

USH 41: CTH AAA TO CTH G (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	322	0.0	1500	322	0	0.45	0	65.8	47.6	44.2	
1-2 AM	230	0.0	1500	230	0	0.44	0	66.0	47.9	44.6	
2-3 AM	202	0.0	1500	202	0	0.44	0	66.0	48.0	44.6	
3-4 AM	210	0.0	1500	210	0	0.44	0	66.0	48.0	44.6	
4-5 AM	455	0.0	1500	455	0	0.47	0	65.5	47.1	43.7	
5-6 AM	1180	0.0	1499	1180	0	0.69	0	64.2	40.9	37.3	
6-7 AM	2280	0.0	1499	1923	357	10.11+	280	62.2	10.1	30.8	
7-8 AM	2908	0.0	1500	1533	1375	17.68+	457	56.7	7.6	30.8	
8-9 AM	2020	0.0	1500	1497	524	17.40+	442	62.6	7.6	30.8	
9-10 AM	1935	0.0	1499	1497	438	17.39+	442	62.8	7.6	30.8	
10-11 AM	2099	0.0	1499	1498	601	17.40+	442	62.5	7.6	30.8	
11AM-NOON	2308	0.0	1499	1499	809	17.42+	443	62.1	7.6	30.8	
NOON-1PM	2508	0.0	1499	1499	1009	17.40+	444	60.8	7.6	30.8	
1-2 PM	2596	0.0	1499	1499	1098	17.38+	445	59.9	7.6	30.8	
2-3 PM	2727	0.0	1499	1506	1222	17.50+	449	58.6	7.6	30.8	
3-4 PM	2908	0.0	1499	1509	1398	17.72+	458	56.7	7.6	30.8	
4-5 PM	3233	0.0	1499	1500	1733	18.01+	470	53.4	7.5	30.8	
5-6 PM	2830	0.0	1500	1491	1339	17.66+	455	57.5	7.6	30.8	
6-7 PM	1879	0.0	1500	1498	381	17.39+	442	62.9	7.6	30.8	
7-8 PM	1352	0.0	1499	1352	1	15.71+	397	63.8	8.0	30.8	
8-9 PM	1144	0.0	1499	1144	0	3.84	137	64.3	18.1	35.3	
9-10 PM	1010	0.0	1500	1010	0	0.52	0	64.5	45.1	41.7	
10-11 PM	864	0.0	1500	864	0	0.51	0	64.8	45.6	42.2	
11PM-MID	630	0.0	1500	630	0	0.48	0	65.2	46.4	43.0	

