

USH 41: CTH M TO IH 43 (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	91	0.0	1500	91	0	0.43	0	66.2	54.4	45.1	
1-2 AM	65	0.0	1500	65	0	0.43	0	66.3	54.5	45.2	
2-3 AM	128	0.0	1500	128	0	0.43	0	66.1	54.3	45.0	
3-4 AM	143	0.0	1500	143	0	0.44	0	66.1	54.3	44.9	
4-5 AM	502	0.0	1500	502	0	0.47	0	65.5	53.0	43.5	
5-6 AM	1400	0.0	1499	1400	0	1.25	19	63.8	39.7	35.5	
6-7 AM	2542	0.0	1500	1894	648	13.63+	362	60.5	10.1	30.8	
7-8 AM	2966	0.0	1499	1470	1497	16.83+	436	56.1	8.9	30.8	
8-9 AM	1861	0.0	1500	1498	364	16.74+	424	62.9	9.0	30.8	
9-10 AM	1611	0.0	1499	1490	122	16.71+	423	63.4	9.0	30.8	
10-11 AM	1631	0.0	1499	1499	132	16.74+	424	63.3	9.0	30.8	
11AM-NOON	1420	0.0	1499	1420	0	15.57+	392	63.7	9.3	30.8	
NOON-1PM	1462	0.0	1500	1462	0	13.03	323	63.7	10.1	30.8	
1-2 PM	1565	0.0	1500	1565	0	13.52	337	63.5	9.9	30.8	
2-3 PM	1602	0.0	1500	1546	56	16.23+	410	63.4	9.1	30.8	
3-4 PM	1655	0.0	1500	1501	155	16.74+	424	63.3	9.0	30.8	
4-5 PM	1963	0.0	1500	1501	462	16.74+	424	62.7	9.0	30.8	
5-6 PM	1883	0.0	1500	1500	383	16.74+	424	62.8	9.0	30.8	
6-7 PM	1324	0.0	1499	1324	0	14.13+	356	63.9	9.7	30.8	
7-8 PM	1144	0.0	1499	1144	0	2.73	99	64.3	27.7	36.5	
8-9 PM	762	0.0	1500	762	0	0.50	0	65.0	52.2	42.5	
9-10 PM	607	0.0	1500	607	0	0.48	0	65.3	52.7	43.1	
10-11 PM	385	0.0	1500	385	0	0.46	0	65.6	53.4	44.0	
11PM-MID	213	0.0	1500	213	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	0.0101
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0031
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$84,375
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

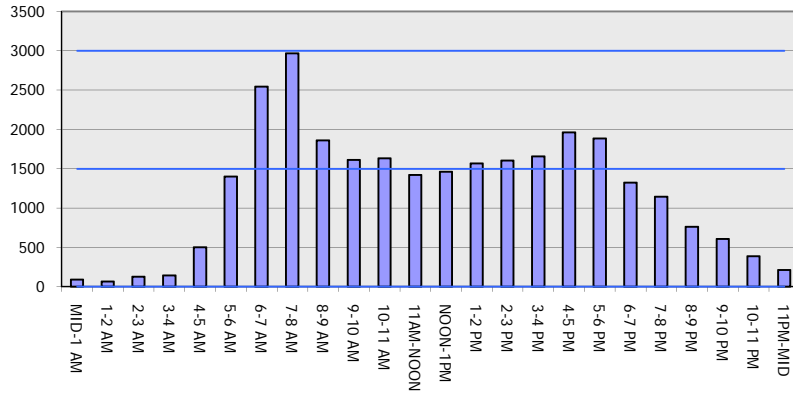
OCTOBER

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Construction Season

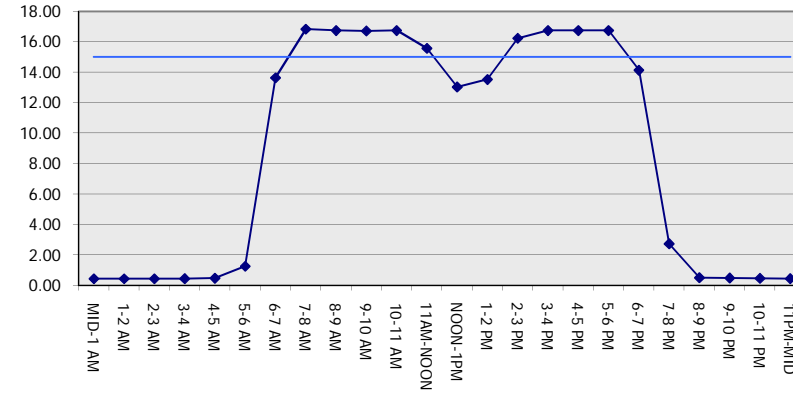
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

