

<b>USH 41: CTH AAA TO CTH G (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	OFF	398	0	0.00	0	65.6	65.6	65.6	
1-2 AM	295	0.0	OFF	295	0	0.00	0	65.8	65.8	65.8	
2-3 AM	250	0.0	OFF	250	0	0.00	0	66.0	66.0	66.0	
3-4 AM	189	0.0	OFF	189	0	0.00	0	66.0	66.0	66.0	
4-5 AM	217	0.0	OFF	217	0	0.00	0	66.0	66.0	66.0	
5-6 AM	364	0.0	OFF	364	0	0.00	0	65.7	65.7	65.7	
6-7 AM	618	0.0	OFF	618	0	0.00	0	65.2	65.2	65.2	
7-8 AM	975	0.0	OFF	975	0	0.00	0	64.6	64.6	64.6	
8-9 AM	1202	0.0	1499	1202	0	0.64	0	64.1	42.1	38.4	
9-10 AM	1445	0.0	1499	1445	0	0.97	0	63.7	35.5	32.0	
10-11 AM	1693	0.0	1500	1693	0	3.83	89	63.2	16.6	30.8	
11AM-NOON	1783	0.0	1500	1783	0	13.05+	332	63.1	8.7	30.8	
NOON-1PM	1854	0.0	1500	1488	366	17.37+	441	62.9	7.7	30.8	
1-2 PM	1784	0.0	1499	1494	290	17.38+	441	63.0	7.7	30.8	
2-3 PM	1822	0.0	1499	1495	327	17.38+	441	63.0	7.7	30.8	
3-4 PM	1886	0.0	1499	1497	390	17.39+	442	62.8	7.6	30.8	
4-5 PM	1850	0.0	1499	1497	352	17.38+	441	63.0	7.7	30.8	
5-6 PM	1708	0.0	1499	1498	210	17.37+	441	63.2	7.7	30.8	
6-7 PM	1471	0.0	OFF	1471	0	0.61	39	63.7	42.4	42.4	
7-8 PM	1160	0.0	OFF	1160	0	0.00	0	64.2	64.2	64.2	
8-9 PM	1055	0.0	OFF	1055	0	0.00	0	64.4	64.4	64.4	
9-10 PM	924	0.0	OFF	924	0	0.00	0	64.6	64.6	64.6	
10-11 PM	742	0.0	OFF	742	0	0.00	0	65.0	65.0	65.0	
11PM-MID	591	0.0	OFF	591	0	0.00	0	65.3	65.3	65.3	

