

| | |
|--|--|
| 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

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 | 241 | 0.0 | OFF | 241 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 1-2 AM | 147 | 0.0 | OFF | 147 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 2-3 AM | 160 | 0.0 | OFF | 160 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 3-4 AM | 116 | 0.0 | OFF | 116 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | |
| 4-5 AM | 119 | 0.0 | OFF | 119 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 5-6 AM | 270 | 0.0 | OFF | 270 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 | |
| 6-7 AM | 351 | 0.0 | OFF | 351 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | |
| 7-8 AM | 478 | 0.0 | OFF | 478 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | |
| 8-9 AM | 817 | 0.0 | OFF | 817 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | |
| 9-10 AM | 1374 | 0.0 | 1499 | 1374 | 0 | 0.86 | 0 | 63.8 | 43.7 | 33.9 | |
| 10-11 AM | 1857 | 0.0 | 1500 | 1857 | 0 | 5.36 | 150 | 62.9 | 17.3 | 30.8 | |
| 11AM-NOON | 2323 | 0.0 | 1499 | 1528 | 795 | 16.98+ | 432 | 62.0 | 8.7 | 30.8 | |
| NOON-1PM | 2461 | 0.0 | 1500 | 1519 | 942 | 16.94+ | 431 | 61.3 | 8.7 | 30.8 | |
| 1-2 PM | 2328 | 0.0 | 1500 | 1504 | 824 | 16.90+ | 430 | 62.0 | 8.7 | 30.8 | |
| 2-3 PM | 2363 | 0.0 | 1500 | 1503 | 860 | 16.90+ | 430 | 62.0 | 8.7 | 30.8 | |
| 3-4 PM | 2361 | 0.0 | 1500 | 1503 | 858 | 16.90+ | 430 | 62.0 | 8.7 | 30.8 | |
| 4-5 PM | 2175 | 0.0 | 1500 | 1502 | 673 | 16.90+ | 429 | 62.3 | 8.7 | 30.8 | |
| 5-6 PM | 1992 | 0.0 | 1500 | 1502 | 490 | 16.89+ | 429 | 62.7 | 8.7 | 30.8 | |
| 6-7 PM | 1658 | 0.0 | 1500 | 1501 | 157 | 16.88+ | 428 | 63.3 | 8.7 | 30.8 | |
| 7-8 PM | 1291 | 0.0 | OFF | 1291 | 0 | 0.52 | 32 | 64.0 | 50.2 | 50.2 | |
| 8-9 PM | 1028 | 0.0 | OFF | 1028 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | |
| 9-10 PM | 689 | 0.0 | OFF | 689 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 10-11 PM | 421 | 0.0 | OFF | 421 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | |
| 11PM-MID | 221 | 0.0 | OFF | 221 | 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 |

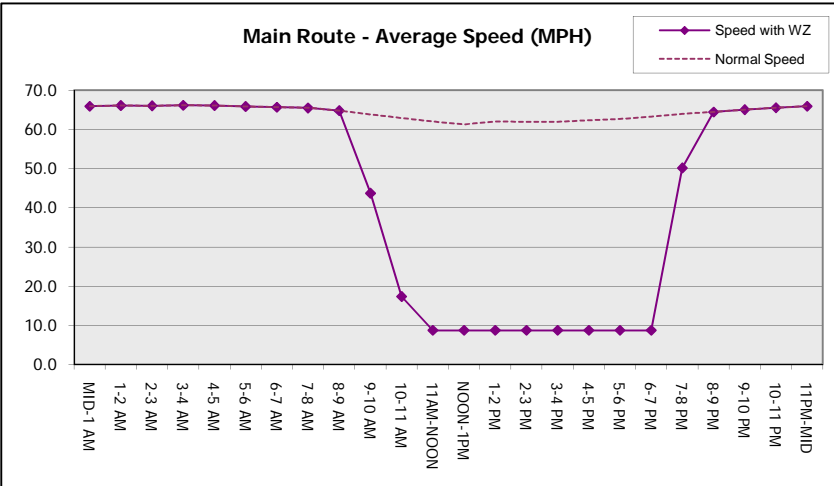
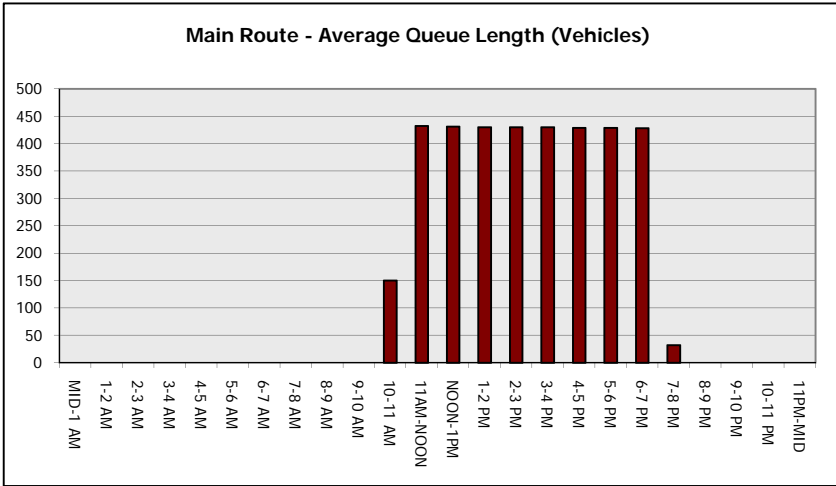
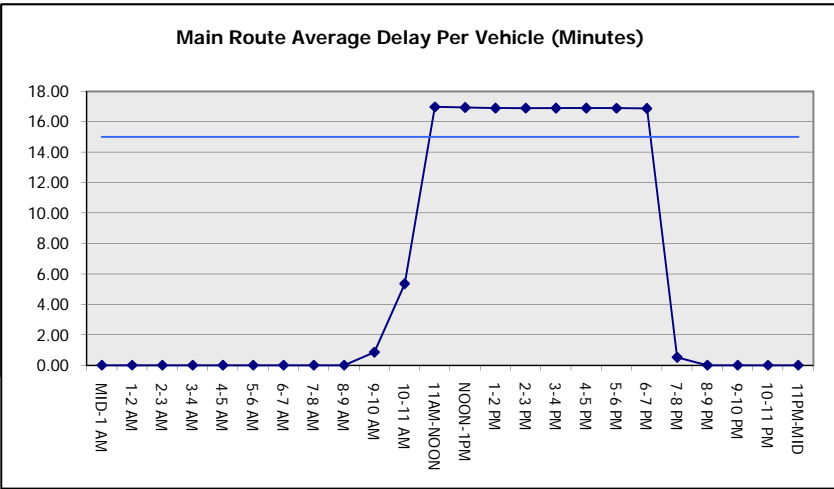
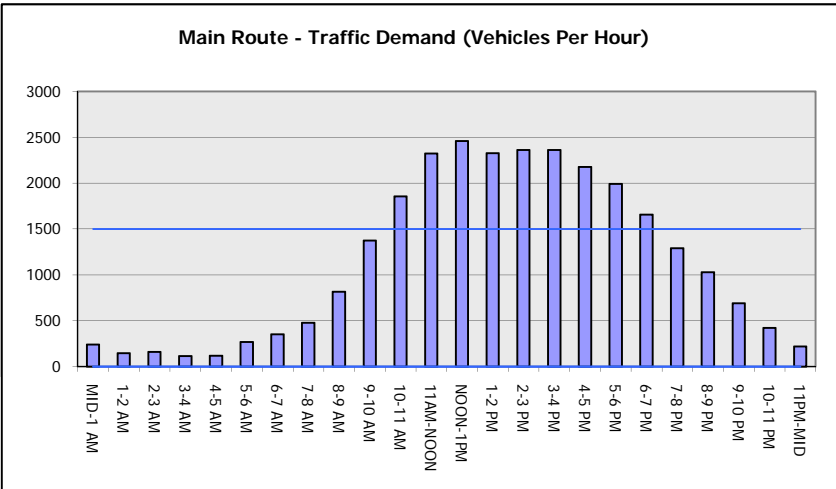
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0087 |
| MAIN ROUTE WITH WORKS | 0.0059 |
| 'DIVERSION' | 0.0041 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$85,952 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| 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

