

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

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	391	0.0	1500	391	0	0.46	0	65.6	47.3	43.9	
1-2 AM	270	0.0	1500	270	0	0.45	0	65.9	47.8	44.4	
2-3 AM	246	0.0	1500	246	0	0.45	0	66.0	47.9	44.5	
3-4 AM	202	0.0	1500	202	0	0.44	0	66.0	48.0	44.6	
4-5 AM	272	0.0	1500	272	0	0.45	0	65.9	47.8	44.4	
5-6 AM	402	0.0	1500	402	0	0.46	0	65.6	47.3	43.9	
6-7 AM	675	0.0	1500	675	0	0.49	0	65.1	46.3	42.8	
7-8 AM	921	0.0	1500	921	0	0.51	0	64.6	45.4	42.0	
8-9 AM	1189	0.0	1499	1189	0	0.62	0	64.1	42.5	38.9	
9-10 AM	1441	0.0	1499	1441	0	1.00	1	63.7	35.1	32.3	
10-11 AM	1785	0.0	1500	1785	0	5.24	134	63.0	14.0	30.8	
11AM-NOON	1930	0.0	1500	1678	252	16.36+	416	62.8	7.9	30.8	
NOON-1PM	1987	0.0	1499	1493	493	17.39+	442	62.7	7.6	30.8	
1-2 PM	1935	0.0	1499	1495	440	17.39+	442	62.8	7.6	30.8	
2-3 PM	1894	0.0	1499	1496	398	17.39+	442	62.8	7.6	30.8	
3-4 PM	1909	0.0	1499	1497	412	17.39+	442	62.8	7.6	30.8	
4-5 PM	1939	0.0	1499	1498	441	17.39+	442	62.8	7.6	30.8	
5-6 PM	1786	0.0	1499	1498	288	17.38+	441	63.0	7.7	30.8	
6-7 PM	1549	0.0	1499	1486	63	17.31+	439	63.5	7.7	30.8	
7-8 PM	1351	0.0	1499	1351	0	14.51+	365	63.8	8.3	30.8	
8-9 PM	1348	0.0	1500	1348	0	8.81	213	63.9	10.4	30.8	
9-10 PM	1210	0.0	1499	1210	0	1.42	37	64.1	30.1	36.6	
10-11 PM	931	0.0	1500	931	0	0.51	0	64.6	45.3	41.9	
11PM-MID	822	0.0	1500	822	0	0.50	0	64.8	45.7	42.3	

+ 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	0.0059
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0013
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,252
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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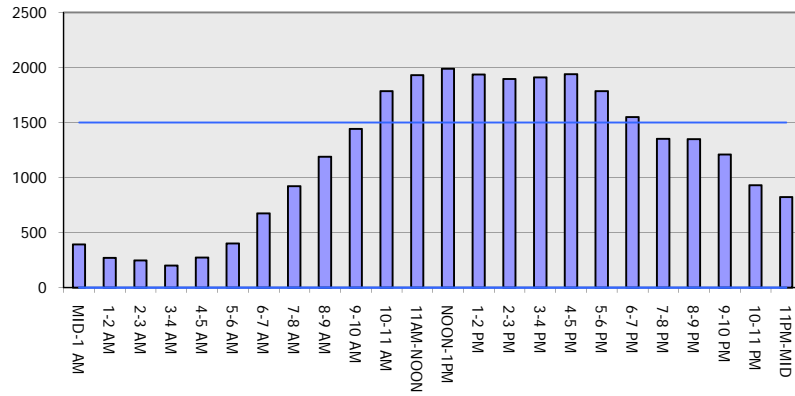
OCTOBER

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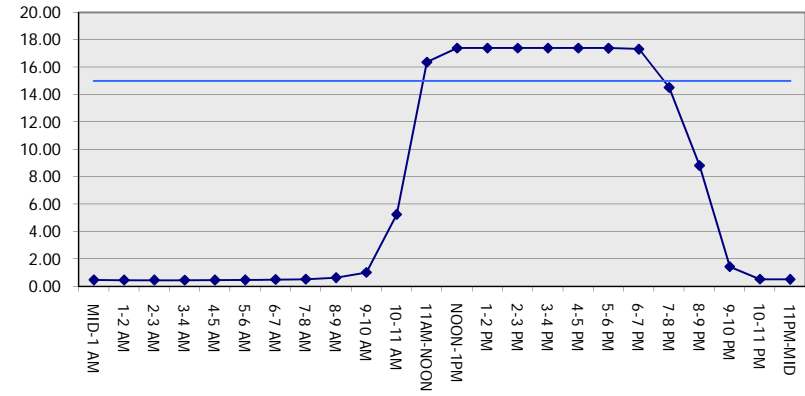
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

