

<b>USH 41: STH 29 TO CTH AAA (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	436	0.0	OFF	436	0	0.00	0	65.6	65.6	65.6
1-2 AM	301	0.0	OFF	301	0	0.00	0	65.8	65.8	65.8
2-3 AM	274	0.0	OFF	274	0	0.00	0	65.9	65.9	65.9
3-4 AM	225	0.0	OFF	225	0	0.00	0	66.0	66.0	66.0
4-5 AM	304	0.0	OFF	304	0	0.00	0	65.8	65.8	65.8
5-6 AM	448	0.0	OFF	448	0	0.00	0	65.6	65.6	65.6
6-7 AM	754	0.0	OFF	754	0	0.00	0	65.0	65.0	65.0
7-8 AM	1028	0.0	OFF	1028	0	0.00	0	64.5	64.5	64.5
8-9 AM	1327	0.0	1499	1327	0	0.80	0	63.9	54.3	34.9
9-10 AM	1609	0.0	1499	1609	0	2.11	33	63.4	43.2	30.8
10-11 AM	1993	0.0	1500	1749	244	11.46+	303	62.7	17.9	30.8
11AM-NOON	2155	0.0	1499	1500	655	15.76+	399	62.3	14.1	30.8
NOON-1PM	2219	0.0	1500	1500	719	15.76+	400	62.2	14.1	30.8
1-2 PM	2160	0.0	1500	1500	660	15.76+	400	62.3	14.1	30.8
2-3 PM	2115	0.0	1500	1500	615	15.77+	400	62.5	14.1	30.8
3-4 PM	2132	0.0	1500	1500	632	15.77+	400	62.4	14.1	30.8
4-5 PM	2165	0.0	1500	1500	665	15.76+	400	62.3	14.1	30.8
5-6 PM	1994	0.0	1500	1500	494	15.79+	400	62.7	14.1	30.8
6-7 PM	1730	0.0	OFF	1730	0	0.47	28	63.2	57.2	57.2
7-8 PM	1509	0.0	OFF	1509	0	0.00	0	63.6	63.6	63.6
8-9 PM	1506	0.0	OFF	1506	0	0.00	0	63.6	63.6	63.6
9-10 PM	1351	0.0	OFF	1351	0	0.00	0	63.8	63.8	63.8
10-11 PM	1040	0.0	OFF	1040	0	0.00	0	64.5	64.5	64.5
11PM-MID	917	0.0	OFF	917	0	0.00	0	64.6	64.6	64.6

"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	0.0242
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0083
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,415
CONGESTED HOURS PER DAY*	8

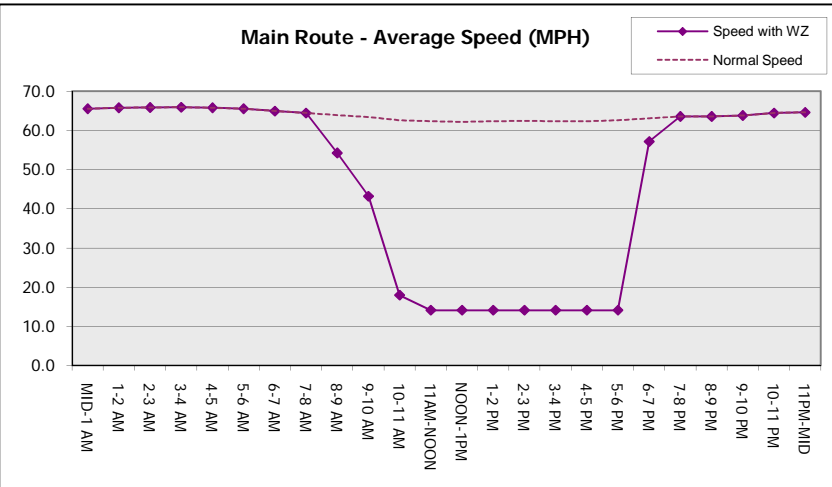
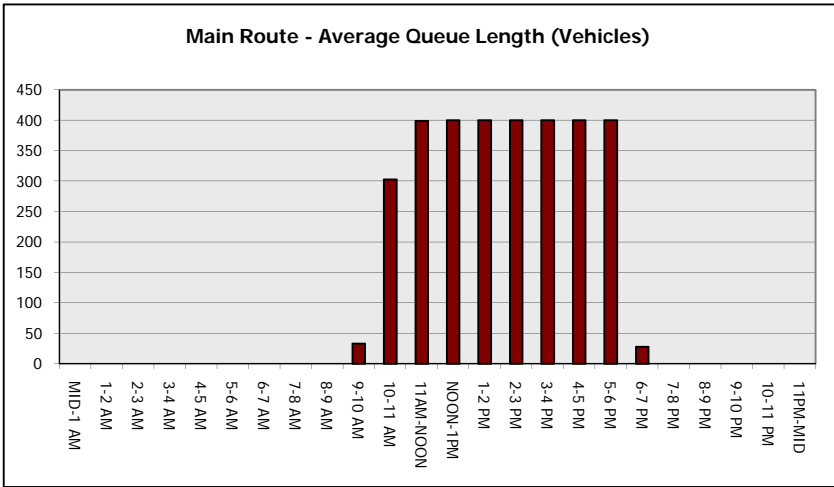
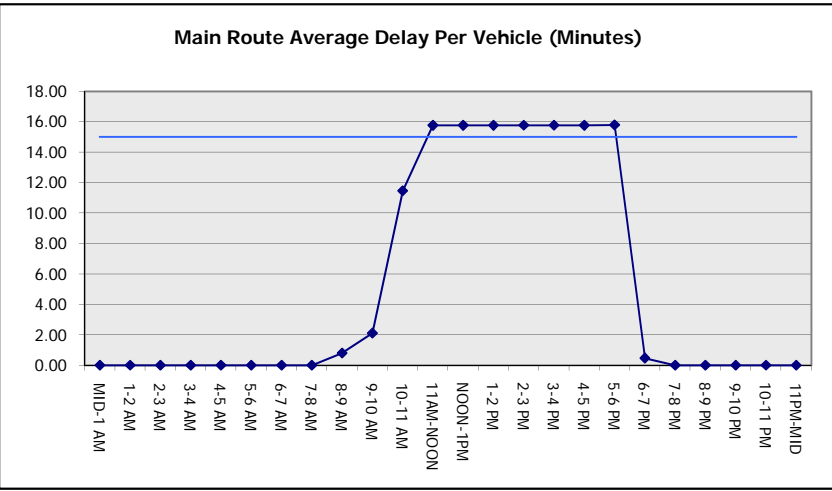
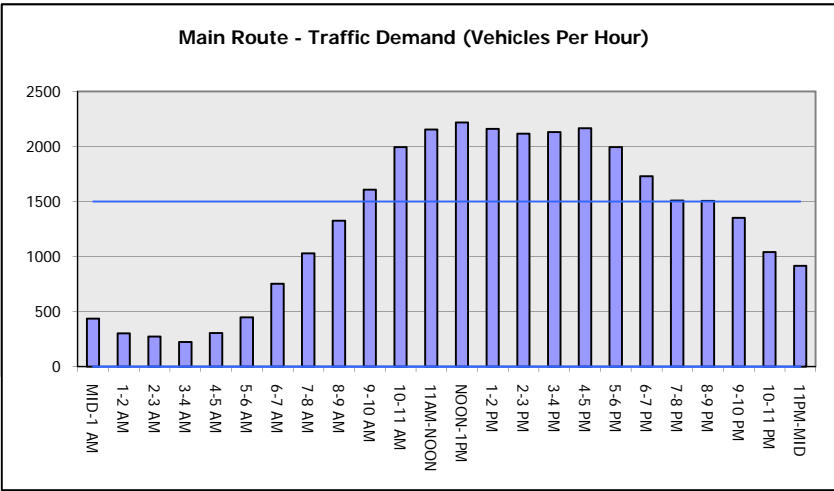
\*Delays Exceeding User-Specified Maximum

