

<b>USH 41: CTH M TO IH 43 (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	200	0.0	1500	200	0	0.44	0	66.0	54.0	44.7	
1-2 AM	119	0.0	1500	119	0	0.43	0	66.1	54.3	45.0	
2-3 AM	130	0.0	1500	130	0	0.44	0	66.1	54.3	45.0	
3-4 AM	102	0.0	1500	102	0	0.43	0	66.2	54.4	45.1	
4-5 AM	220	0.0	1500	220	0	0.44	0	66.0	54.0	44.6	
5-6 AM	453	0.0	1500	453	0	0.47	0	65.5	53.2	43.7	
6-7 AM	559	0.0	1500	559	0	0.48	0	65.3	52.8	43.3	
7-8 AM	811	0.0	1500	811	0	0.50	0	64.9	52.0	42.4	
8-9 AM	1114	0.0	1499	1114	0	0.58	0	64.3	50.2	40.1	
9-10 AM	1469	0.0	1499	1469	0	1.19	7	63.7	40.5	32.2	
10-11 AM	1854	0.0	1500	1854	0	7.16	193	62.9	15.0	30.8	
11AM-NOON	1920	0.0	1499	1506	414	16.74+	424	62.8	9.0	30.8	
NOON-1PM	1898	0.0	1500	1505	393	16.74+	424	62.8	9.0	30.8	
1-2 PM	1823	0.0	1500	1504	319	16.74+	424	63.0	9.0	30.8	
2-3 PM	1854	0.0	1500	1504	351	16.74+	424	62.9	9.0	30.8	
3-4 PM	1721	0.0	1500	1503	218	16.74+	424	63.2	9.0	30.8	
4-5 PM	1705	0.0	1500	1503	202	16.74+	424	63.2	9.0	30.8	
5-6 PM	1592	0.0	1500	1509	82	16.56+	419	63.4	9.0	30.8	
6-7 PM	1103	0.0	1499	1103	0	8.35+	242	64.3	13.8	34.3	
7-8 PM	881	0.0	1500	881	0	0.52	0	64.8	51.5	42.1	
8-9 PM	760	0.0	1500	760	0	0.50	0	65.0	52.2	42.5	
9-10 PM	681	0.0	1500	681	0	0.49	0	65.1	52.5	42.8	
10-11 PM	526	0.0	1500	526	0	0.47	0	65.4	53.0	43.4	
11PM-MID	298	0.0	1500	298	0	0.45	0	65.8	53.7	44.3	