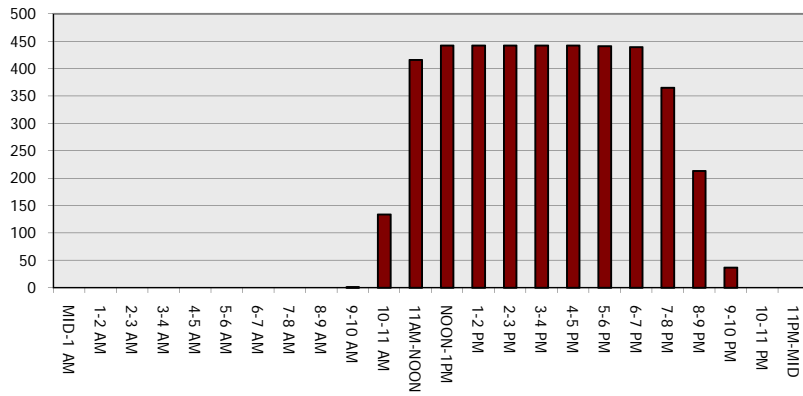
Main Route - Traffic Demand (Vehicles Per Hour)



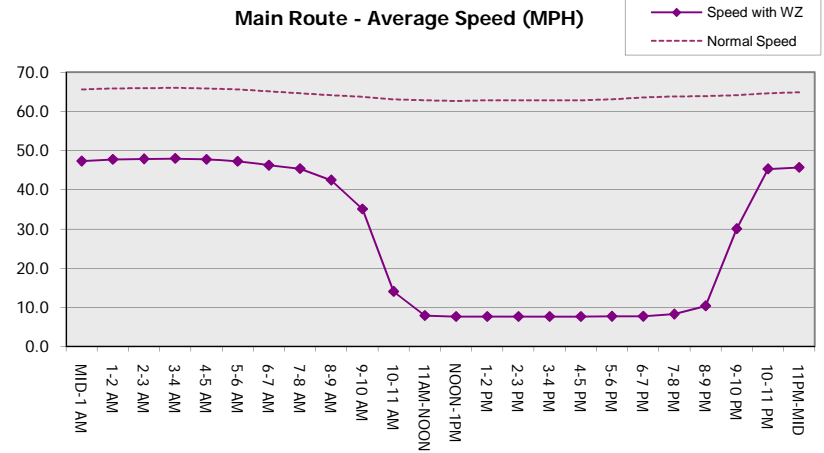
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	326	0.0	1500	326	0	0.45	0	65.8	47.6	44.2
1-2 AM	183	0.0	1500	183	0	0.44	0	66.1	48.1	44.8
2-3 AM	181	0.0	1500	181	0	0.44	0	66.1	48.1	44.8
3-4 AM	153	0.0	1500	153	0	0.44	0	66.1	48.2	44.9
4-5 AM	217	0.0	1500	217	0	0.44	0	66.0	47.9	44.6
5-6 AM	345	0.0	1500	345	0	0.46	0	65.8	47.4	44.1
6-7 AM	590	0.0	1500	590	0	0.48	0	65.3	46.6	43.2
7-8 AM	1000	0.0	1499	1000	0	0.52	0	64.5	45.1	41.7
8-9 AM	1474	0.0	1499	1474	0	1.20	8	63.7	32.2	32.1
9-10 AM	1753	0.0	1500	1753	0	5.87	146	63.1	13.0	30.8
10-11 AM	1930	0.0	1500	1686	244	16.21+	412	62.8	7.9	30.8
11AM-NOON	2143	0.0	1499	1493	650	17.41+	443	62.4	7.6	30.8
NOON-1PM	2125	0.0	1499	1494	630	17.41+	443	62.4	7.6	30.8
1-2 PM	1958	0.0	1499	1496	462	17.39+	442	62.7	7.6	30.8
2-3 PM	1897	0.0	1499	1497	401	17.39+	442	62.8	7.6	30.8
3-4 PM	1956	0.0	1499	1498	459	17.39+	442	62.7	7.6	30.8
4-5 PM	2085	0.0	1499	1498	587	17.40+	442	62.5	7.6	30.8
5-6 PM	2006	0.0	1499	1499	507	17.40+	442	62.7	7.6	30.8
6-7 PM	1900	0.0	1499	1499	401	17.39+	442	62.8	7.6	30.8
7-8 PM	1397	0.0	1499	1389	8	16.24+	411	63.8	7.9	30.8
8-9 PM	1135	0.0	1499	1135	0	5.03	166	64.3	15.3	34.8
9-10 PM	984	0.0	1500	984	0	0.52	0	64.5	45.1	41.7
10-11 PM	705	0.0	1500	705	0	0.49	0	65.1	46.1	42.7
11PM-MID	487	0.0	1500	487	0	0.47	0	65.5	46.9	43.5

