

<b>USH 41: CTH M TO IH 43 (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	118	0.0	OFF	118	0	0.00	0	66.1	66.1	66.1	
1-2 AM	92	0.0	OFF	92	0	0.00	0	66.2	66.2	66.2	
2-3 AM	94	0.0	OFF	94	0	0.00	0	66.2	66.2	66.2	
3-4 AM	84	0.0	OFF	84	0	0.00	0	66.2	66.2	66.2	
4-5 AM	213	0.0	OFF	213	0	0.00	0	66.0	66.0	66.0	
5-6 AM	418	0.0	OFF	418	0	0.00	0	65.6	65.6	65.6	
6-7 AM	638	0.0	OFF	638	0	0.00	0	65.2	65.2	65.2	
7-8 AM	1084	0.0	OFF	1084	0	0.00	0	64.3	64.3	64.3	
8-9 AM	1446	0.0	1499	1446	0	1.04	3	63.7	42.4	32.3	
9-10 AM	1719	0.0	1500	1719	0	4.49	110	63.2	20.1	30.8	
10-11 AM	1835	0.0	1500	1672	164	14.55+	370	63.0	9.6	30.8	
11AM-NOON	1685	0.0	1500	1503	182	16.74+	424	63.2	9.0	30.8	
NOON-1PM	1555	0.0	1500	1519	36	16.64+	421	63.5	9.0	30.8	
1-2 PM	1390	0.0	1499	1390	0	14.72+	370	63.8	9.6	30.8	
2-3 PM	1547	0.0	1500	1547	0	13.54	338	63.5	9.9	30.8	
3-4 PM	1402	0.0	1499	1402	0	12.63	314	63.8	10.3	30.8	
4-5 PM	1507	0.0	1500	1507	0	10.92	266	63.6	11.1	30.8	
5-6 PM	1416	0.0	1499	1416	0	9.95	241	63.8	11.6	30.8	
6-7 PM	1080	0.0	OFF	1080	0	0.10	5	64.4	61.4	61.4	
7-8 PM	874	0.0	OFF	874	0	0.00	0	64.8	64.8	64.8	
8-9 PM	729	0.0	OFF	729	0	0.00	0	65.0	65.0	65.0	
9-10 PM	545	0.0	OFF	545	0	0.00	0	65.4	65.4	65.4	
10-11 PM	405	0.0	OFF	405	0	0.00	0	65.6	65.6	65.6	
11PM-MID	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0	

