

USH 41: CTH AAA TO CTH G (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	236	0.0	1500	236	0	0.45	0	66.0	47.9	44.5
1-2 AM	194	0.0	1500	194	0	0.44	0	66.0	48.1	44.7
2-3 AM	185	0.0	1500	185	0	0.44	0	66.0	48.1	44.8
3-4 AM	187	0.0	1500	187	0	0.44	0	66.0	48.1	44.7
4-5 AM	473	0.0	1500	473	0	0.47	0	65.5	47.0	43.6
5-6 AM	1209	0.0	1499	1209	0	0.71	0	64.1	40.5	36.8
6-7 AM	2375	0.0	1499	1884	491	11.15+	308	62.0	9.6	31.1
7-8 AM	3084	0.0	1500	1575	1509	17.71+	460	54.9	7.6	30.8
8-9 AM	1979	0.0	1500	1496	484	17.39+	442	62.7	7.6	30.8
9-10 AM	1829	0.0	1499	1497	333	17.38+	441	63.0	7.7	30.8
10-11 AM	1959	0.0	1499	1498	462	17.39+	442	62.7	7.6	30.8
11AM-NOON	2225	0.0	1499	1498	727	17.41+	443	62.2	7.6	30.8
NOON-1PM	2449	0.0	1499	1499	950	17.42+	444	61.4	7.6	30.8
1-2 PM	2466	0.0	1500	1499	967	17.41+	444	61.2	7.6	30.8
2-3 PM	2743	0.0	1499	1507	1237	17.52+	450	58.4	7.6	30.8
3-4 PM	3069	0.0	1499	1514	1555	17.91+	465	55.1	7.5	30.8
4-5 PM	3328	0.0	1500	1500	1828	17.96+	471	52.4	7.5	30.8
5-6 PM	2924	0.0	1500	1487	1437	17.78+	460	56.6	7.6	30.8
6-7 PM	1837	0.0	1500	1497	340	17.38+	441	63.0	7.7	30.8
7-8 PM	1339	0.0	1499	1339	0	15.50+	392	63.9	8.1	30.8
8-9 PM	1139	0.0	1499	1139	0	3.30	124	64.3	19.7	35.9
9-10 PM	1090	0.0	1500	1090	0	0.53	0	64.3	44.8	41.4
10-11 PM	898	0.0	1500	898	0	0.51	0	64.7	45.5	42.0
11PM-MID	578	0.0	1500	578	0	0.48	0	65.3	46.6	43.2

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,388
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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

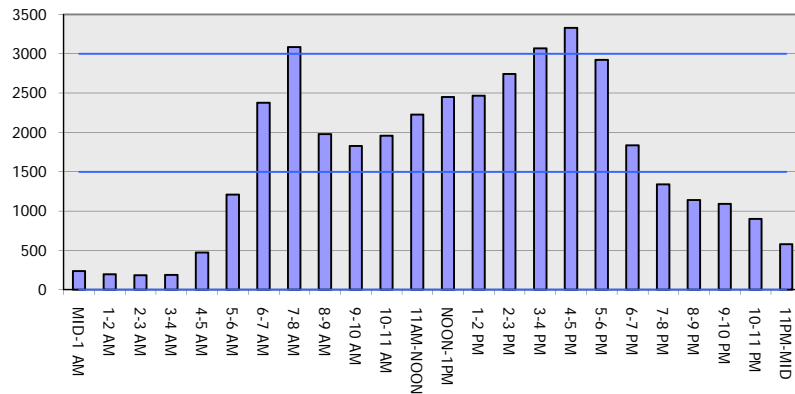
OCTOBER

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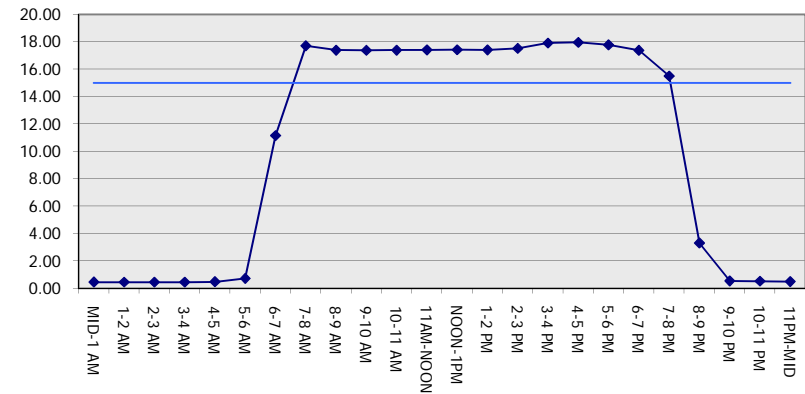
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

