

USH 41: CTH M TO IH 43 (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	145	0.0	1500	145	0	0.44	0	66.1	54.2	44.9	
1-2 AM	91	0.0	1500	91	0	0.43	0	66.2	54.4	45.1	
2-3 AM	134	0.0	1500	134	0	0.44	0	66.1	54.3	45.0	
3-4 AM	168	0.0	1500	168	0	0.44	0	66.1	54.2	44.8	
4-5 AM	501	0.0	1500	501	0	0.47	0	65.5	53.0	43.5	
5-6 AM	1325	0.0	1499	1325	0	0.92	5	63.9	44.2	36.1	
6-7 AM	2285	0.0	1500	1841	444	11.14+	306	62.1	11.3	30.9	
7-8 AM	2525	0.0	1500	1531	994	16.80+	429	60.6	8.9	30.8	
8-9 AM	1729	0.0	1500	1523	206	16.64+	421	63.2	9.0	30.8	
9-10 AM	1634	0.0	1500	1501	134	16.74+	424	63.3	9.0	30.8	
10-11 AM	1724	0.0	1500	1501	224	16.74+	424	63.2	9.0	30.8	
11AM-NOON	1787	0.0	1500	1501	287	16.74+	424	63.0	9.0	30.8	
NOON-1PM	1759	0.0	1500	1501	258	16.74+	424	63.1	9.0	30.8	
1-2 PM	1789	0.0	1500	1500	289	16.74+	424	63.0	9.0	30.8	
2-3 PM	1829	0.0	1500	1500	329	16.74+	424	63.0	9.0	30.8	
3-4 PM	1755	0.0	1500	1500	255	16.74+	424	63.1	9.0	30.8	
4-5 PM	1768	0.0	1500	1500	268	16.74+	424	63.1	9.0	30.8	
5-6 PM	1752	0.0	1500	1500	251	16.74+	424	63.1	9.0	30.8	
6-7 PM	1365	0.0	1499	1365	0	15.10+	381	63.8	9.4	30.8	
7-8 PM	912	0.0	1499	912	0	1.89	81	64.7	33.7	40.1	
8-9 PM	728	0.0	1500	728	0	0.49	0	65.0	52.3	42.7	
9-10 PM	562	0.0	1500	562	0	0.48	0	65.3	52.8	43.3	
10-11 PM	422	0.0	1500	422	0	0.46	0	65.6	53.3	43.8	
11PM-MID	241	0.0	1500	241	0	0.45	0	66.0	53.9	44.5	