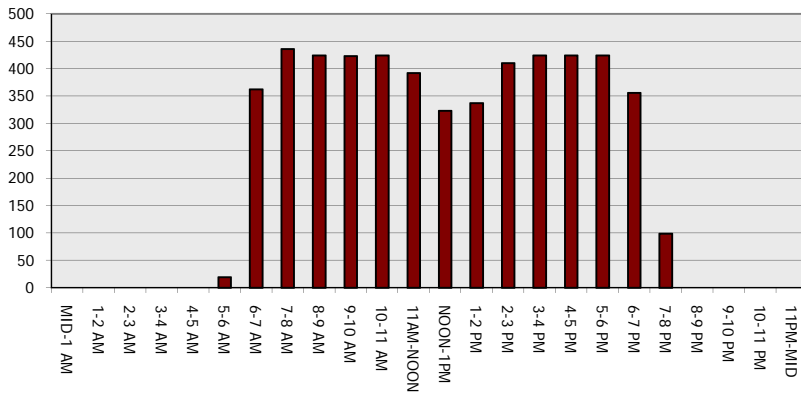
Main Route - Traffic Demand (Vehicles Per Hour)



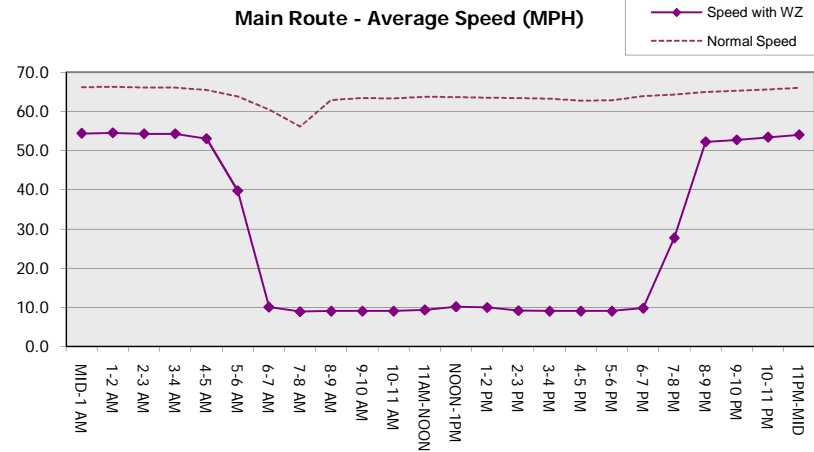
Main Route Average Delay Per Vehicle (Minutes)



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	197	0.0	1500	197	0	0.44	0	66.0	54.1	44.7	
1-2 AM	177	0.0	1500	177	0	0.44	0	66.1	54.2	44.8	
2-3 AM	154	0.0	1500	154	0	0.44	0	66.1	54.2	44.9	
3-4 AM	139	0.0	1500	139	0	0.44	0	66.1	54.3	44.9	
4-5 AM	188	0.0	1500	188	0	0.44	0	66.0	54.1	44.7	
5-6 AM	456	0.0	1500	456	0	0.47	0	65.5	53.2	43.7	
6-7 AM	868	0.0	1500	868	0	0.51	0	64.8	51.9	42.2	
7-8 AM	1040	0.0	1500	1040	0	0.52	0	64.5	51.4	41.5	
8-9 AM	1075	0.0	1500	1075	0	0.53	0	64.4	51.2	41.4	
9-10 AM	1190	0.0	1500	1190	0	0.62	0	64.1	49.2	38.8	
10-11 AM	1449	0.0	1499	1449	0	0.96	0	63.7	43.5	31.9	
11AM-NOON	1552	0.0	1499	1552	0	1.54	15	63.5	36.5	30.8	
NOON-1PM	1780	0.0	1500	1780	0	6.62	171	63.1	15.6	30.8	
1-2 PM	2210	0.0	1499	1558	652	16.52+	419	62.3	9.0	30.8	
2-3 PM	2624	0.0	1500	1526	1098	16.75+	429	59.6	8.9	30.8	
3-4 PM	3322	0.0	1500	1509	1814	16.76+	440	52.5	8.8	30.8	
4-5 PM	3896	0.0	1500	1500	2396	16.38+	441	46.6	8.8	30.8	
5-6 PM	3925	0.0	1500	1500	2425	16.35+	441	46.3	8.8	30.8	
6-7 PM	2804	0.0	1500	1508	1296	16.77+	432	57.8	8.9	30.8	
7-8 PM	1906	0.0	1500	1499	408	16.74+	424	62.8	9.0	30.8	
8-9 PM	1457	0.0	1499	1431	26	16.13+	407	63.7	9.1	30.8	
9-10 PM	1266	0.0	1499	1266	0	10.37	262	64.0	11.6	31.4	
10-11 PM	902	0.0	1500	902	0	0.84	16	64.7	45.8	41.9	
11PM-MID	566	0.0	1500	566	0	0.48	0	65.3	52.8	43.3	

