

USH 41: CTH M TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	118	0.0	1500	118	0	0.43	0	66.1	54.3	45.0	
1-2 AM	92	0.0	1500	92	0	0.43	0	66.2	54.4	45.1	
2-3 AM	94	0.0	1500	94	0	0.43	0	66.2	54.4	45.1	
3-4 AM	84	0.0	1500	84	0	0.43	0	66.2	54.5	45.1	
4-5 AM	213	0.0	1500	213	0	0.44	0	66.0	54.0	44.6	
5-6 AM	418	0.0	1500	418	0	0.46	0	65.6	53.3	43.8	
6-7 AM	638	0.0	1500	638	0	0.48	0	65.2	52.6	43.0	
7-8 AM	1084	0.0	1499	1084	0	0.57	0	64.3	50.4	40.4	
8-9 AM	1446	0.0	1499	1446	0	1.04	3	63.7	42.4	32.3	
9-10 AM	1719	0.0	1500	1719	0	4.49	110	63.2	20.1	30.8	
10-11 AM	1835	0.0	1500	1672	164	14.55+	370	63.0	9.6	30.8	
11AM-NOON	1685	0.0	1500	1503	182	16.74+	424	63.2	9.0	30.8	
NOON-1PM	1555	0.0	1500	1519	36	16.64+	421	63.5	9.0	30.8	
1-2 PM	1390	0.0	1499	1390	0	14.72+	370	63.8	9.6	30.8	
2-3 PM	1547	0.0	1500	1547	0	13.54	338	63.5	9.9	30.8	
3-4 PM	1402	0.0	1499	1402	0	12.63	314	63.8	10.3	30.8	
4-5 PM	1507	0.0	1500	1507	0	10.92	266	63.6	11.1	30.8	
5-6 PM	1416	0.0	1499	1416	0	9.95	241	63.8	11.6	30.8	
6-7 PM	1080	0.0	1499	1080	0	1.59	49	64.4	36.2	38.6	
7-8 PM	874	0.0	1500	874	0	0.51	0	64.8	51.9	42.1	
8-9 PM	729	0.0	1500	729	0	0.49	0	65.0	52.3	42.7	
9-10 PM	545	0.0	1500	545	0	0.48	0	65.4	52.9	43.3	
10-11 PM	405	0.0	1500	405	0	0.46	0	65.6	53.3	43.8	
11PM-MID	226	0.0	1500	226	0	0.44	0	66.0	54.0	44.6	

+ 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

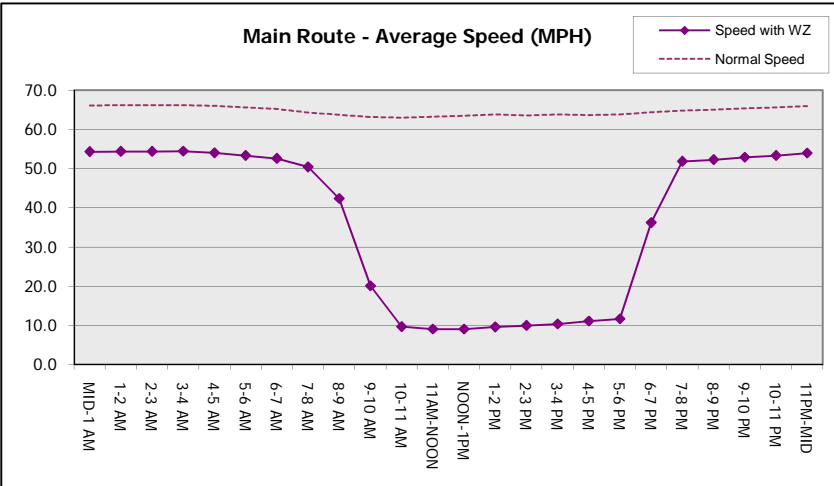
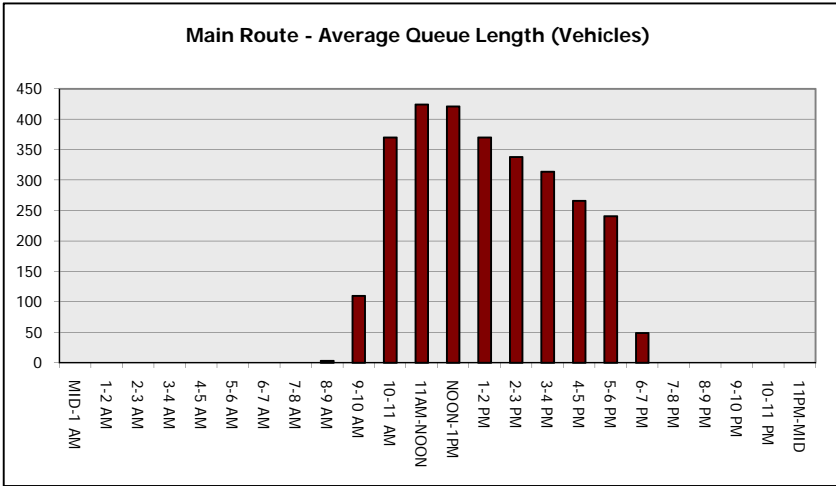
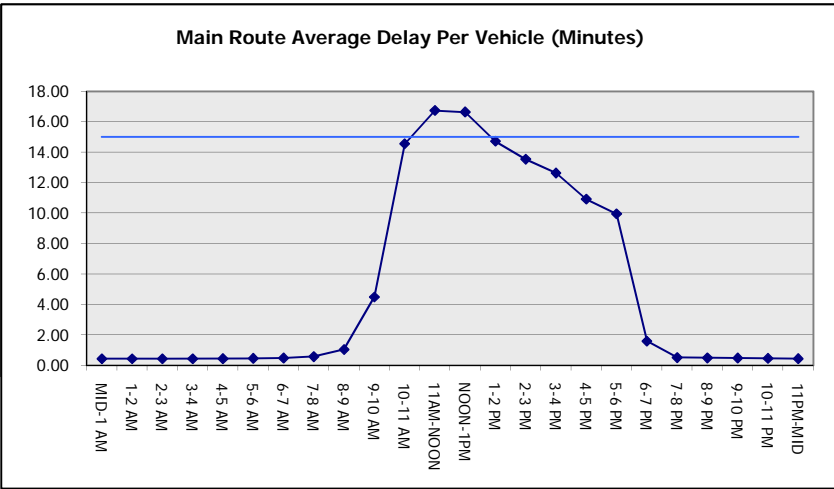
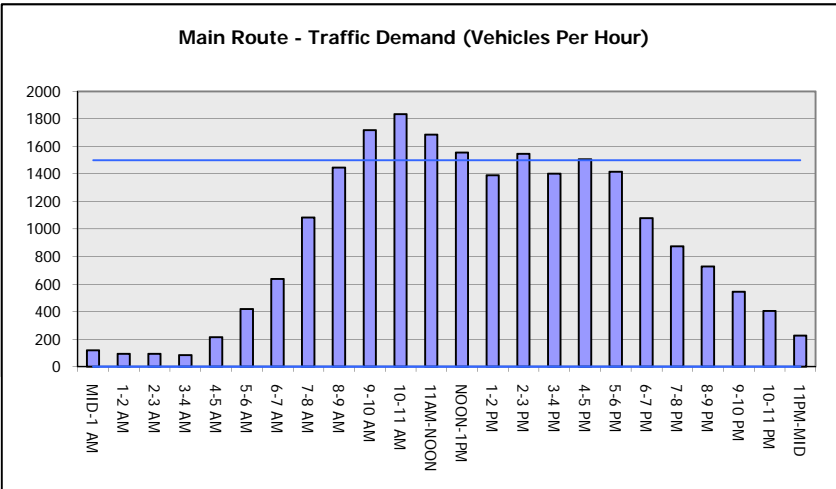
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0077
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,787
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