+ 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	0.0060
MAIN ROUTE WITH WORKS	0.0035
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$98,999
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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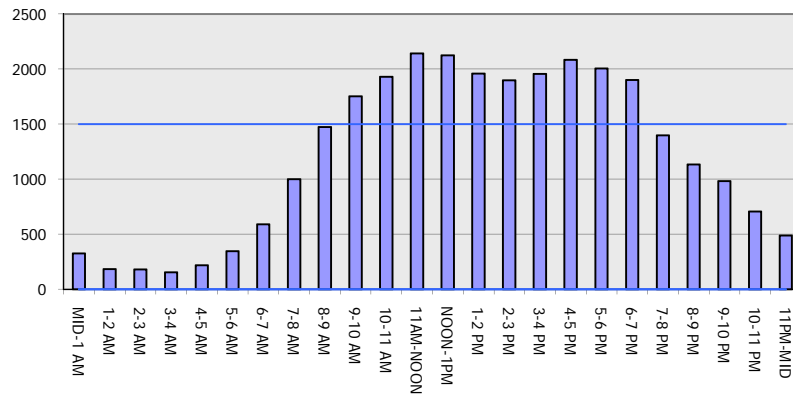
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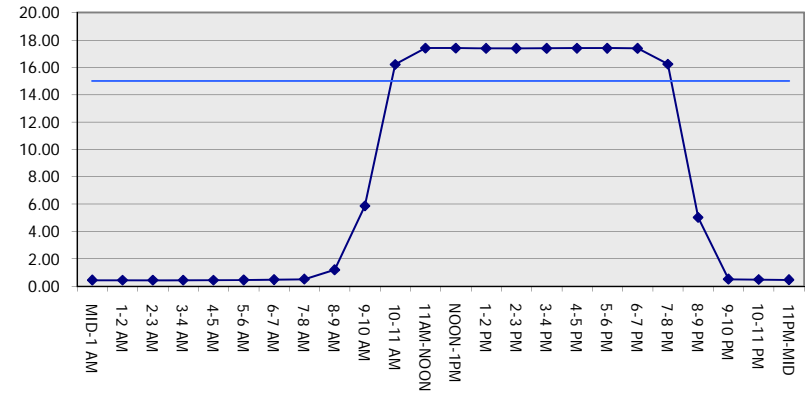
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SATURDAY NORTHBOUND DIRECTION

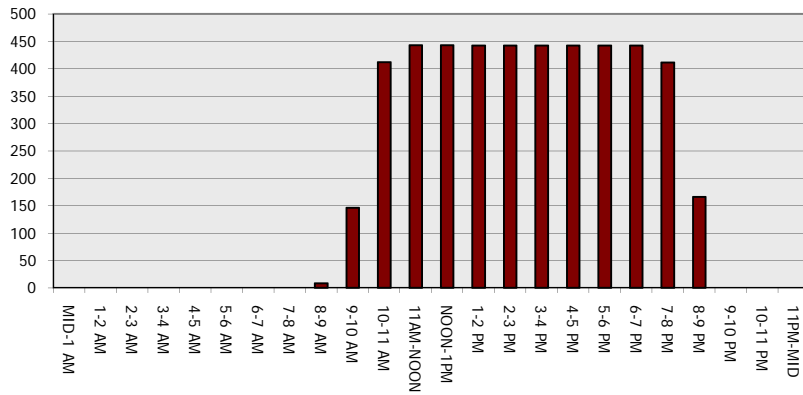
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

