

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

MON-THUR 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	239	0.0	1500	239	0	0.45	0	66.0	47.9	44.5	
1-2 AM	182	0.0	1500	182	0	0.44	0	66.1	48.1	44.8	
2-3 AM	160	0.0	1500	160	0	0.44	0	66.1	48.2	44.8	
3-4 AM	204	0.0	1500	204	0	0.44	0	66.0	48.0	44.6	
4-5 AM	458	0.0	1500	458	0	0.47	0	65.5	47.1	43.7	
5-6 AM	1355	0.0	1499	1355	0	1.08	15	63.8	33.9	36.1	
6-7 AM	2602	0.0	1500	1900	701	13.83+	367	59.9	8.6	30.8	
7-8 AM	3280	0.0	1499	1500	1780	17.98+	470	52.9	7.5	30.8	
8-9 AM	2098	0.0	1500	1495	603	17.40+	442	62.5	7.6	30.8	
9-10 AM	1826	0.0	1499	1496	330	17.38+	441	63.0	7.7	30.8	
10-11 AM	1917	0.0	1499	1497	419	17.39+	442	62.8	7.6	30.8	
11AM-NOON	2052	0.0	1499	1498	553	17.40+	442	62.5	7.6	30.8	
NOON-1PM	2196	0.0	1499	1499	697	17.41+	443	62.3	7.6	30.8	
1-2 PM	2319	0.0	1499	1499	820	17.42+	443	62.0	7.6	30.8	
2-3 PM	2478	0.0	1499	1500	978	17.41+	444	61.1	7.6	30.8	
3-4 PM	2813	0.0	1499	1511	1301	17.60+	453	57.7	7.6	30.8	
4-5 PM	3376	0.0	1499	1500	1876	17.93+	470	51.9	7.5	30.8	
5-6 PM	3115	0.0	1500	1502	1613	17.86+	465	54.6	7.5	30.8	
6-7 PM	1839	0.0	1500	1488	350	17.35+	441	63.0	7.7	30.8	
7-8 PM	1291	0.0	1499	1291	0	14.34+	363	64.0	8.3	30.8	
8-9 PM	1179	0.0	1500	1179	0	2.64	95	64.2	22.2	35.7	
9-10 PM	1036	0.0	1500	1036	0	0.52	0	64.5	45.0	41.5	
10-11 PM	869	0.0	1500	869	0	0.51	0	64.8	45.6	42.2	
11PM-MID	530	0.0	1500	530	0	0.47	0	65.4	46.8	43.4	

