

<b>USH 41: CTH B TO CTH M (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**

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	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1	
1-2 AM	78	0.0	OFF	78	0	0.00	0	66.3	66.3	66.3	
2-3 AM	62	0.0	OFF	62	0	0.00	0	66.3	66.3	66.3	
3-4 AM	57	0.0	OFF	57	0	0.00	0	66.3	66.3	66.3	
4-5 AM	120	0.0	OFF	120	0	0.00	0	66.1	66.1	66.1	
5-6 AM	304	0.0	OFF	304	0	0.00	0	65.8	65.8	65.8	
6-7 AM	299	0.0	OFF	299	0	0.00	0	65.8	65.8	65.8	
7-8 AM	565	0.0	OFF	565	0	0.00	0	65.3	65.3	65.3	
8-9 AM	1100	0.0	OFF	1100	0	0.00	0	64.3	64.3	64.3	
9-10 AM	1855	0.0	1499	1855	0	5.17	145	62.9	22.9	30.8	
10-11 AM	2130	0.0	1499	1503	627	16.09+	407	62.4	10.4	30.8	
11AM-NOON	1952	0.0	1500	1503	448	16.09+	407	62.7	10.4	30.8	
NOON-1PM	1744	0.0	1500	1532	211	15.97+	403	63.2	10.4	30.8	
1-2 PM	1835	0.0	1500	1501	335	16.11+	407	63.0	10.4	30.8	
2-3 PM	1832	0.0	1500	1501	332	16.11+	407	63.0	10.4	30.8	
3-4 PM	1456	0.0	1500	1456	0	15.08+	379	63.7	10.7	30.8	
4-5 PM	1620	0.0	1500	1554	66	15.56+	392	63.3	10.6	30.8	
5-6 PM	1551	0.0	1500	1503	48	16.11+	407	63.5	10.4	30.8	
6-7 PM	1259	0.0	1499	1259	0	11.89+	304	64.0	12.7	31.1	
7-8 PM	997	0.0	OFF	997	0	0.08	4	64.5	62.7	62.7	
8-9 PM	664	0.0	OFF	664	0	0.00	0	65.1	65.1	65.1	
9-10 PM	383	0.0	OFF	383	0	0.00	0	65.7	65.7	65.7	
10-11 PM	234	0.0	OFF	234	0	0.00	0	66.0	66.0	66.0	
11PM-MID	109	0.0	OFF	109	0	0.00	0	66.2	66.2	66.2	

"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	0.0110
MAIN ROUTE WITH WORKS	0.0090
'DIVERSION'	0.0024
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,360
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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

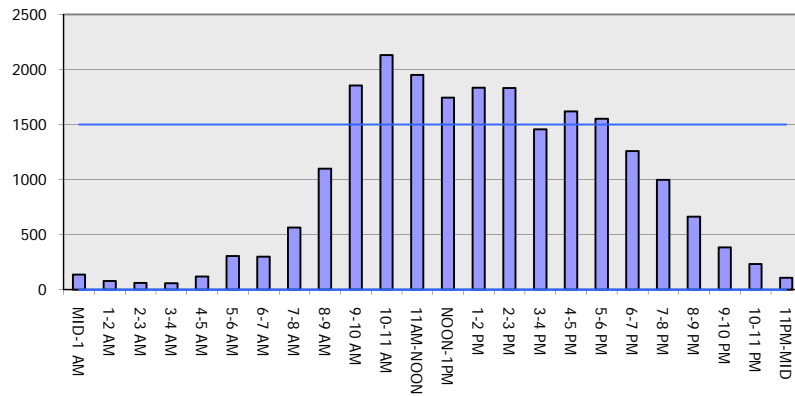
**OCTOBER**

Analyzed for 2009  
Construction Season

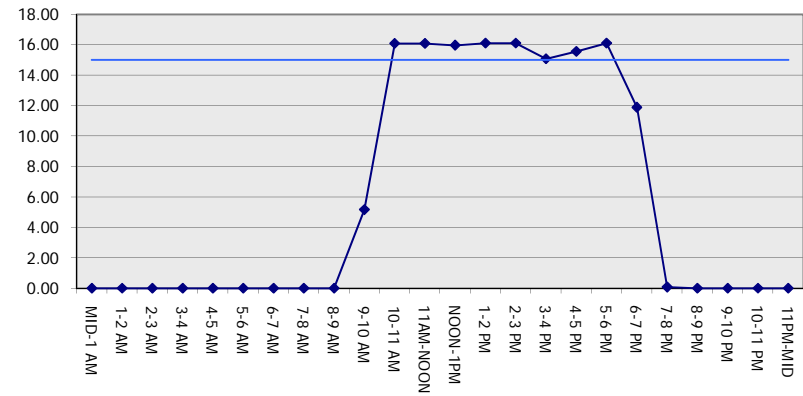
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