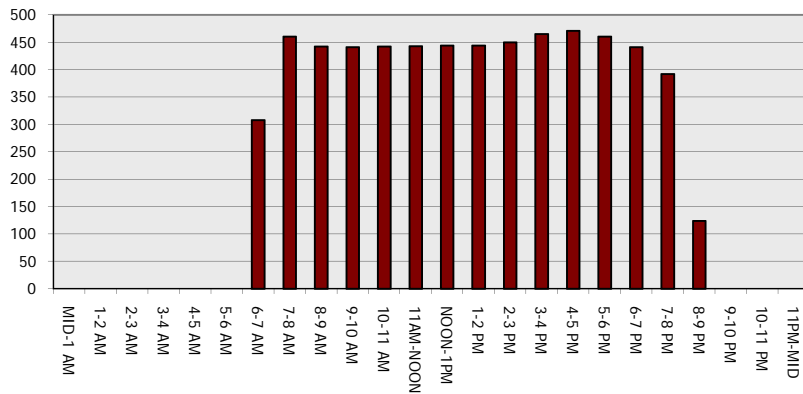
Main Route - Traffic Demand (Vehicles Per Hour)



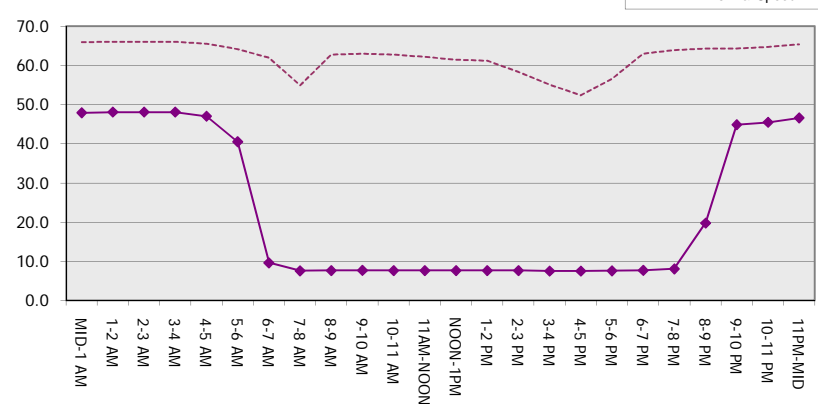
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	241	0.0	1500	241	0	0.45	0	66.0	47.9	44.5
1-2 AM	161	0.0	1500	161	0	0.44	0	66.1	48.2	44.8
2-3 AM	167	0.0	1500	167	0	0.44	0	66.1	48.1	44.8
3-4 AM	182	0.0	1500	182	0	0.44	0	66.1	48.1	44.8
4-5 AM	332	0.0	1500	332	0	0.45	0	65.8	47.5	44.2
5-6 AM	795	0.0	1500	795	0	0.50	0	64.9	45.8	42.4
6-7 AM	1960	0.0	1499	1960	0	4.92	155	62.7	15.2	30.8
7-8 AM	3199	0.0	1499	1506	1693	18.00+	470	53.7	7.5	30.8
8-9 AM	2387	0.0	1500	1492	895	17.45+	444	61.9	7.6	30.8
9-10 AM	2001	0.0	1499	1496	505	17.40+	442	62.7	7.6	30.8
10-11 AM	2110	0.0	1499	1497	613	17.40+	443	62.5	7.6	30.8
11AM-NOON	2341	0.0	1499	1498	843	17.42+	444	62.0	7.6	30.8
NOON-1PM	2472	0.0	1499	1499	973	17.41+	444	61.2	7.6	30.8
1-2 PM	2466	0.0	1499	1499	967	17.41+	444	61.2	7.6	30.8
2-3 PM	2879	0.0	1499	1513	1366	17.68+	456	57.0	7.6	30.8
3-4 PM	3365	0.0	1499	1500	1865	17.93+	470	52.0	7.5	30.8
4-5 PM	3794	0.0	1500	1500	2294	17.66+	471	47.6	7.5	30.8
5-6 PM	3487	0.0	1500	1500	1987	17.86+	471	50.8	7.5	30.8
6-7 PM	2582	0.0	1500	1493	1089	17.54+	449	60.1	7.6	30.8
7-8 PM	1673	0.0	1500	1478	195	17.30+	439	63.3	7.7	30.8
8-9 PM	1299	0.0	1499	1299	0	13.86+	350	64.0	8.4	30.8
9-10 PM	1069	0.0	1499	1069	0	1.77	71	64.4	27.8	38.3
10-11 PM	795	0.0	1500	795	0	0.50	0	64.9	45.8	42.4
11PM-MID	571	0.0	1500	571	0	0.48	0	65.3	46.6	43.2

