.0	OFF	2282	0	0.00	0	62.2	62.2	62.2	
5-6 PM	2025	0.0	OFF	2025	0	0.00	0	62.6	62.6	62.6	
6-7 PM	1501	0.0	OFF	1501	0	0.00	0	63.6	63.6	63.6	
7-8 PM	1114	0.0	OFF	1114	0	0.00	0	64.3	64.3	64.3	
8-9 PM	848	0.0	OFF	848	0	0.00	0	64.8	64.8	64.8	
9-10 PM	665	0.0	OFF	665	0	0.00	0	65.1	65.1	65.1	
10-11 PM	442	0.0	OFF	442	0	0.00	0	65.6	65.6	65.6	
11PM-MID	196	0.0	OFF	196	0	0.00	0	66.0	66.0	66.0	

"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

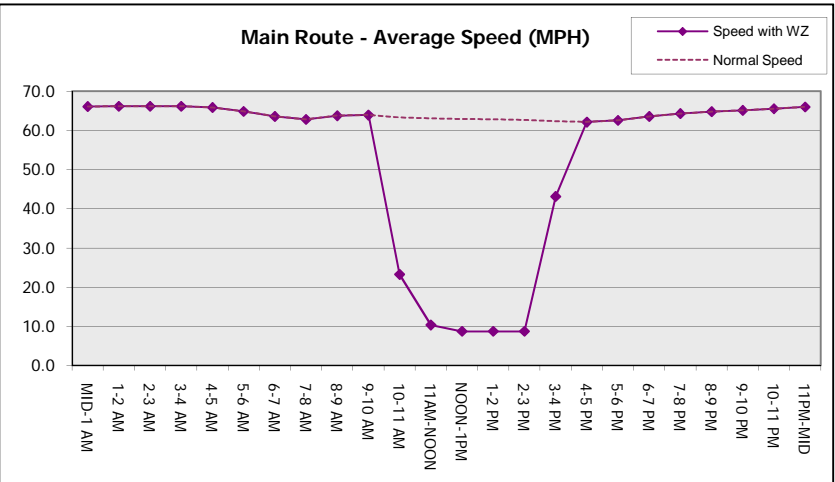
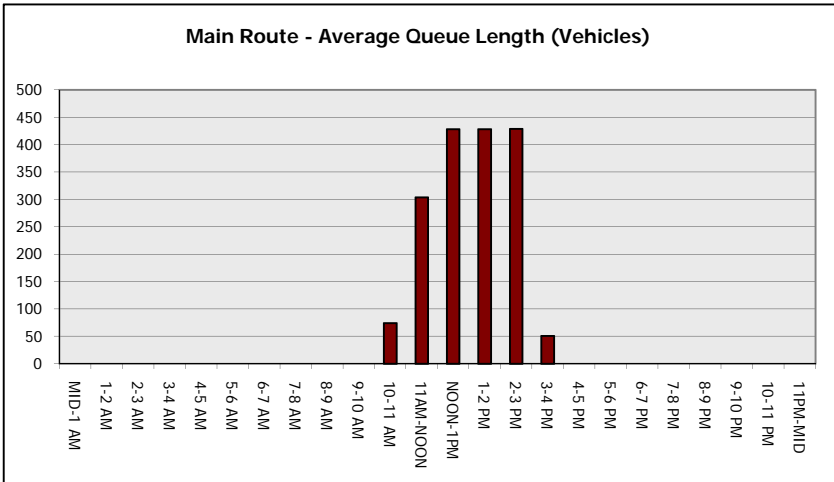
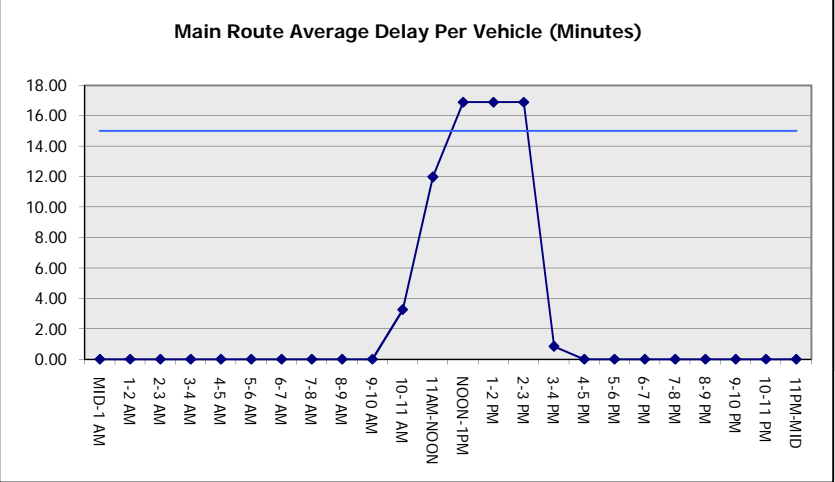
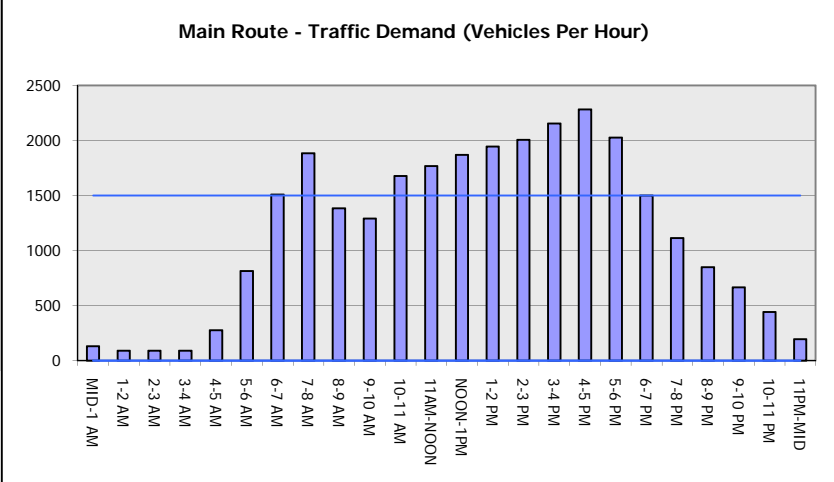
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0089
MAIN ROUTE WITH WORKS	0.0080
'DIVERSION'	0.0010
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,494
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
Analyzed for 2009  
Construction Season