+ 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

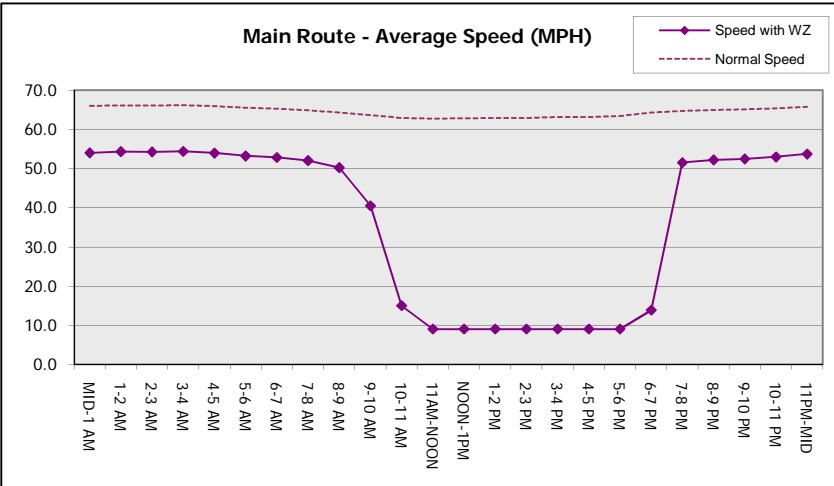
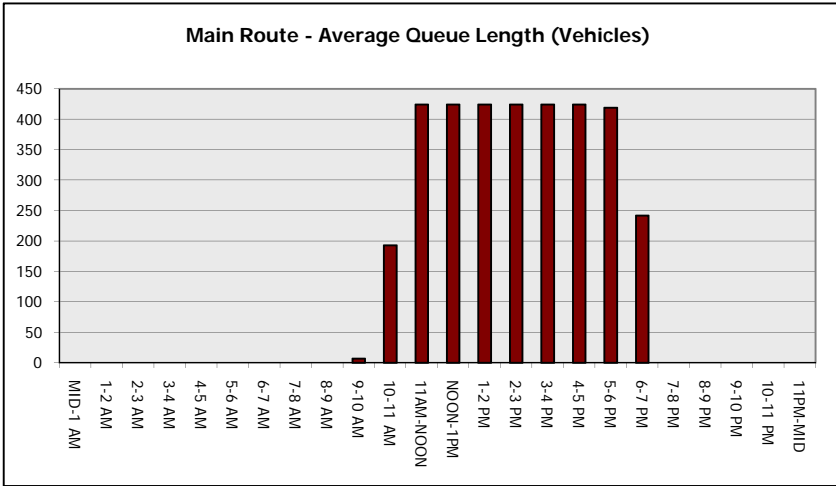
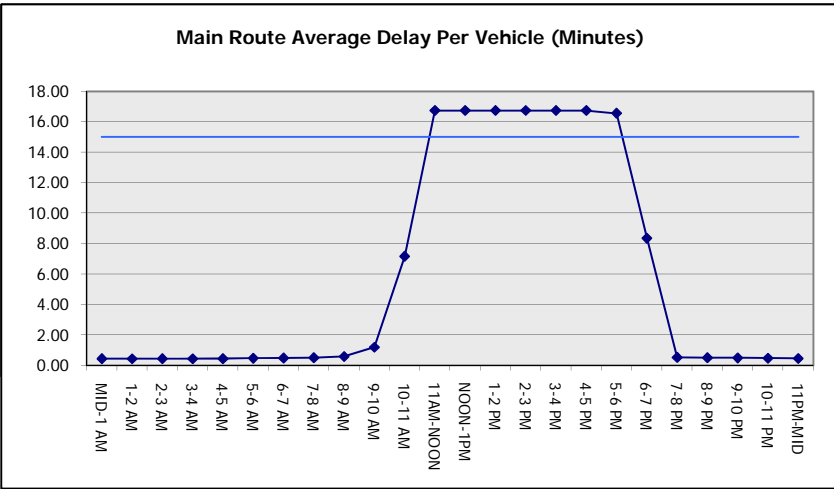
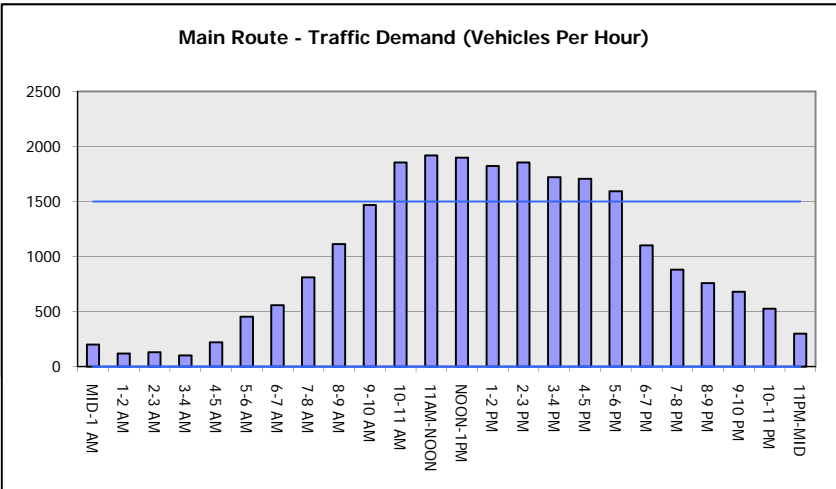
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0083
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0016
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,841
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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Construction Season

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



<b>USH 41: CTH M TO IH 43 (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	393	0.0	1500	393	0	0.46	0	65.6	53.4	43.9
1-2 AM	211	0.0	1500	211	0	0.44	0	66.0	54.0	44.6
2-3 AM	184	0.0	1500	184	0	0.44	0	66.0	54.1	44.8
3-4 AM	146	0.0	1500	146	0	0.44	0	66.1	54.2	44.9
4-5 AM	149	0.0	1500	149	0	0.44	0	66.1	54.2	44.9
5-6 AM	276	0.0	1500	276	0	0.45	0	65.9	53.8	44.4
6-7 AM	588	0.0	1500	588	0	0.48	0	65.3	52.8	43.2
7-8 AM	735	0.0	1500	735	0	0.49	0	65.0	52.3	42.6
8-9 AM	1164	0.0	1499	1164	0	0.62	0	64.2	49.4	38.9
9-10 AM	1553	0.0	1499	1553	0	1.55	18	63.5	36.4	31.2
10-11 AM	1952	0.0	1500	1908	43	10.37+	279	62.7	11.7	30.8
11AM-NOON	2027	0.0	1500	1473	554	16.68+	423	62.6	9.0	30.8
NOON-1PM	2016	0.0	1499	1495	521	16.74+	425	62.7	9.0	30.8
1-2 PM	1847	0.0	1499	1496	351	16.74+	424	63.0	9.0	30.8
2-3 PM	1810	0.0	1499	1496	314	16.74+	424	63.0	9.0	30.8
3-4 PM	1660	0.0	1499	1486	174	16.69+	423	63.3	9.0	30.8
4-5 PM	1487	0.0	1499	1466	21	16.46+	416	63.6	9.1	30.8
5-6 PM	1323	0.0	1499	1323	0	12.54+	314	63.9	10.4	30.8
6-7 PM	1282	0.0	1500	1282	0	4.69	120	64.0	19.6	32.5
7-8 PM	993	0.0	1500	993	0	0.52	0	64.5	51.5	41.7
8-9 PM	870	0.0	1500	870	0	0.51	0	64.8	51.9	42.2
9-10 PM	769	0.0	1500	769	0	0.50	0	65.0	52.2	42.5
10-11 PM	811	0.0	1500	811	0	0.50	0	64.9	52.0	42.4
11PM-MID	636	0.0	1500	636	0	0.48	0	65.2	52.6	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	0.0087
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0016

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,978
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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