+ 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	0.0087
MAIN ROUTE WITH WORKS	0.0038
'DIVERSION'	0.0073

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$144,712
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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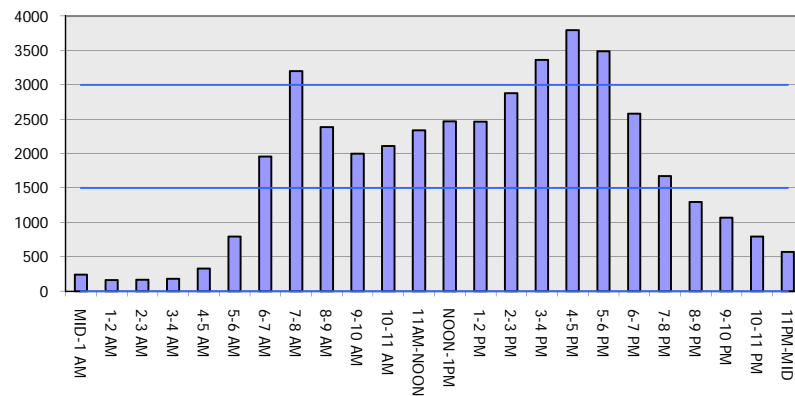
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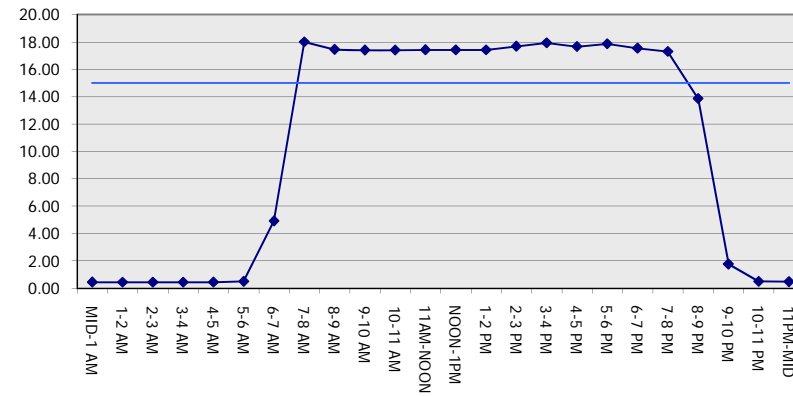
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FRIDAY NORTHBOUND DIRECTION

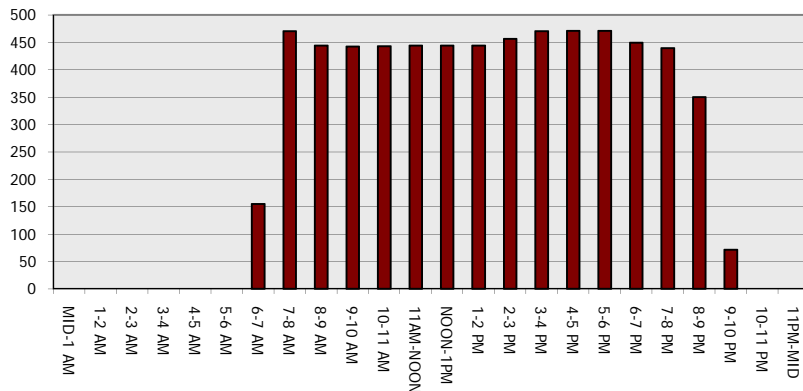
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