"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

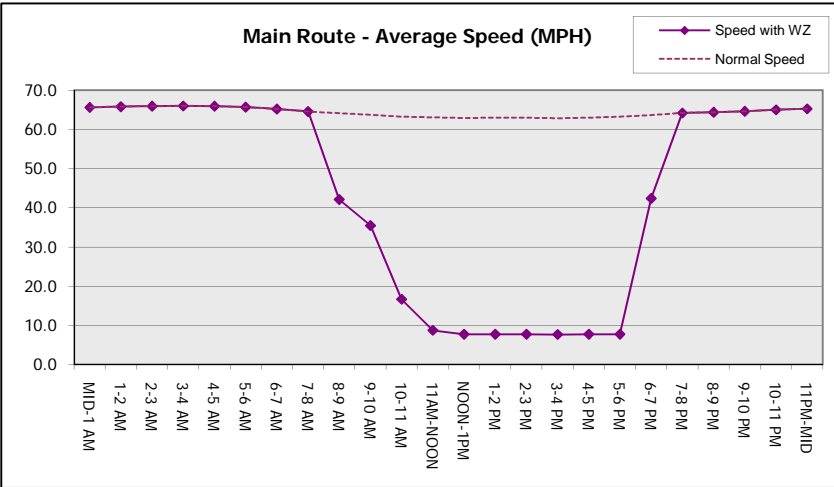
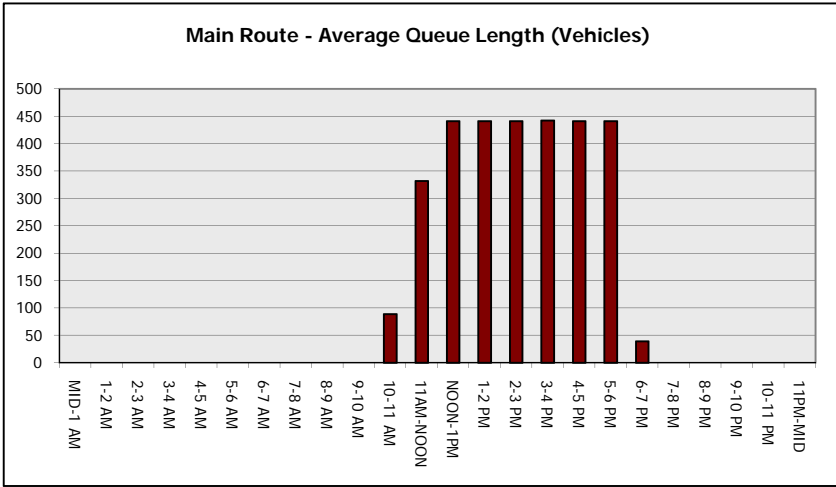
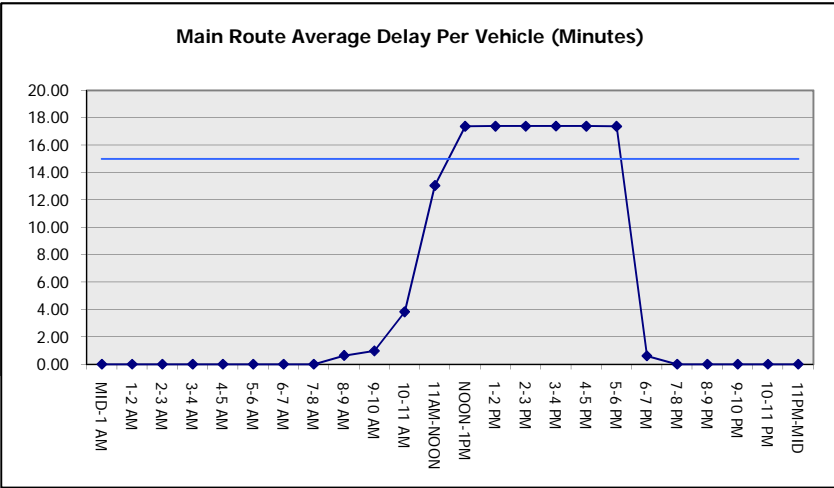
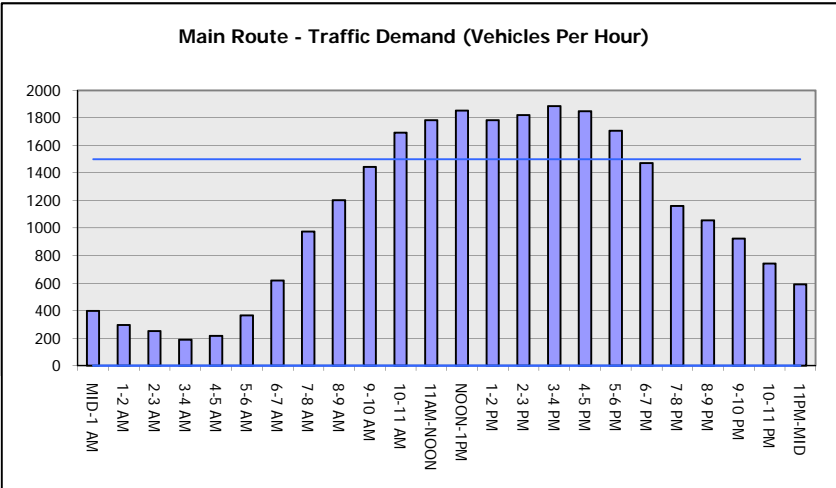
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0054
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,639
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

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



<b>USH 41: CTH AAA TO CTH G (BROWN COUNTY)                  OFF-PEAK DAY CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	327	0.0	OFF	327	0	0.00	0	65.8	65.8	65.8
1-2 AM	206	0.0	OFF	206	0	0.00	0	66.0	66.0	66.0
2-3 AM	190	0.0	OFF	190	0	0.00	0	66.0	66.0	66.0
3-4 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
4-5 AM	177	0.0	OFF	177	0	0.00	0	66.1	66.1	66.1
5-6 AM	324	0.0	OFF	324	0	0.00	0	65.8	65.8	65.8
6-7 AM	579	0.0	OFF	579	0	0.00	0	65.3	65.3	65.3
7-8 AM	1033	0.0	OFF	1033	0	0.00	0	64.5	64.5	64.5
8-9 AM	1519	0.0	1499	1519	0	1.35	12	63.5	30.2	31.4
9-10 AM	1689	0.0	1500	1689	0	5.66	134	63.2	13.2	30.8
10-11 AM	1861	0.0	1500	1667	194	14.95+	381	62.9	8.2	30.8
11AM-NOON	1988	0.0	1500	1508	479	17.39+	442	62.7	7.6	30.8
NOON-1PM	2010	0.0	1500	1507	503	17.39+	442	62.7	7.6	30.8
1-2 PM	1879	0.0	1500	1505	374	17.38+	442	62.9	7.6	30.8
2-3 PM	1848	0.0	1500	1504	344	17.38+	441	63.0	7.7	30.8
3-4 PM	1881	0.0	1500	1503	378	17.38+	442	62.9	7.6	30.8
4-5 PM	1788	0.0	1500	1502	286	17.38+	441	63.0	7.7	30.8
5-6 PM	1714	0.0	1500	1501	212	17.37+	441	63.2	7.7	30.8
6-7 PM	1492	0.0	OFF	1492	0	0.59	37	63.6	43.0	43.0
7-8 PM	1162	0.0	OFF	1162	0	0.00	0	64.2	64.2	64.2
8-9 PM	1032	0.0	OFF	1032	0	0.00	0	64.5	64.5	64.5
9-10 PM	895	0.0	OFF	895	0	0.00	0	64.7	64.7	64.7
10-11 PM	782	0.0	OFF	782	0	0.00	0	65.0	65.0	65.0
11PM-MID	492	0.0	OFF	492	0	0.00	0	65.5	65.5	65.5

"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	0.0056
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,142
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

