

<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**

SUNDAY 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	395	0.0	OFF	395	0	0.00	0	65.6	65.6	65.6
1-2 AM	270	0.0	OFF	270	0	0.00	0	65.9	65.9	65.9
2-3 AM	257	0.0	OFF	257	0	0.00	0	65.9	65.9	65.9
3-4 AM	176	0.0	OFF	176	0	0.00	0	66.1	66.1	66.1
4-5 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
5-6 AM	191	0.0	OFF	191	0	0.00	0	66.0	66.0	66.0
6-7 AM	346	0.0	OFF	346	0	0.00	0	65.8	65.8	65.8
7-8 AM	492	0.0	OFF	492	0	0.00	0	65.5	65.5	65.5
8-9 AM	762	0.0	OFF	762	0	0.00	0	65.0	65.0	65.0
9-10 AM	1264	0.0	1499	1264	0	0.71	0	64.0	40.5	36.8
10-11 AM	1693	0.0	1499	1693	0	3.32	77	63.2	18.3	30.8
11AM-NOON	1884	0.0	1500	1722	162	13.88+	355	62.8	8.4	30.8
NOON-1PM	1982	0.0	1499	1506	475	17.39+	442	62.7	7.6	30.8
1-2 PM	1944	0.0	1500	1505	439	17.39+	442	62.8	7.6	30.8
2-3 PM	1925	0.0	1500	1504	421	17.39+	442	62.8	7.6	30.8
3-4 PM	1994	0.0	1500	1503	491	17.39+	442	62.7	7.6	30.8
4-5 PM	2032	0.0	1500	1502	530	17.40+	442	62.6	7.6	30.8
5-6 PM	1785	0.0	1500	1501	283	17.38+	441	63.0	7.7	30.8
6-7 PM	1549	0.0	1500	1492	58	17.22+	437	63.5	7.7	30.8
7-8 PM	1250	0.0	OFF	1250	0	0.52	33	64.0	45.0	45.0
8-9 PM	966	0.0	OFF	966	0	0.00	0	64.6	64.6	64.6
9-10 PM	731	0.0	OFF	731	0	0.00	0	65.0	65.0	65.0
10-11 PM	525	0.0	OFF	525	0	0.00	0	65.4	65.4	65.4
11PM-MID	355	0.0	OFF	355	0	0.00	0	65.7	65.7	65.7

"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

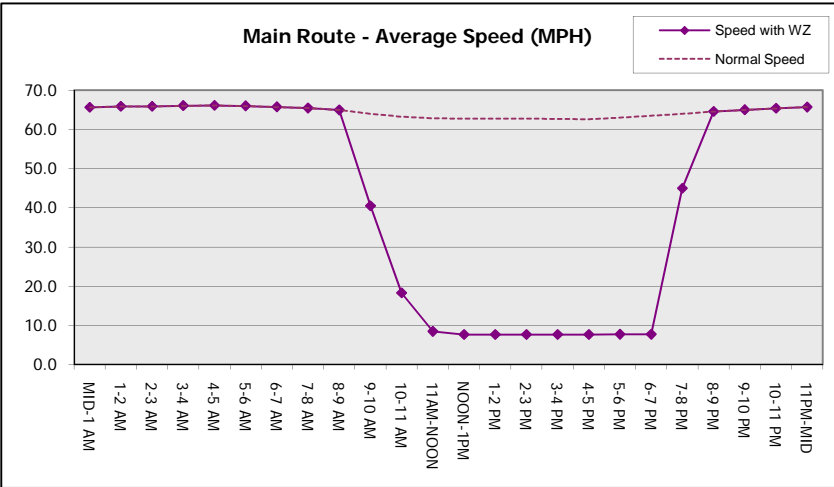
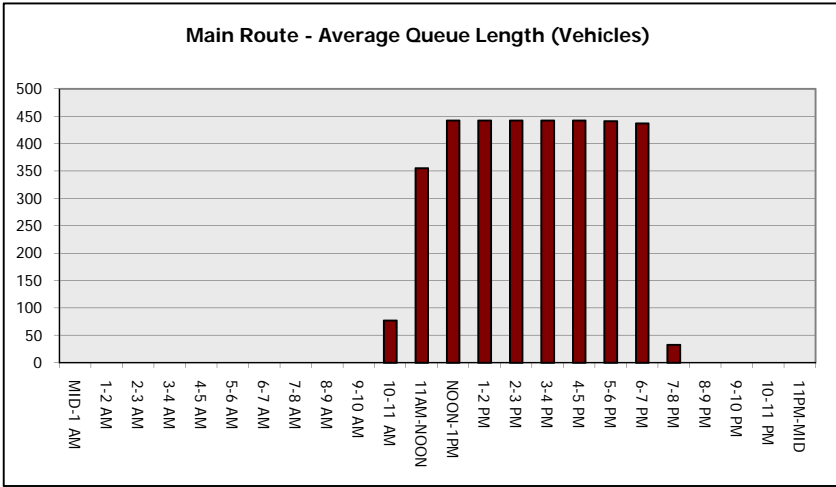
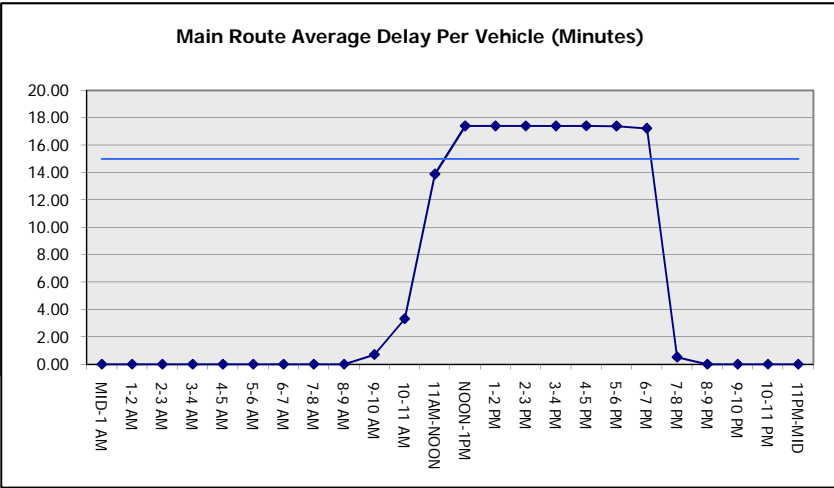
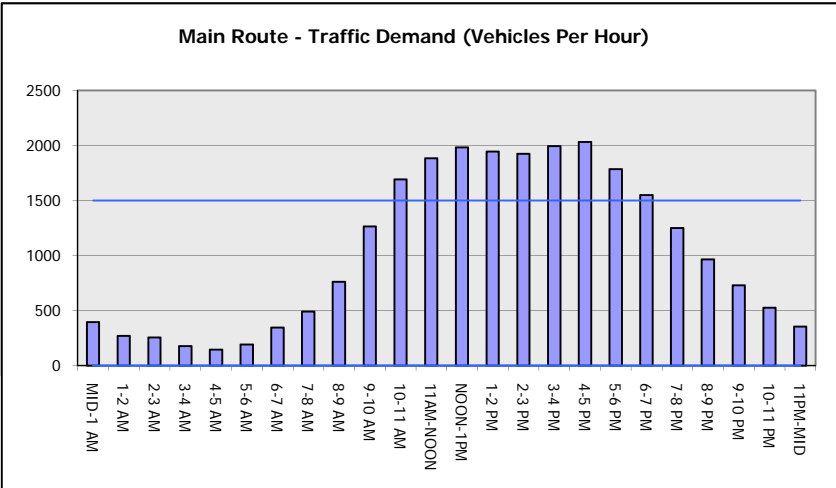
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0051
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0014
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,958
CONGESTED HOURS PER DAY*	8

