

<b>USH 41: CTH G TO CTH F (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	347	0.0	OFF	347	0	0.00	0	65.8	65.8	65.8
1-2 AM	239	0.0	OFF	239	0	0.00	0	66.0	66.0	66.0
2-3 AM	217	0.0	OFF	217	0	0.00	0	66.0	66.0	66.0
3-4 AM	179	0.0	OFF	179	0	0.00	0	66.1	66.1	66.1
4-5 AM	242	0.0	OFF	242	0	0.00	0	66.0	66.0	66.0
5-6 AM	356	0.0	OFF	356	0	0.00	0	65.7	65.7	65.7
6-7 AM	598	0.0	OFF	598	0	0.00	0	65.3	65.3	65.3
7-8 AM	816	0.0	OFF	816	0	0.00	0	64.9	64.9	64.9
8-9 AM	1054	0.0	1500	1054	0	0.52	0	64.4	49.7	41.5
9-10 AM	1277	0.0	1499	1277	0	0.73	0	64.0	45.3	36.2
10-11 AM	1582	0.0	1499	1582	0	1.89	27	63.5	30.9	30.8
11AM-NOON	1711	0.0	1500	1711	0	7.40	182	63.2	13.1	30.8
NOON-1PM	1761	0.0	1500	1631	130	15.54+	394	63.1	8.9	30.8
1-2 PM	1715	0.0	1500	1501	214	16.95+	430	63.2	8.6	30.8
2-3 PM	1679	0.0	1500	1501	178	16.95+	430	63.3	8.6	30.8
3-4 PM	1692	0.0	1500	1501	192	16.95+	430	63.2	8.6	30.8
4-5 PM	1719	0.0	1500	1501	218	16.95+	430	63.2	8.6	30.8
5-6 PM	1582	0.0	1500	1500	82	16.95+	429	63.5	8.6	30.8
6-7 PM	1373	0.0	OFF	1373	0	0.55	34	63.8	48.9	48.9
7-8 PM	1197	0.0	OFF	1197	0	0.00	0	64.1	64.1	64.1
8-9 PM	1195	0.0	OFF	1195	0	0.00	0	64.1	64.1	64.1
9-10 PM	1073	0.0	OFF	1073	0	0.00	0	64.4	64.4	64.4
10-11 PM	826	0.0	OFF	826	0	0.00	0	64.8	64.8	64.8
11PM-MID	728	0.0	OFF	728	0	0.00	0	65.0	65.0	65.0

"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	0.0063
'DIVERSION'	0.0007
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,760
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

**USH 41: CTH G TO CTH F (BROWN COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

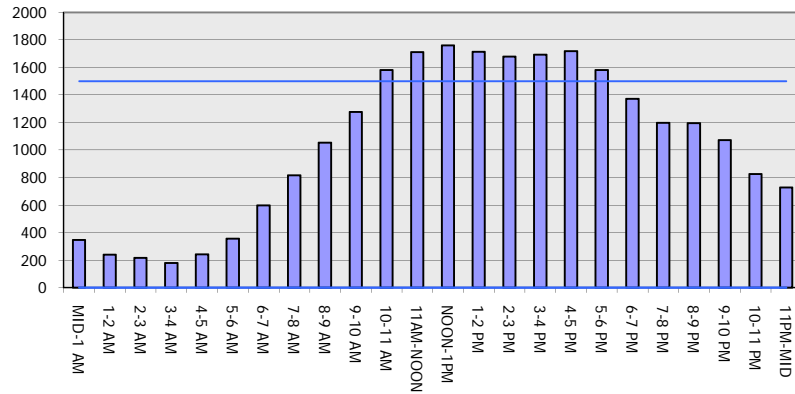
**OCTOBER**

Analyzed for 2009  
Construction Season

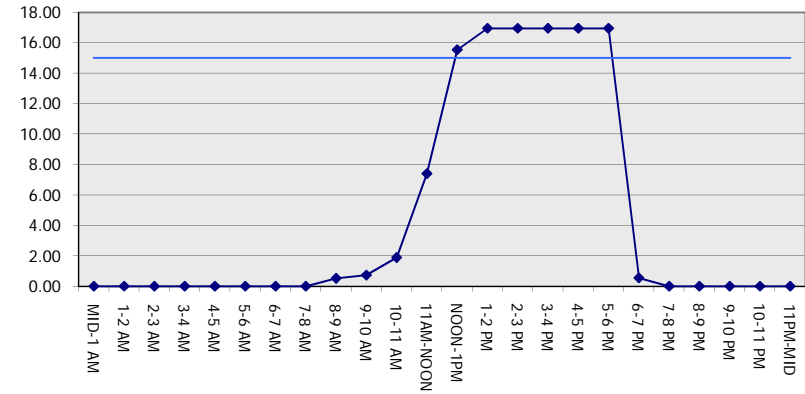
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