"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

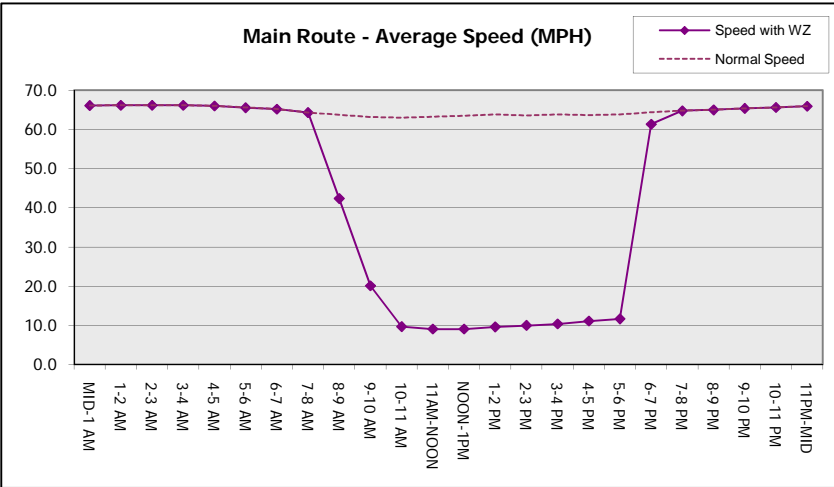
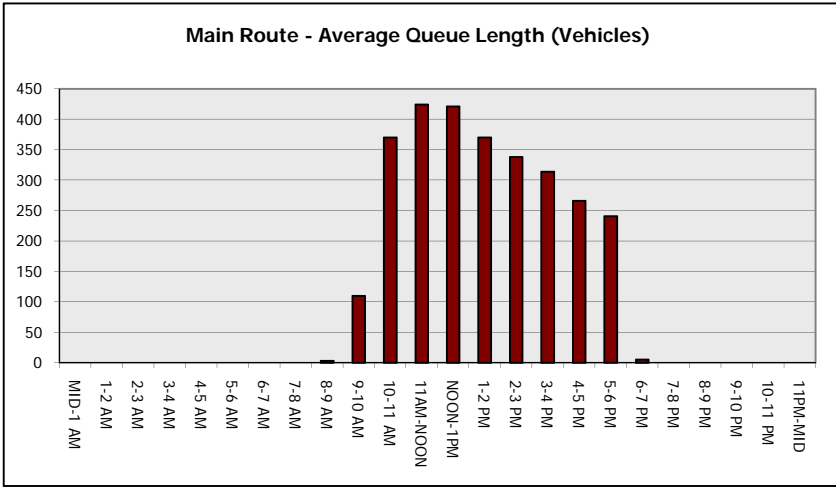
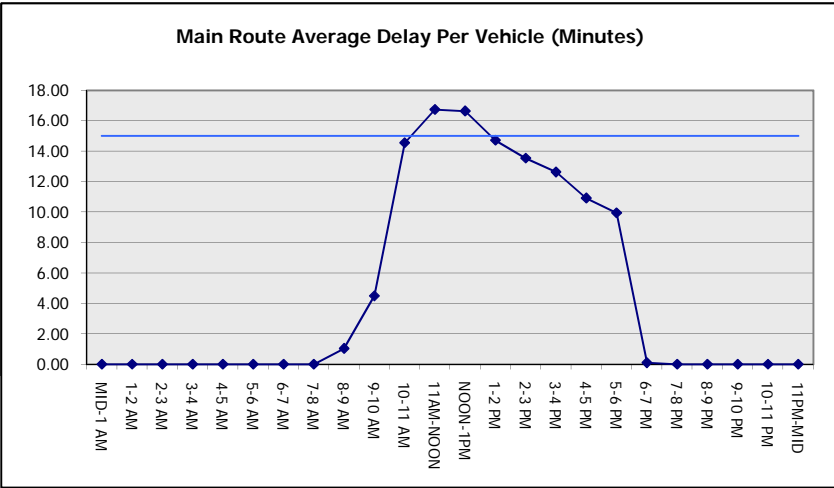
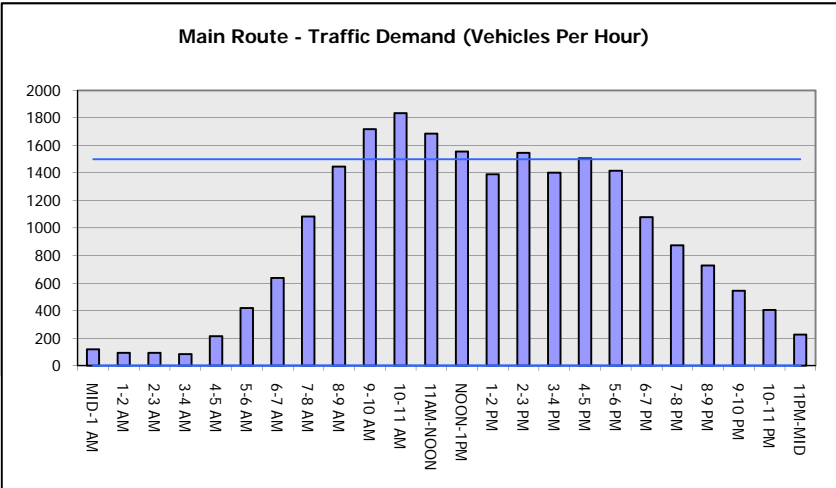
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0077
MAIN ROUTE WITH WORKS	0.0066
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,092
CONGESTED HOURS PER DAY*	4

\*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 M TO IH 43 (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 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	324	0.0	OFF	324	0	0.00	0	65.8	65.8	65.8
1-2 AM	218	0.0	OFF	218	0	0.00	0	66.0	66.0	66.0
2-3 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1
3-4 AM	133	0.0	OFF	133	0	0.00	0	66.1	66.1	66.1
4-5 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
5-6 AM	291	0.0	OFF	291	0	0.00	0	65.8	65.8	65.8
6-7 AM	557	0.0	OFF	557	0	0.00	0	65.3	65.3	65.3
7-8 AM	825	0.0	OFF	825	0	0.00	0	64.8	64.8	64.8
8-9 AM	1078	0.0	1500	1078	0	0.53	0	64.4	51.2	41.4
9-10 AM	1344	0.0	1500	1344	0	0.82	0	63.9	45.7	34.3
10-11 AM	1460	0.0	1499	1460	0	0.97	0	63.7	43.3	31.7
11AM-NOON	1666	0.0	1499	1666	0	3.31	73	63.3	24.5	30.8
NOON-1PM	1775	0.0	1500	1775	0	11.87+	302	63.1	10.7	30.8
1-2 PM	1678	0.0	1499	1498	181	16.74+	424	63.3	9.0	30.8
2-3 PM	1714	0.0	1499	1498	216	16.74+	424	63.2	9.0	30.8
3-4 PM	1759	0.0	1499	1498	261	16.74+	424	63.1	9.0	30.8
4-5 PM	1572	0.0	1499	1483	89	16.67+	422	63.5	9.0	30.8
5-6 PM	1284	0.0	1499	1284	0	12.58+	317	64.0	10.4	30.8
6-7 PM	1304	0.0	OFF	1304	0	0.12	7	64.0	60.3	60.3
7-8 PM	934	0.0	OFF	934	0	0.00	0	64.6	64.6	64.6
8-9 PM	903	0.0	OFF	903	0	0.00	0	64.7	64.7	64.7
9-10 PM	744	0.0	OFF	744	0	0.00	0	65.0	65.0	65.0
10-11 PM	578	0.0	OFF	578	0	0.00	0	65.3	65.3	65.3
11PM-MID	421	0.0	OFF	421	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	0.0080
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,141
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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

