

<b>USH 41: CTH AAA TO CTH G (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	398	0.0	1500	398	0	1.59	104	65.6	30.9	43.3	
1-2 AM	289	0.0	1500	289	0	0.45	0	65.8	47.7	44.3	
2-3 AM	248	0.0	1500	248	0	0.45	0	66.0	47.8	44.5	
3-4 AM	222	0.0	1500	222	0	0.44	0	66.0	47.9	44.6	
4-5 AM	219	0.0	1500	219	0	0.44	0	66.0	47.9	44.6	
5-6 AM	378	0.0	1500	378	0	0.46	0	65.7	47.3	44.0	
6-7 AM	564	0.0	1500	564	0	0.48	0	65.3	46.6	43.3	
7-8 AM	900	0.0	1500	900	0	0.51	0	64.7	45.5	42.0	
8-9 AM	1187	0.0	1499	1187	0	0.62	0	64.1	42.6	39.0	
9-10 AM	1441	0.0	1499	1441	0	1.00	1	63.7	35.1	32.3	
10-11 AM	1784	0.0	1500	1784	0	5.26	135	63.0	14.0	30.8	
11AM-NOON	1902	0.0	1500	1682	221	16.25+	413	62.8	7.9	30.8	
NOON-1PM	2021	0.0	1499	1492	529	17.40+	442	62.6	7.6	30.8	
1-2 PM	1938	0.0	1499	1494	444	17.39+	442	62.8	7.6	30.8	
2-3 PM	1950	0.0	1499	1496	454	17.39+	442	62.7	7.6	30.8	
3-4 PM	1876	0.0	1499	1497	379	17.38+	442	62.9	7.6	30.8	
4-5 PM	1789	0.0	1499	1497	291	17.38+	441	63.0	7.7	30.8	
5-6 PM	1563	0.0	1499	1485	77	17.31+	439	63.5	7.7	30.8	
6-7 PM	1365	0.0	1499	1365	0	15.13+	381	63.8	8.1	30.8	
7-8 PM	1092	0.0	1499	1092	0	2.81	117	64.3	21.9	37.1	
8-9 PM	1097	0.0	1499	1097	0	0.54	0	64.3	44.4	40.9	
9-10 PM	1474	0.0	1499	1474	0	1.30	15	63.7	30.8	32.8	
10-11 PM	2282	0.0	1500	1874	408	13.07+	345	62.2	8.8	30.8	
11PM-MID	1762	0.0	1500	1502	260	17.37+	441	63.1	7.7	30.8	

+ 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

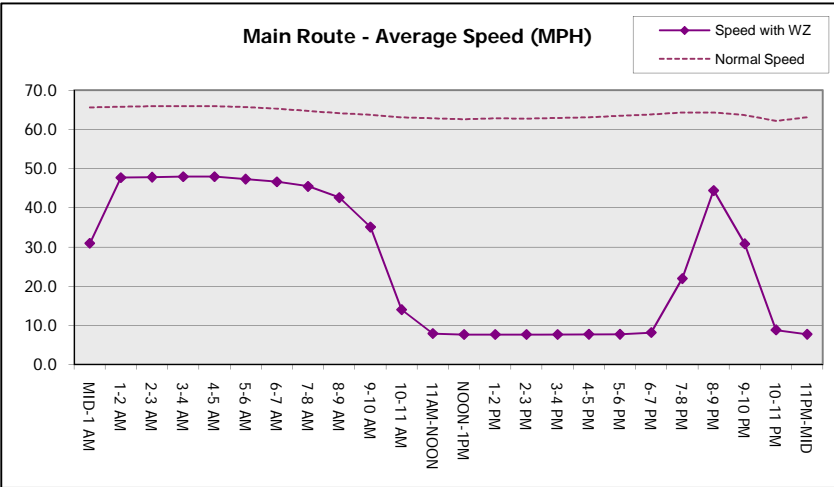
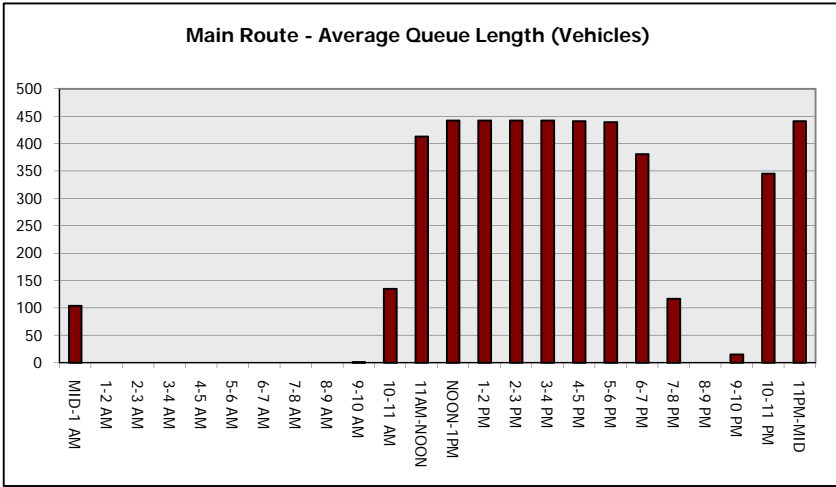
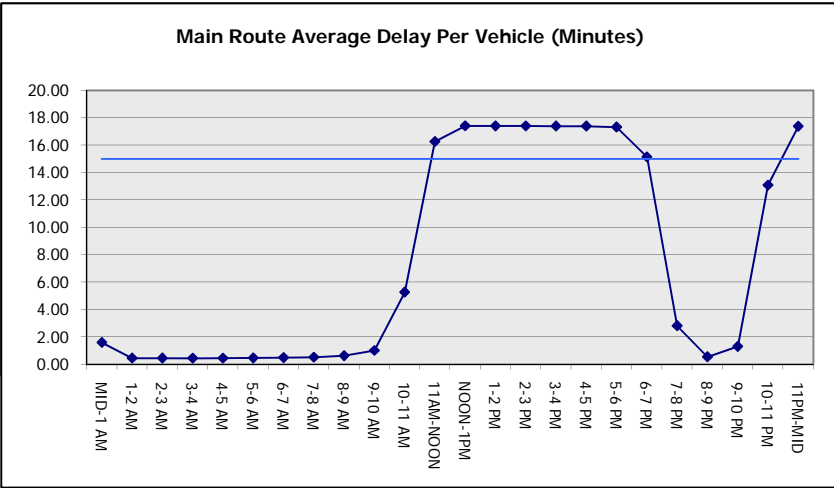
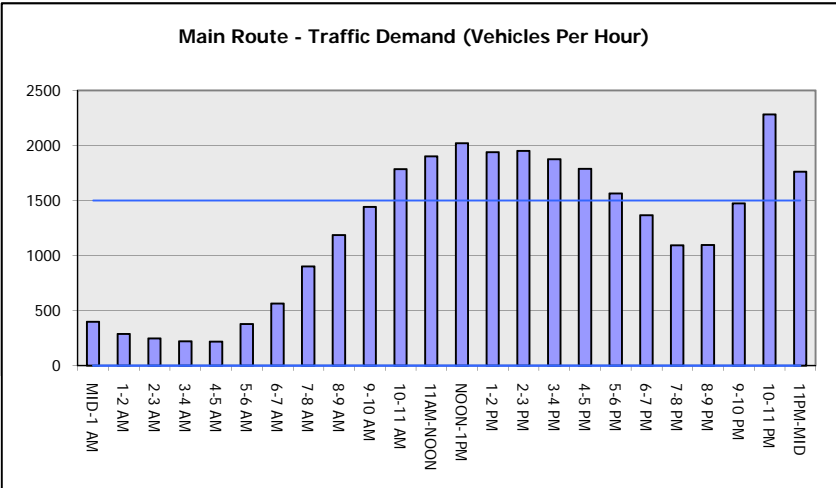
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0061
MAIN ROUTE WITH WORKS	0.0038
'DIVERSION'	0.0015
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,423
CONGESTED HOURS PER DAY*	10