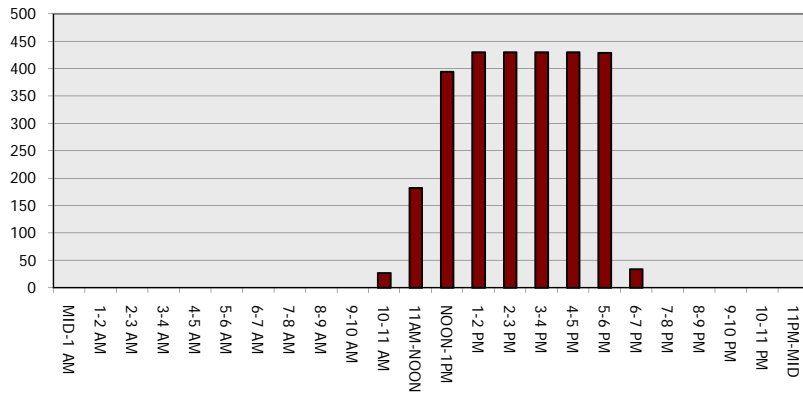
**Main Route - Traffic Demand (Vehicles Per Hour)**



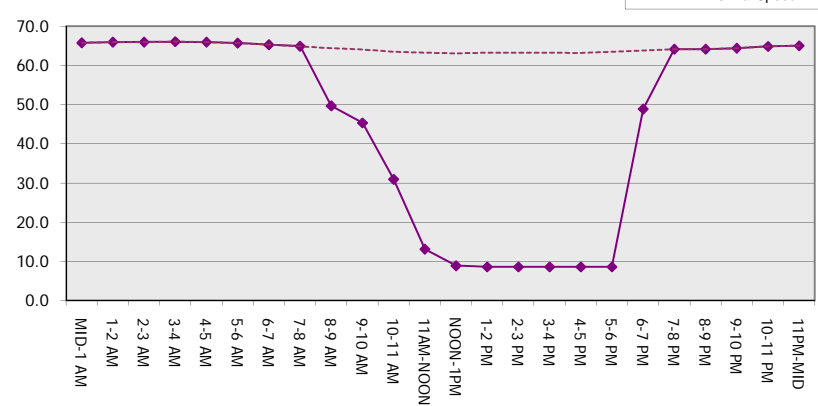
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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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	288	0.0	OFF	288	0	0.00	0	65.8	65.8	65.8
1-2 AM	162	0.0	OFF	162	0	0.00	0	66.1	66.1	66.1
2-3 AM	161	0.0	OFF	161	0	0.00	0	66.1	66.1	66.1
3-4 AM	136	0.0	OFF	136	0	0.00	0	66.1	66.1	66.1
4-5 AM	192	0.0	OFF	192	0	0.00	0	66.0	66.0	66.0
5-6 AM	306	0.0	OFF	306	0	0.00	0	65.8	65.8	65.8
6-7 AM	523	0.0	OFF	523	0	0.00	0	65.4	65.4	65.4
7-8 AM	886	0.0	OFF	886	0	0.00	0	64.7	64.7	64.7
8-9 AM	1306	0.0	1499	1306	0	0.77	0	64.0	44.6	35.5
9-10 AM	1553	0.0	1499	1553	0	1.47	14	63.5	34.9	30.8
10-11 AM	1711	0.0	1500	1711	0	6.05	148	63.2	15.0	30.8
11AM-NOON	1899	0.0	1500	1687	213	15.52+	394	62.8	8.9	30.8
NOON-1PM	1884	0.0	1499	1496	388	16.96+	430	62.8	8.6	30.8
1-2 PM	1736	0.0	1499	1497	239	16.96+	430	63.2	8.6	30.8
2-3 PM	1682	0.0	1499	1497	185	16.95+	430	63.3	8.6	30.8
3-4 PM	1734	0.0	1499	1498	236	16.96+	430	63.2	8.6	30.8
4-5 PM	1848	0.0	1499	1498	349	16.96+	430	63.0	8.6	30.8
5-6 PM	1778	0.0	1499	1499	279	16.96+	430	63.1	8.6	30.8
6-7 PM	1685	0.0	OFF	1685	0	0.64	41	63.2	46.6	46.6
7-8 PM	1238	0.0	OFF	1238	0	0.00	0	64.1	64.1	64.1
8-9 PM	1007	0.0	OFF	1007	0	0.00	0	64.5	64.5	64.5
9-10 PM	872	0.0	OFF	872	0	0.00	0	64.8	64.8	64.8
10-11 PM	625	0.0	OFF	625	0	0.00	0	65.2	65.2	65.2
11PM-MID	432	0.0	OFF	432	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	0.0078
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,941
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