+ 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

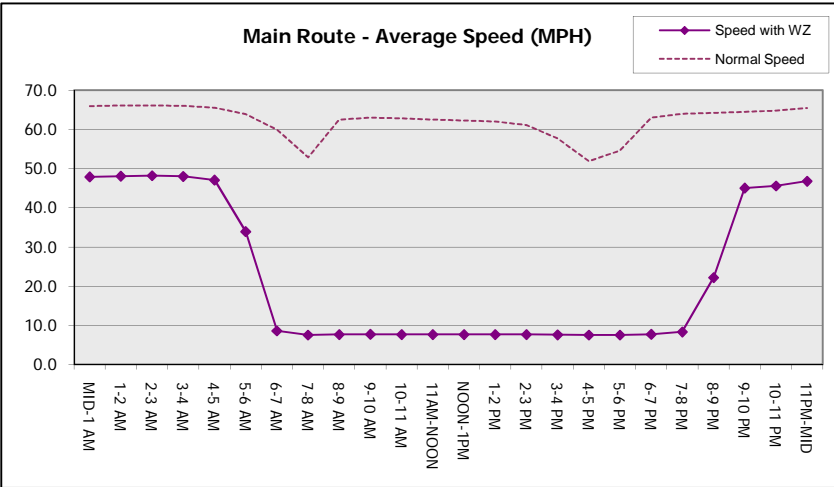
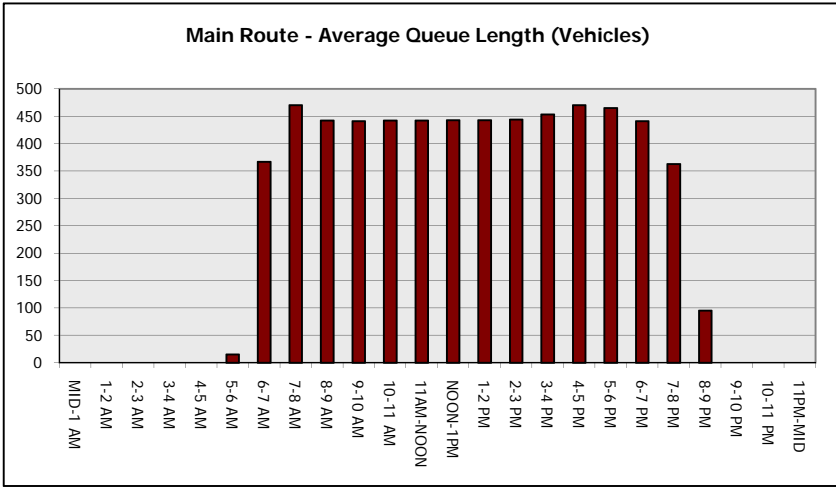
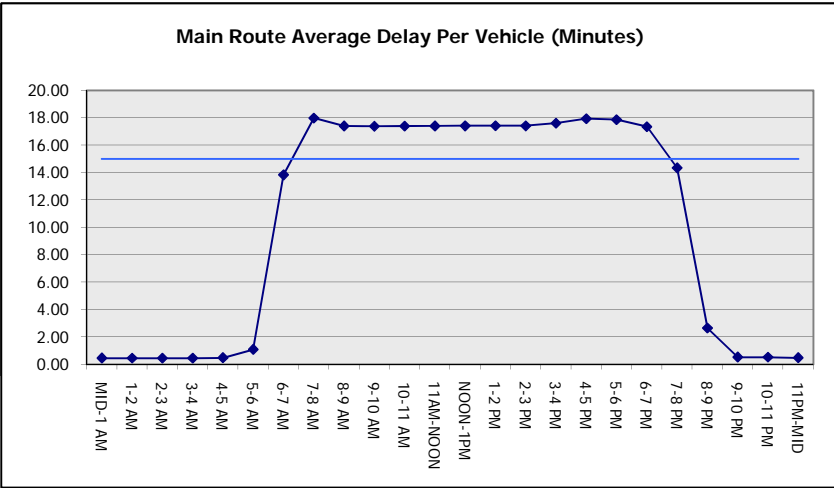
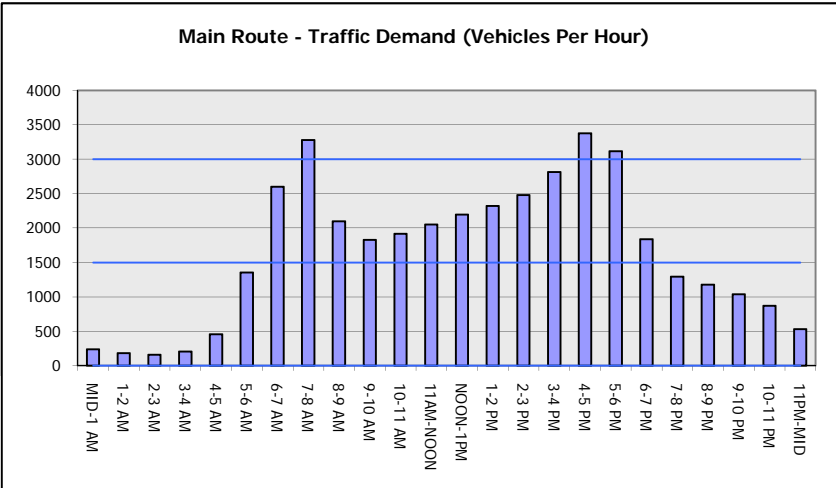
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0081
MAIN ROUTE WITH WORKS	0.0039
'DIVERSION'	0.0058
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$126,419
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



USH 41: CTH AAA TO CTH G (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	228	0.0	1500	228	0	0.44	0	66.0	47.9	44.6
1-2 AM	142	0.0	1500	142	0	0.44	0	66.1	48.3	44.9
2-3 AM	162	0.0	1500	162	0	0.44	0	66.1	48.2	44.8
3-4 AM	163	0.0	1500	163	0	0.44	0	66.1	48.2	44.8
4-5 AM	307	0.0	1500	307	0	0.45	0	65.8	47.6	44.3
5-6 AM	865	0.0	1500	865	0	0.51	0	64.8	45.6	42.2
6-7 AM	2078	0.0	1499	2078	0	6.83+	213	62.5	12.7	30.8
7-8 AM	3292	0.0	1500	1414	1878	17.78+	465	52.8	7.5	30.8
8-9 AM	2397	0.0	1499	1476	920	17.52+	446	61.9	7.6	30.8
9-10 AM	2018	0.0	1499	1494	525	17.40+	442	62.6	7.6	30.8
10-11 AM	1969	0.0	1499	1495	474	17.39+	442	62.7	7.6	30.8
11AM-NOON	2108	0.0	1499	1496	612	17.40+	443	62.5	7.6	30.8
NOON-1PM	2176	0.0	1499	1497	679	17.41+	443	62.3	7.6	30.8
1-2 PM	2191	0.0	1499	1498	693	17.41+	443	62.3	7.6	30.8
2-3 PM	2472	0.0	1499	1499	973	17.41+	444	61.2	7.6	30.8
3-4 PM	3021	0.0	1499	1514	1507	17.82+	462	55.6	7.6	30.8
4-5 PM	3660	0.0	1500	1500	2160	17.75+	470	49.0	7.5	30.8
5-6 PM	3346	0.0	1500	1505	1841	17.92+	470	52.2	7.5	30.8
6-7 PM	2031	0.0	1500	1494	537	17.40+	442	62.6	7.6	30.8
7-8 PM	1304	0.0	1499	1288	16	14.91+	378	64.0	8.2	30.8
8-9 PM	1106	0.0	1499	1106	0	2.16	88	64.3	25.1	37.6
9-10 PM	892	0.0	1500	892	0	0.51	0	64.7	45.5	42.0
10-11 PM	693	0.0	1500	693	0	0.49	0	65.1	46.2	42.8
11PM-MID	409	0.0	1500	409	0	0.46	0	65.6	47.3	43.8