+ 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

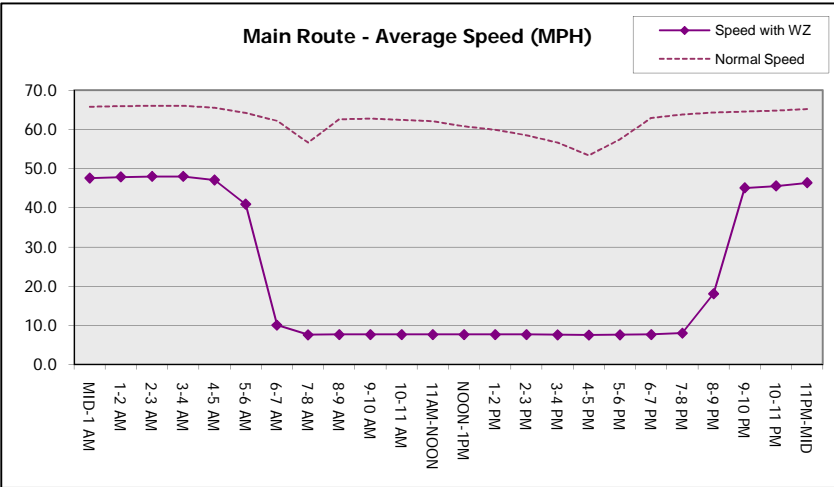
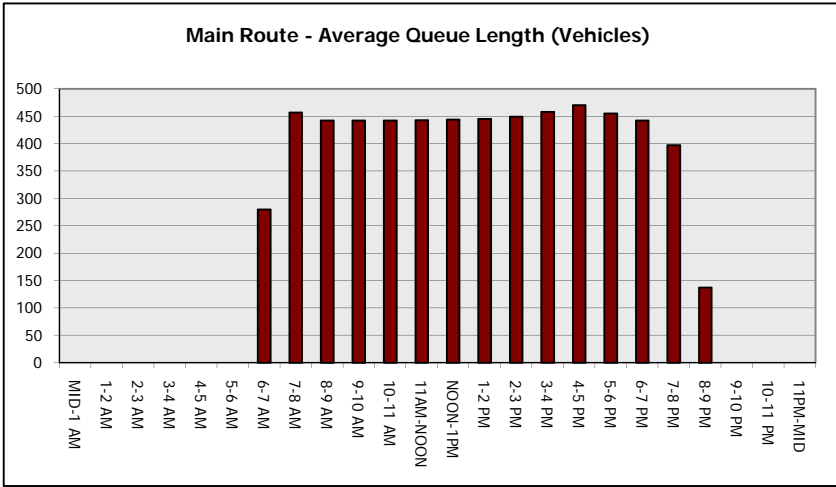
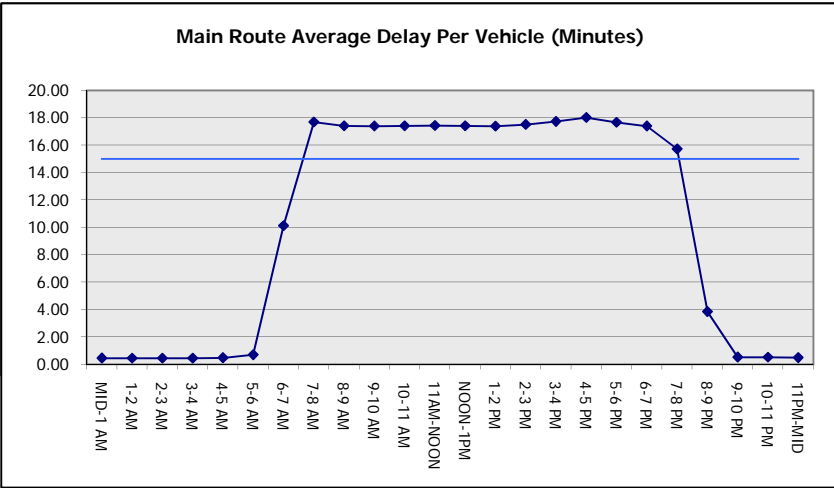
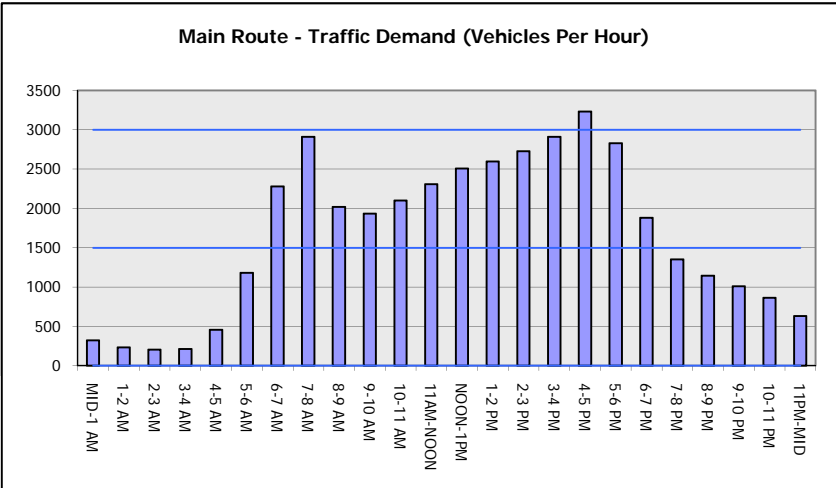
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0082
MAIN ROUTE WITH WORKS	0.0039
'DIVERSION'	0.0059
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,138
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	317	0.0	1500	317	0	0.45	0	65.8	47.6	44.2
1-2 AM	197	0.0	1500	197	0	0.44	0	66.0	48.1	44.7
2-3 AM	196	0.0	1500	196	0	0.44	0	66.0	48.1	44.7
3-4 AM	193	0.0	1500	193	0	0.44	0	66.0	48.1	44.7
4-5 AM	303	0.0	1500	303	0	0.45	0	65.8	47.6	44.3
5-6 AM	786	0.0	1500	786	0	0.50	0	64.9	45.8	42.4
6-7 AM	1864	0.0	1499	1864	0	3.68	113	62.9	18.0	30.8
7-8 AM	2976	0.0	1499	1591	1385	17.72+	459	56.0	7.6	30.8
8-9 AM	2280	0.0	1500	1497	783	17.42+	443	62.2	7.6	30.8
9-10 AM	2161	0.0	1499	1498	663	17.41+	443	62.3	7.6	30.8
10-11 AM	2302	0.0	1499	1498	804	17.42+	443	62.1	7.6	30.8
11AM-NOON	2512	0.0	1499	1499	1013	17.40+	444	60.7	7.6	30.8
NOON-1PM	2670	0.0	1499	1501	1170	17.43+	447	59.1	7.6	30.8
1-2 PM	2703	0.0	1500	1502	1201	17.47+	448	58.8	7.6	30.8
2-3 PM	3020	0.0	1499	1516	1503	17.85+	463	55.6	7.5	30.8
3-4 PM	3346	0.0	1499	1500	1846	17.95+	470	52.2	7.5	30.8
4-5 PM	3758	0.0	1500	1500	2258	17.68+	471	48.0	7.5	30.8
5-6 PM	3383	0.0	1500	1500	1883	17.92+	470	51.9	7.5	30.8
6-7 PM	2439	0.0	1500	1486	953	17.48+	446	61.5	7.6	30.8
7-8 PM	1751	0.0	1500	1497	254	17.37+	441	63.1	7.7	30.8
8-9 PM	1416	0.0	1499	1402	15	16.32+	413	63.8	7.9	30.8
9-10 PM	1193	0.0	1499	1193	0	8.11	214	64.1	11.2	32.9
10-11 PM	902	0.0	1500	902	0	0.56	1	64.7	44.3	42.0
11PM-MID	616	0.0	1500	616	0	0.48	0	65.3	46.5	43.1