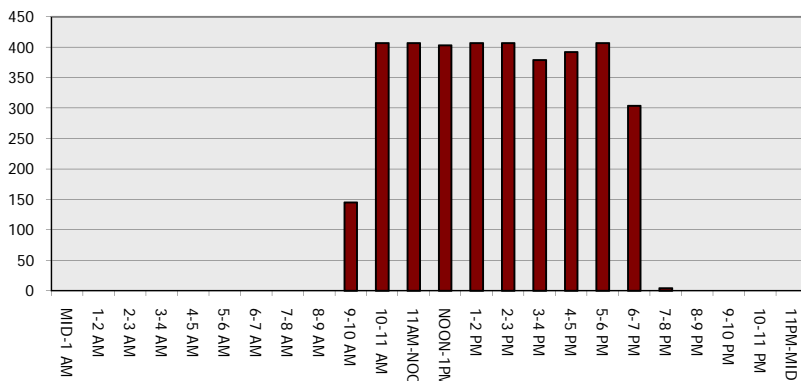
**Main Route - Traffic Demand (Vehicles Per Hour)**



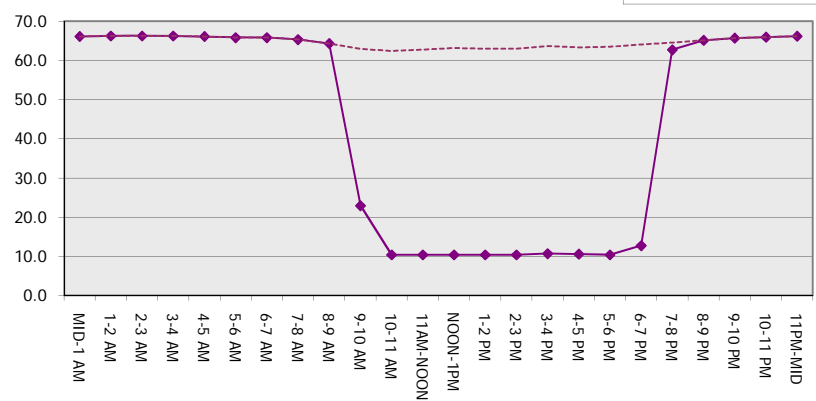
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	Analyzed for 2009 Construction Season

**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	259	0.0	OFF	259	0	0.00	0	65.9	65.9	65.9
1-2 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
2-3 AM	122	0.0	OFF	122	0	0.00	0	66.1	66.1	66.1
3-4 AM	73	0.0	OFF	73	0	0.00	0	66.3	66.3	66.3
4-5 AM	94	0.0	OFF	94	0	0.00	0	66.2	66.2	66.2
5-6 AM	151	0.0	OFF	151	0	0.00	0	66.1	66.1	66.1
6-7 AM	254	0.0	OFF	254	0	0.00	0	65.9	65.9	65.9
7-8 AM	309	0.0	OFF	309	0	0.00	0	65.8	65.8	65.8
8-9 AM	406	0.0	OFF	406	0	0.00	0	65.6	65.6	65.6
9-10 AM	595	0.0	1500	595	0	0.48	0	65.3	55.9	43.2
10-11 AM	818	0.0	1500	818	0	0.50	0	64.8	55.2	42.4
11AM-NOON	1016	0.0	1500	1016	0	0.52	0	64.5	54.6	41.6
NOON-1PM	979	0.0	1500	979	0	0.52	0	64.6	54.7	41.7
1-2 PM	986	0.0	1500	986	0	0.52	0	64.5	54.7	41.7
2-3 PM	1058	0.0	1500	1058	0	0.52	0	64.4	54.5	41.5
3-4 PM	1312	0.0	1499	1312	0	0.78	0	64.0	50.4	35.2
4-5 PM	1529	0.0	1499	1529	0	1.53	14	63.5	41.7	30.8
5-6 PM	1316	0.0	1500	1316	0	0.90	3	64.0	48.8	35.0
6-7 PM	1005	0.0	1500	1005	0	0.52	0	64.5	54.6	41.7
7-8 PM	696	0.0	OFF	696	0	0.00	0	65.1	65.1	65.1
8-9 PM	473	0.0	OFF	473	0	0.00	0	65.5	65.5	65.5
9-10 PM	277	0.0	OFF	277	0	0.00	0	65.9	65.9	65.9
10-11 PM	216	0.0	OFF	216	0	0.00	0	66.0	66.0	66.0
11PM-MID	141	0.0	OFF	141	0	0.00	0	66.1	66.1	66.1

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

*----- 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	0.0070
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,219
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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