\*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**  
**SUNDAY 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**

SUNDAY 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	342	0.0	OFF	342	0	0.00	0	65.8	65.8	65.8
1-2 AM	211	0.0	OFF	211	0	0.00	0	66.0	66.0	66.0
2-3 AM	220	0.0	OFF	220	0	0.00	0	66.0	66.0	66.0
3-4 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
4-5 AM	125	0.0	OFF	125	0	0.00	0	66.1	66.1	66.1
5-6 AM	294	0.0	OFF	294	0	0.00	0	65.8	65.8	65.8
6-7 AM	452	0.0	OFF	452	0	0.00	0	65.5	65.5	65.5
7-8 AM	583	0.0	OFF	583	0	0.00	0	65.3	65.3	65.3
8-9 AM	824	0.0	OFF	824	0	0.00	0	64.8	64.8	64.8
9-10 AM	1136	0.0	1500	1136	0	0.55	0	64.3	44.1	40.6
10-11 AM	1419	0.0	1499	1419	0	0.92	0	63.7	36.4	32.6
11AM-NOON	1604	0.0	1499	1604	0	2.34	42	63.4	22.2	30.8
NOON-1PM	1743	0.0	1500	1743	0	9.03	225	63.2	10.3	30.8
1-2 PM	1608	0.0	1499	1599	9	15.97+	404	63.4	7.9	30.8
2-3 PM	1621	0.0	1499	1499	123	17.36+	440	63.3	7.7	30.8
3-4 PM	1555	0.0	1499	1499	57	17.36+	440	63.5	7.7	30.8
4-5 PM	1682	0.0	1499	1499	183	17.37+	441	63.3	7.7	30.8
5-6 PM	1439	0.0	1499	1436	2	16.70+	423	63.7	7.8	30.8
6-7 PM	1289	0.0	1499	1289	0	11.36	284	64.0	9.3	30.8
7-8 PM	1113	0.0	OFF	1113	0	0.08	4	64.3	60.4	60.4
8-9 PM	905	0.0	OFF	905	0	0.00	0	64.7	64.7	64.7
9-10 PM	690	0.0	OFF	690	0	0.00	0	65.1	65.1	65.1
10-11 PM	479	0.0	OFF	479	0	0.00	0	65.5	65.5	65.5
11PM-MID	273	0.0	OFF	273	0	0.00	0	65.9	65.9	65.9

"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	0.0045
MAIN ROUTE WITH WORKS	0.0034
'DIVERSION'	0.0002

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$47,256
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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