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



<b>USH 41: IH 43 TO STH 29 (BROWN COUNTY)                  OFF-PEAK DAY CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	163	0.0	OFF	163	0	0.00	0	66.1	66.1	66.1
1-2 AM	115	0.0	OFF	115	0	0.00	0	66.2	66.2	66.2
2-3 AM	107	0.0	OFF	107	0	0.00	0	66.2	66.2	66.2
3-4 AM	108	0.0	OFF	108	0	0.00	0	66.2	66.2	66.2
4-5 AM	167	0.0	OFF	167	0	0.00	0	66.1	66.1	66.1
5-6 AM	384	0.0	OFF	384	0	0.00	0	65.6	65.6	65.6
6-7 AM	775	0.0	OFF	775	0	0.00	0	65.0	65.0	65.0
7-8 AM	922	0.0	OFF	922	0	0.00	0	64.6	64.6	64.6
8-9 AM	885	0.0	OFF	885	0	0.00	0	64.7	64.7	64.7
9-10 AM	952	0.0	OFF	952	0	0.00	0	64.6	64.6	64.6
10-11 AM	1364	0.0	1499	1364	0	0.84	0	63.8	44.0	34.0
11AM-NOON	1520	0.0	1499	1520	0	1.23	6	63.5	38.4	30.9
NOON-1PM	1607	0.0	1500	1607	0	3.50	72	63.4	22.2	30.8
1-2 PM	1727	0.0	1500	1727	0	9.41	235	63.2	11.7	30.8
2-3 PM	1937	0.0	1499	1560	377	16.63+	422	62.8	8.8	30.8
3-4 PM	2505	0.0	OFF	2505	0	1.03	58	60.9	40.0	40.0
4-5 PM	2878	0.0	OFF	2878	0	0.00	0	57.0	57.0	57.0
5-6 PM	2664	0.0	OFF	2664	0	0.00	0	59.2	59.2	59.2
6-7 PM	1823	0.0	OFF	1823	0	0.00	0	63.0	63.0	63.0
7-8 PM	1336	0.0	OFF	1336	0	0.00	0	63.9	63.9	63.9
8-9 PM	1127	0.0	OFF	1127	0	0.00	0	64.3	64.3	64.3
9-10 PM	910	0.0	OFF	910	0	0.00	0	64.7	64.7	64.7
10-11 PM	542	0.0	OFF	542	0	0.00	0	65.4	65.4	65.4
11PM-MID	390	0.0	OFF	390	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	0.0086
MAIN ROUTE WITH WORKS	0.0079
'DIVERSION'	0.0003

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$12,474
CONGESTED HOURS PER DAY*	1

\*Delays Exceeding User-Specified Maximum

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**MAY**  
Analyzed for 2009  
Construction Season

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