**USH 41: CTH M TO IH 43 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



USH 41: CTH M TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	324	0.0	1500	324	0	0.45	0	65.8	53.7	44.2
1-2 AM	218	0.0	1500	218	0	0.44	0	66.0	54.0	44.6
2-3 AM	148	0.0	1500	148	0	0.44	0	66.1	54.2	44.9
3-4 AM	133	0.0	1500	133	0	0.44	0	66.1	54.3	45.0
4-5 AM	171	0.0	1500	171	0	0.44	0	66.1	54.2	44.8
5-6 AM	291	0.0	1500	291	0	0.45	0	65.8	53.8	44.3
6-7 AM	557	0.0	1500	557	0	0.48	0	65.3	52.8	43.3
7-8 AM	825	0.0	1500	825	0	0.50	0	64.8	52.0	42.3
8-9 AM	1078	0.0	1500	1078	0	0.53	0	64.4	51.2	41.4
9-10 AM	1344	0.0	1500	1344	0	0.82	0	63.9	45.7	34.3
10-11 AM	1460	0.0	1499	1460	0	0.97	0	63.7	43.3	31.7
11AM-NOON	1666	0.0	1499	1666	0	3.31	73	63.3	24.5	30.8
NOON-1PM	1775	0.0	1500	1775	0	11.87+	302	63.1	10.7	30.8
1-2 PM	1678	0.0	1499	1498	181	16.74+	424	63.3	9.0	30.8
2-3 PM	1714	0.0	1499	1498	216	16.74+	424	63.2	9.0	30.8
3-4 PM	1759	0.0	1499	1498	261	16.74+	424	63.1	9.0	30.8
4-5 PM	1572	0.0	1499	1483	89	16.67+	422	63.5	9.0	30.8
5-6 PM	1284	0.0	1499	1284	0	12.58+	317	64.0	10.4	30.8
6-7 PM	1304	0.0	1500	1304	0	4.57	113	64.0	19.9	32.2
7-8 PM	934	0.0	1500	934	0	0.51	0	64.6	51.7	41.9
8-9 PM	903	0.0	1500	903	0	0.51	0	64.7	51.7	42.0
9-10 PM	744	0.0	1500	744	0	0.49	0	65.0	52.3	42.6
10-11 PM	578	0.0	1500	578	0	0.48	0	65.3	52.8	43.2
11PM-MID	421	0.0	1500	421	0	0.46	0	65.6	53.3	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	0.0080
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$47,043
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

**USH 41: CTH M TO IH 43 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