+ 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	0.0123
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0082

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$89,742
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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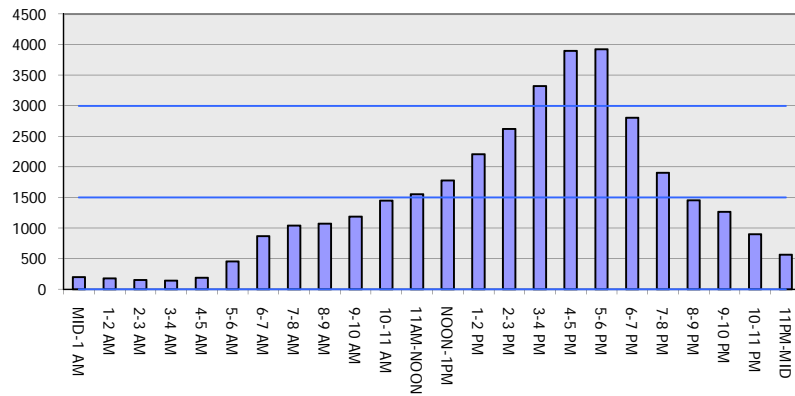
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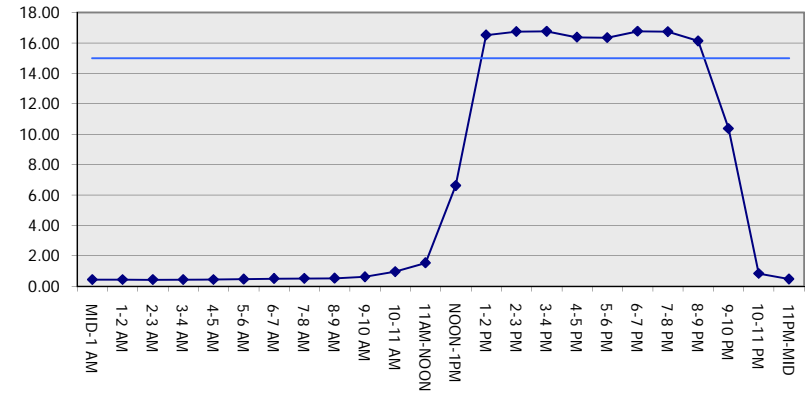
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

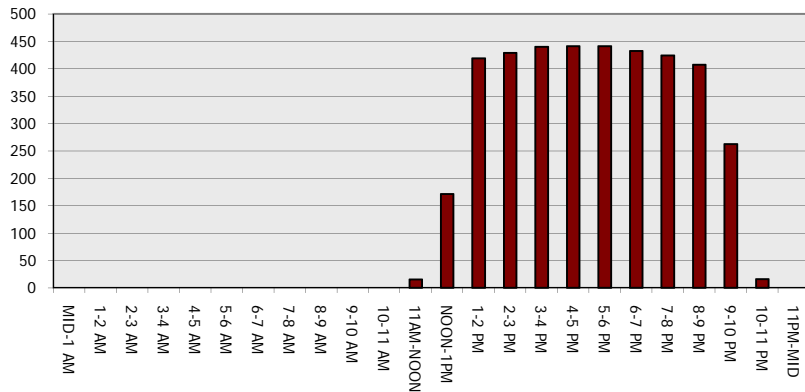
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

