

<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**

SUNDAY 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	220	0.0	OFF	220	0	0.00	0	66.0	66.0	66.0	
1-2 AM	150	0.0	OFF	150	0	0.00	0	66.1	66.1	66.1	
2-3 AM	107	0.0	OFF	107	0	0.00	0	66.2	66.2	66.2	
3-4 AM	76	0.0	OFF	76	0	0.00	0	66.3	66.3	66.3	
4-5 AM	110	0.0	OFF	110	0	0.00	0	66.2	66.2	66.2	
5-6 AM	235	0.0	OFF	235	0	0.00	0	66.0	66.0	66.0	
6-7 AM	297	0.0	OFF	297	0	0.00	0	65.8	65.8	65.8	
7-8 AM	476	0.0	OFF	476	0	0.00	0	65.5	65.5	65.5	
8-9 AM	820	0.0	OFF	820	0	0.00	0	64.8	64.8	64.8	
9-10 AM	1349	0.0	1499	1349	0	0.82	0	63.9	44.5	34.5	
10-11 AM	1742	0.0	1499	1742	0	3.94	100	63.2	20.7	30.8	
11AM-NOON	2025	0.0	1500	1735	290	15.53+	396	62.6	9.1	30.8	
NOON-1PM	2078	0.0	1499	1491	587	16.90+	429	62.5	8.7	30.8	
1-2 PM	1926	0.0	1499	1493	433	16.89+	428	62.8	8.7	30.8	
2-3 PM	1971	0.0	1499	1494	477	16.89+	429	62.7	8.7	30.8	
3-4 PM	1921	0.0	1499	1495	425	16.89+	428	62.8	8.7	30.8	
4-5 PM	1841	0.0	1499	1496	345	16.89+	428	63.0	8.7	30.8	
5-6 PM	1583	0.0	1499	1478	105	16.81+	425	63.5	8.8	30.8	
6-7 PM	1417	0.0	1499	1417	0	15.68+	395	63.7	9.0	30.8	
7-8 PM	1192	0.0	OFF	1192	0	0.33	20	64.1	54.5	54.5	
8-9 PM	962	0.0	OFF	962	0	0.00	0	64.6	64.6	64.6	
9-10 PM	662	0.0	OFF	662	0	0.00	0	65.1	65.1	65.1	
10-11 PM	427	0.0	OFF	427	0	0.00	0	65.6	65.6	65.6	
11PM-MID	225	0.0	OFF	225	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