+ 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	0.0089
MAIN ROUTE WITH WORKS	0.0039
'DIVERSION'	0.0075

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,496
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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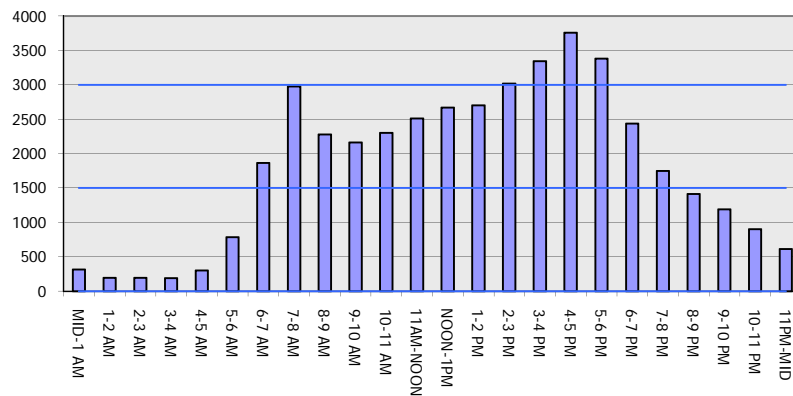
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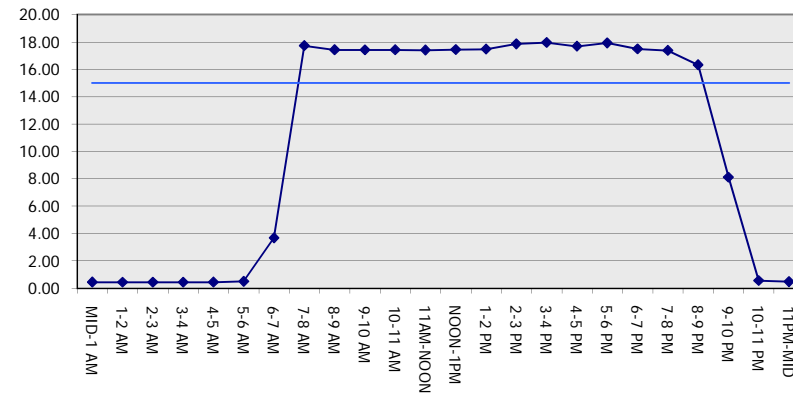
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

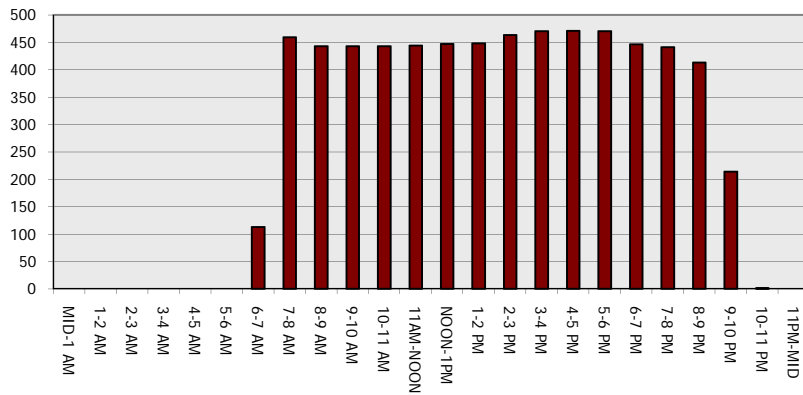
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