+ 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

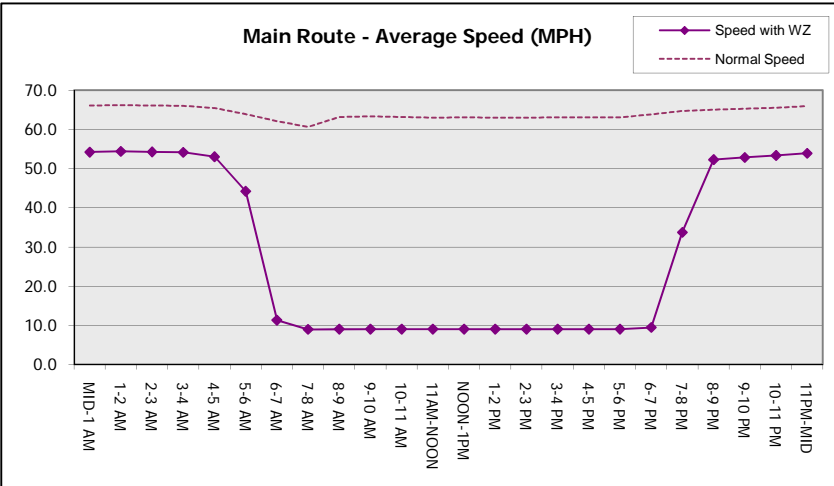
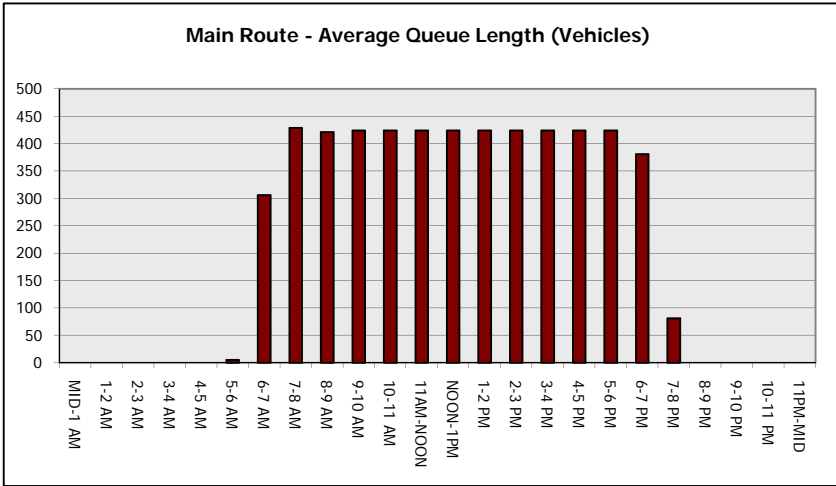
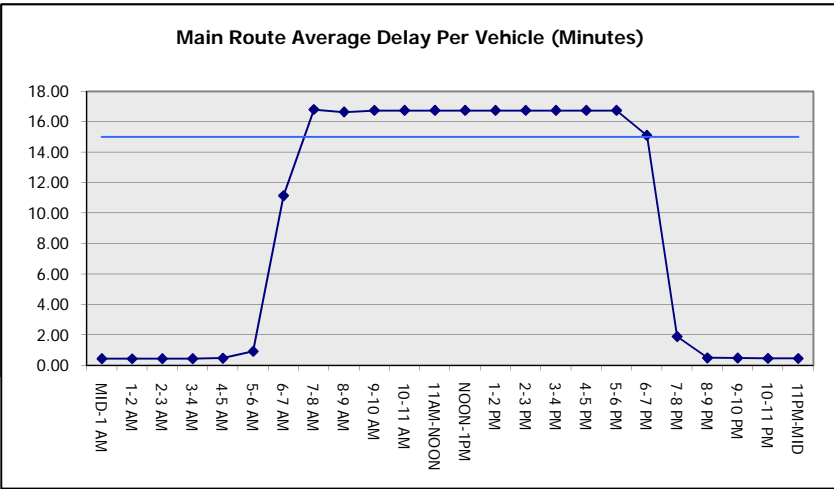
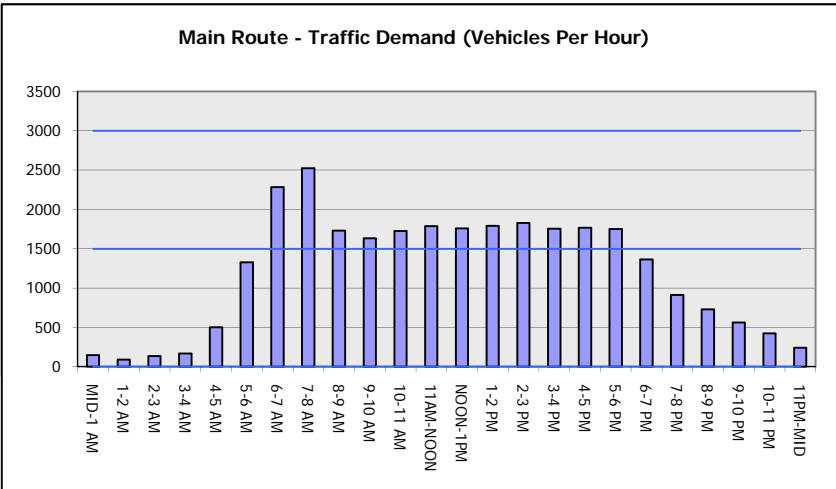
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0101
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0032
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,307
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



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

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	267	0.0	1500	267	0	0.45	0	65.9	53.8	44.4
1-2 AM	191	0.0	1500	191	0	0.44	0	66.0	54.1	44.7
2-3 AM	164	0.0	1500	164	0	0.44	0	66.1	54.2	44.8
3-4 AM	160	0.0	1500	160	0	0.44	0	66.1	54.2	44.8
4-5 AM	188	0.0	1500	188	0	0.44	0	66.0	54.1	44.7
5-6 AM	446	0.0	1500	446	0	0.47	0	65.6	53.2	43.7
6-7 AM	862	0.0	1500	862	0	0.51	0	64.8	51.9	42.2
7-8 AM	1015	0.0	1500	1015	0	0.52	0	64.5	51.4	41.6
8-9 AM	1172	0.0	1500	1172	0	0.60	0	64.2	49.7	39.4
9-10 AM	1405	0.0	1499	1405	0	0.90	0	63.8	44.5	32.9
10-11 AM	1674	0.0	1499	1674	0	3.24	72	63.3	24.8	30.8
11AM-NOON	1872	0.0	1500	1747	125	12.83+	329	62.9	10.3	30.8
NOON-1PM	2101	0.0	1499	1501	601	16.74+	425	62.5	9.0	30.8
1-2 PM	2458	0.0	1499	1501	957	16.72+	426	61.3	8.9	30.8
2-3 PM	2750	0.0	1500	1507	1243	16.72+	430	58.3	8.9	30.8
3-4 PM	3346	0.0	1499	1501	1845	16.78+	441	52.2	8.8	30.8
4-5 PM	3876	0.0	1500	1500	2376	16.39+	441	46.8	8.8	30.8
5-6 PM	3622	0.0	1500	1500	2122	16.59+	441	49.4	8.8	30.8
6-7 PM	2800	0.0	1500	1501	1299	16.76+	432	57.8	8.9	30.8
7-8 PM	2011	0.0	1500	1499	512	16.74+	425	62.7	9.0	30.8
8-9 PM	1598	0.0	1499	1486	112	16.69+	422	63.4	9.0	30.8
9-10 PM	1261	0.0	1499	1261	0	12.53+	318	64.0	10.4	31.1
10-11 PM	947	0.0	1500	947	0	1.17	33	64.6	41.1	41.1
11PM-MID	627	0.0	1500	627	0	0.48	0	65.2	52.7	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	0.0129
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0091

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$103,920
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