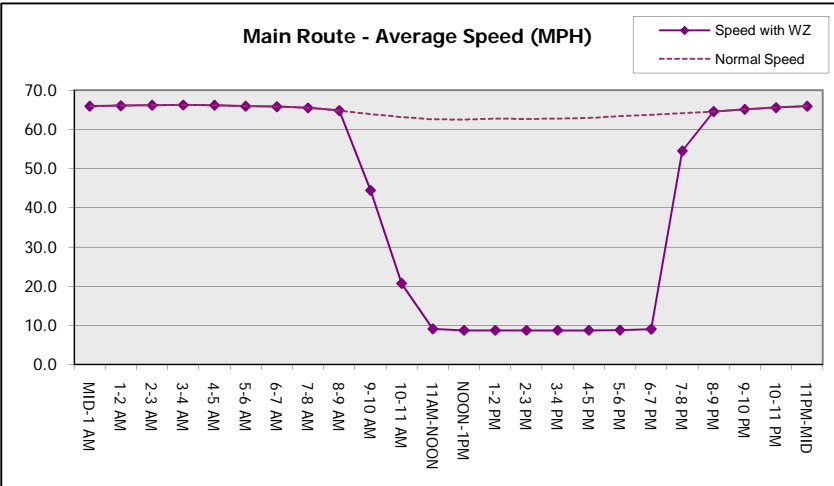
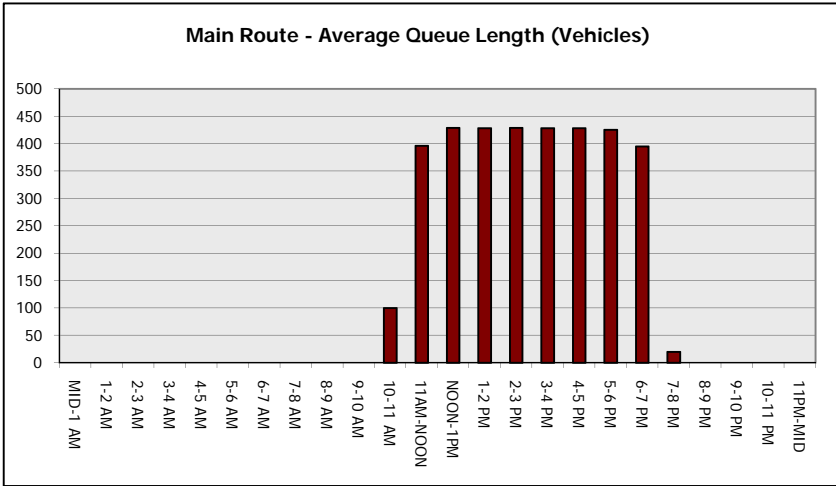
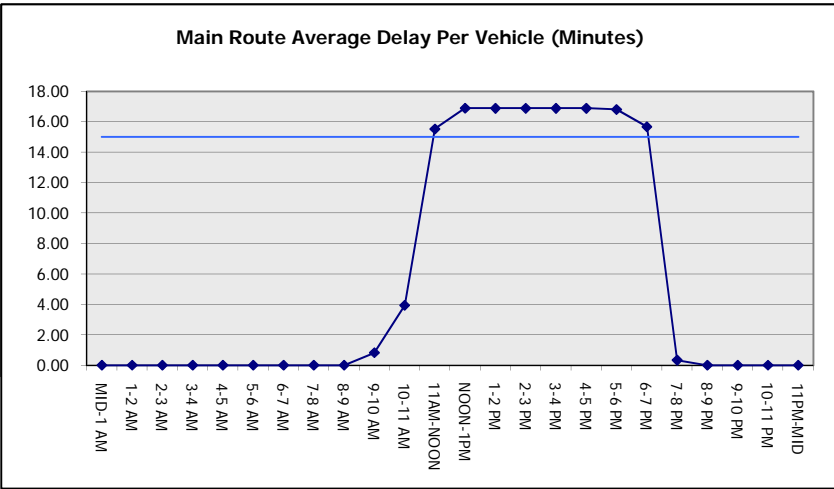
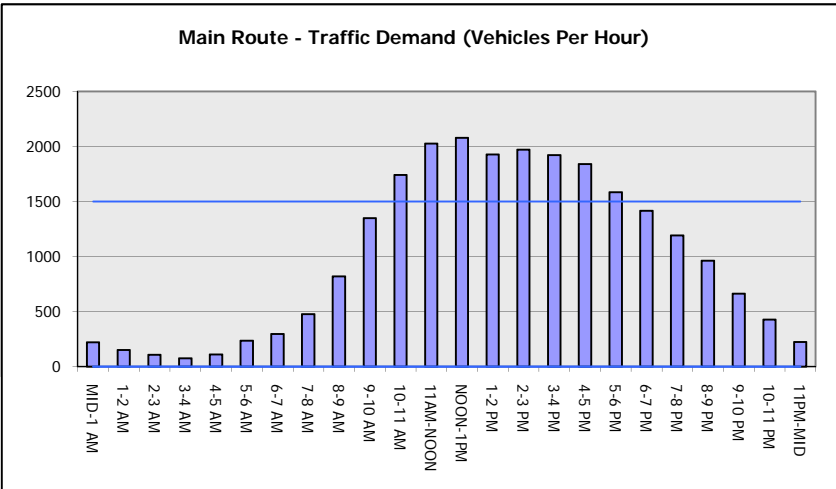
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0076
MAIN ROUTE WITH WORKS	0.0057
'DIVERSION'	0.0020
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,509
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
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**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY 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>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	327	0.0	OFF	327	0	0.00	0	65.8	65.8	65.8
1-2 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
2-3 AM	151	0.0	OFF	151	0	0.00	0	66.1	66.1	66.1
3-4 AM	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1
4-5 AM	99	0.0	OFF	99	0	0.00	0	66.2	66.2	66.2
5-6 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
6-7 AM	252	0.0	OFF	252	0	0.00	0	65.9	65.9	65.9
7-8 AM	347	0.0	OFF	347	0	0.00	0	65.8	65.8	65.8
8-9 AM	589	0.0	OFF	589	0	0.00	0	65.3	65.3	65.3
9-10 AM	1002	0.0	1499	1002	0	0.52	0	64.5	50.4	41.7
10-11 AM	1412	0.0	1499	1412	0	0.94	1	63.8	42.6	32.9
11AM-NOON	1774	0.0	1500	1774	0	4.87	126	63.1	18.1	30.8
NOON-1PM	1876	0.0	1500	1684	192	15.76+	400	62.9	9.0	30.8
1-2 PM	1786	0.0	1499	1489	297	16.87+	428	63.0	8.7	30.8
2-3 PM	1736	0.0	1499	1496	240	16.89+	428	63.2	8.7	30.8
3-4 PM	1599	0.0	1499	1485	115	16.83+	426	63.4	8.7	30.8
4-5 PM	1592	0.0	1499	1499	93	16.88+	427	63.4	8.7	30.8
5-6 PM	1515	0.0	1500	1488	27	16.84+	426	63.6	8.7	30.8
6-7 PM	1319	0.0	1499	1319	0	13.67+	344	63.9	9.6	30.8
7-8 PM	1042	0.0	OFF	1042	0	0.16	9	64.5	59.4	59.4
8-9 PM	829	0.0	OFF	829	0	0.00	0	64.8	64.8	64.8
9-10 PM	593	0.0	OFF	593	0	0.00	0	65.3	65.3	65.3
10-11 PM	497	0.0	OFF	497	0	0.00	0	65.5	65.5	65.5
11PM-MID	352	0.0	OFF	352	0	0.00	0	65.7	65.7	65.7

"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	0.0067
MAIN ROUTE WITH WORKS	0.0055
'DIVERSION'	0.0007

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,876
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