+ 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	0.0081
MAIN ROUTE WITH WORKS	0.0037
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$126,669
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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AUGUST

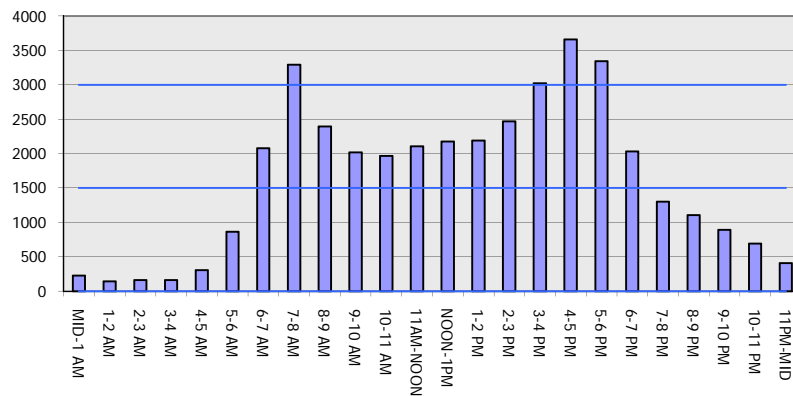
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

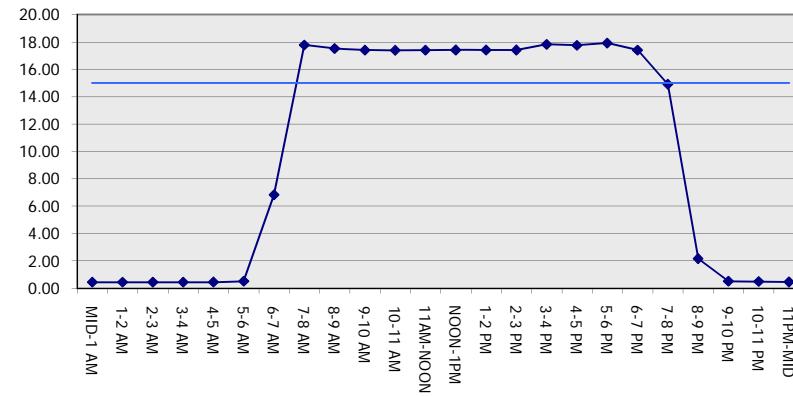
MON-THUR

NORTHBOUND DIRECTION

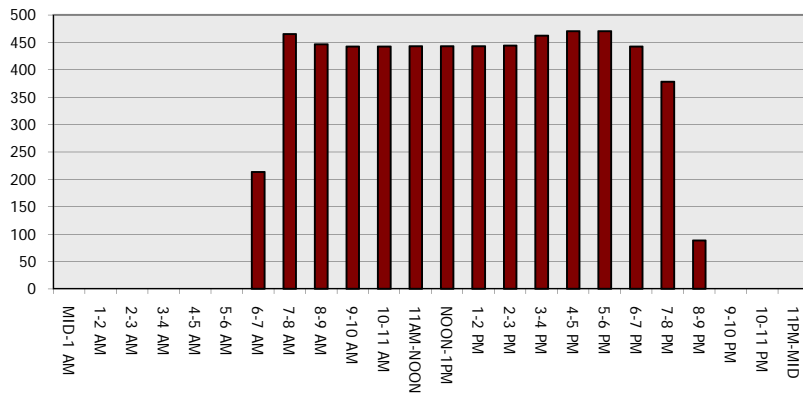
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