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 | 355 | 0.0 | OFF | 355 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 |
| 1-2 AM | 188 | 0.0 | OFF | 188 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 2-3 AM | 153 | 0.0 | OFF | 153 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 133 | 0.0 | OFF | 133 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 4-5 AM | 117 | 0.0 | OFF | 117 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 5-6 AM | 167 | 0.0 | OFF | 167 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 6-7 AM | 287 | 0.0 | OFF | 287 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 7-8 AM | 374 | 0.0 | OFF | 374 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 |
| 8-9 AM | 556 | 0.0 | OFF | 556 | 0 | 0.00 | 0 | 65.3 | 65.3 | 65.3 |
| 9-10 AM | 910 | 0.0 | 1500 | 910 | 0 | 0.51 | 0 | 64.7 | 50.7 | 42.0 |
| 10-11 AM | 1366 | 0.0 | 1499 | 1366 | 0 | 0.85 | 0 | 63.8 | 44.0 | 33.9 |
| 11AM-NOON | 1623 | 0.0 | 1499 | 1623 | 0 | 2.49 | 47 | 63.3 | 27.4 | 30.8 |
| NOON-1PM | 1819 | 0.0 | 1500 | 1819 | 0 | 10.71+ | 276 | 63.0 | 11.0 | 30.8 |
| 1-2 PM | 1824 | 0.0 | 1499 | 1498 | 326 | 16.89+ | 428 | 63.0 | 8.7 | 30.8 |
| 2-3 PM | 1855 | 0.0 | 1499 | 1498 | 357 | 16.89+ | 428 | 62.9 | 8.7 | 30.8 |
| 3-4 PM | 1885 | 0.0 | 1499 | 1498 | 386 | 16.89+ | 428 | 62.8 | 8.7 | 30.8 |
| 4-5 PM | 1743 | 0.0 | 1499 | 1499 | 244 | 16.89+ | 428 | 63.2 | 8.7 | 30.8 |
| 5-6 PM | 1590 | 0.0 | 1499 | 1498 | 92 | 16.88+ | 427 | 63.4 | 8.7 | 30.8 |
| 6-7 PM | 1460 | 0.0 | 1499 | 1444 | 15 | 16.37+ | 414 | 63.7 | 8.8 | 30.8 |
| 7-8 PM | 1129 | 0.0 | OFF | 1129 | 0 | 0.39 | 24 | 64.3 | 53.1 | 53.1 |
| 8-9 PM | 874 | 0.0 | OFF | 874 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 |
| 9-10 PM | 652 | 0.0 | OFF | 652 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 |
| 10-11 PM | 455 | 0.0 | OFF | 455 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |
| 11PM-MID | 298 | 0.0 | OFF | 298 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |

"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 | 0.0069 |
| MAIN ROUTE WITH WORKS | 0.0055 |
| 'DIVERSION' | 0.0010 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$55,291 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding User-Specified Maximum

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SUNDAY NORTHBOUND DIRECTION