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

**SATURDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 29 TO CTH AAA (BROWN COUNTY)                  OFF-PEAK DAY CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	363	0.0	OFF	363	0	0.00	0	65.7	65.7	65.7
1-2 AM	204	0.0	OFF	204	0	0.00	0	66.0	66.0	66.0
2-3 AM	202	0.0	OFF	202	0	0.00	0	66.0	66.0	66.0
3-4 AM	170	0.0	OFF	170	0	0.00	0	66.1	66.1	66.1
4-5 AM	241	0.0	OFF	241	0	0.00	0	66.0	66.0	66.0
5-6 AM	385	0.0	OFF	385	0	0.00	0	65.6	65.6	65.6
6-7 AM	658	0.0	OFF	658	0	0.00	0	65.1	65.1	65.1
7-8 AM	1117	0.0	OFF	1117	0	0.00	0	64.3	64.3	64.3
8-9 AM	1646	0.0	1499	1646	0	2.48	46	63.3	41.0	30.8
9-10 AM	1957	0.0	1500	1697	260	12.32+	322	62.7	17.0	30.8
10-11 AM	2155	0.0	1500	1500	655	15.76+	400	62.3	14.1	30.8
11AM-NOON	2393	0.0	1500	1500	893	15.73+	400	61.9	14.1	30.8
NOON-1PM	2373	0.0	1500	1500	873	15.73+	400	62.0	14.1	30.8
1-2 PM	2186	0.0	1500	1500	686	15.76+	400	62.3	14.1	30.8
2-3 PM	2118	0.0	1500	1500	618	15.77+	400	62.4	14.1	30.8
3-4 PM	2184	0.0	1500	1500	684	15.76+	400	62.3	14.1	30.8
4-5 PM	2327	0.0	1500	1500	827	15.74+	400	62.0	14.1	30.8
5-6 PM	2240	0.0	1500	1500	740	15.75+	400	62.2	14.1	30.8
6-7 PM	2123	0.0	OFF	2123	0	0.56	31	62.4	55.7	55.7
7-8 PM	1560	0.0	OFF	1560	0	0.00	0	63.5	63.5	63.5
8-9 PM	1268	0.0	OFF	1268	0	0.00	0	64.0	64.0	64.0
9-10 PM	1099	0.0	OFF	1099	0	0.00	0	64.3	64.3	64.3
10-11 PM	787	0.0	OFF	787	0	0.00	0	64.9	64.9	64.9
11PM-MID	544	0.0	OFF	544	0	0.00	0	65.4	65.4	65.4

"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	0.0247
MAIN ROUTE WITH WORKS	0.0189
'DIVERSION'	0.0110

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,825
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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