\*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**



<b>USH 41: CTH AAA TO CTH G (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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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	336	0.0	1500	336	0	0.46	0	65.8	47.5	44.2
1-2 AM	220	0.0	1500	220	0	0.44	0	66.0	47.9	44.6
2-3 AM	190	0.0	1500	190	0	0.44	0	66.0	48.1	44.7
3-4 AM	158	0.0	1500	158	0	0.44	0	66.1	48.2	44.8
4-5 AM	198	0.0	1500	198	0	0.44	0	66.0	48.0	44.7
5-6 AM	338	0.0	1500	338	0	0.46	0	65.8	47.5	44.2
6-7 AM	568	0.0	1500	568	0	0.48	0	65.3	46.6	43.2
7-8 AM	890	0.0	1500	890	0	0.51	0	64.7	45.5	42.0
8-9 AM	1304	0.0	1499	1304	0	0.76	0	64.0	39.3	35.6
9-10 AM	1667	0.0	1499	1667	0	2.76	60	63.3	20.4	30.8
10-11 AM	2043	0.0	1500	1744	300	14.14+	364	62.6	8.4	30.8
11AM-NOON	2189	0.0	1500	1508	681	17.41+	443	62.3	7.6	30.8
NOON-1PM	2199	0.0	1500	1506	693	17.41+	443	62.3	7.6	30.8
1-2 PM	2293	0.0	1500	1505	788	17.42+	443	62.1	7.6	30.8
2-3 PM	2460	0.0	1500	1504	957	17.41+	444	61.3	7.6	30.8
3-4 PM	2570	0.0	1500	1507	1063	17.40+	445	60.2	7.6	30.8
4-5 PM	2599	0.0	1500	1504	1095	17.39+	445	59.9	7.6	30.8
5-6 PM	2321	0.0	1500	1500	822	17.42+	443	62.0	7.6	30.8
6-7 PM	1792	0.0	1500	1499	292	17.38+	441	63.0	7.7	30.8
7-8 PM	1170	0.0	1499	1170	0	11.59+	303	64.2	9.3	32.5
8-9 PM	990	0.0	1500	990	0	0.77	13	64.5	39.5	41.5
9-10 PM	835	0.0	1500	835	0	0.50	0	64.8	45.7	42.3
10-11 PM	720	0.0	1500	720	0	0.49	0	65.0	46.1	42.7
11PM-MID	551	0.0	1500	551	0	0.48	0	65.3	46.7	43.3

+ 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	0.0063
MAIN ROUTE WITH WORKS	0.0034
'DIVERSION'	0.0032

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$103,581
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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