

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

MON-THUR 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	72	0.0	1500	72	0	0.43	0	66.3	54.5	45.2	
1-2 AM	63	0.0	1500	63	0	0.43	0	66.3	54.5	45.3	
2-3 AM	110	0.0	1500	110	0	0.43	0	66.2	54.3	45.0	
3-4 AM	164	0.0	1500	164	0	0.44	0	66.1	54.2	44.8	
4-5 AM	537	0.0	1500	537	0	0.47	0	65.4	52.9	43.3	
5-6 AM	1573	0.0	1499	1573	0	1.82	42	63.5	33.8	33.1	
6-7 AM	2692	0.0	1500	1820	872	15.57+	406	58.9	9.3	31.5	
7-8 AM	3095	0.0	1499	1458	1638	16.81+	437	54.8	8.9	30.8	
8-9 AM	1931	0.0	1500	1496	434	16.74+	424	62.8	9.0	30.8	
9-10 AM	1481	0.0	1499	1425	55	16.01+	404	63.7	9.2	30.8	
10-11 AM	1410	0.0	1500	1410	0	13.24	330	63.8	10.1	30.8	
11AM-NOON	1335	0.0	1499	1335	0	8.29	202	63.9	13.1	30.8	
NOON-1PM	1299	0.0	1499	1299	0	1.64	32	64.0	35.6	34.2	
1-2 PM	1393	0.0	1500	1393	0	0.89	0	63.8	44.6	33.2	
2-3 PM	1417	0.0	1500	1417	0	0.92	0	63.7	44.2	32.6	
3-4 PM	1444	0.0	1499	1444	0	0.95	0	63.7	43.7	32.0	
4-5 PM	1583	0.0	1499	1583	0	2.48	42	63.5	28.9	30.8	
5-6 PM	1405	0.0	1499	1405	0	2.75	55	63.8	27.4	32.0	
6-7 PM	977	0.0	1500	977	0	0.52	0	64.6	51.5	41.7	
7-8 PM	594	0.0	1500	594	0	0.48	0	65.3	52.7	43.2	
8-9 PM	413	0.0	1500	413	0	0.46	0	65.6	53.3	43.8	
9-10 PM	380	0.0	1500	380	0	0.46	0	65.7	53.5	44.0	
10-11 PM	319	0.0	1500	319	0	0.45	0	65.8	53.7	44.2	
11PM-MID	142	0.0	1500	142	0	0.44	0	66.1	54.3	44.9	

+ 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	0.0090
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0024
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,250
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

OCTOBER

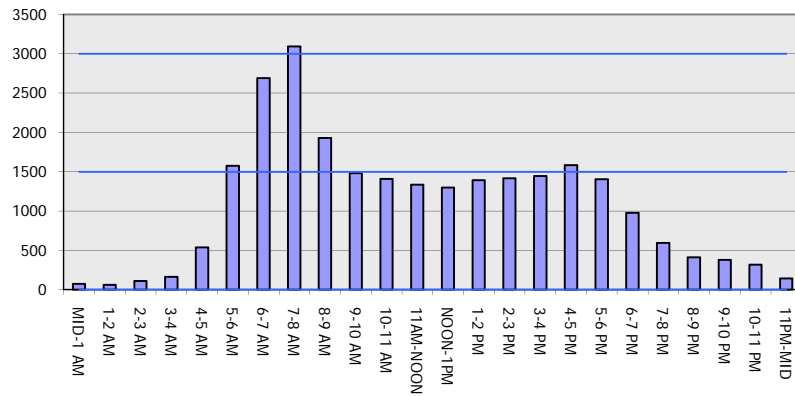
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

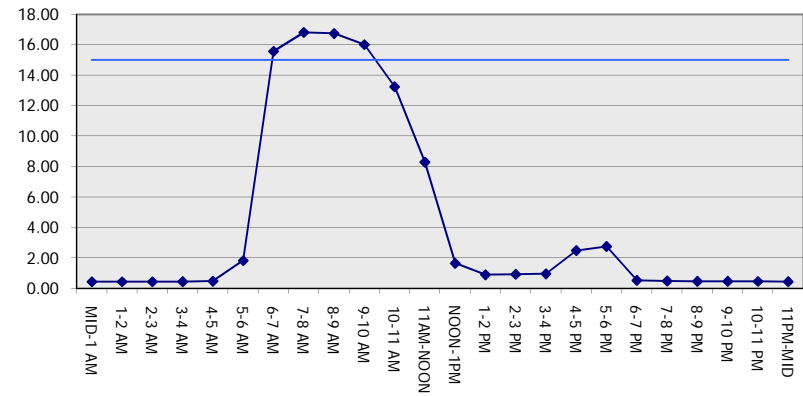
MON-THUR

SOUTHBOUND DIRECTION

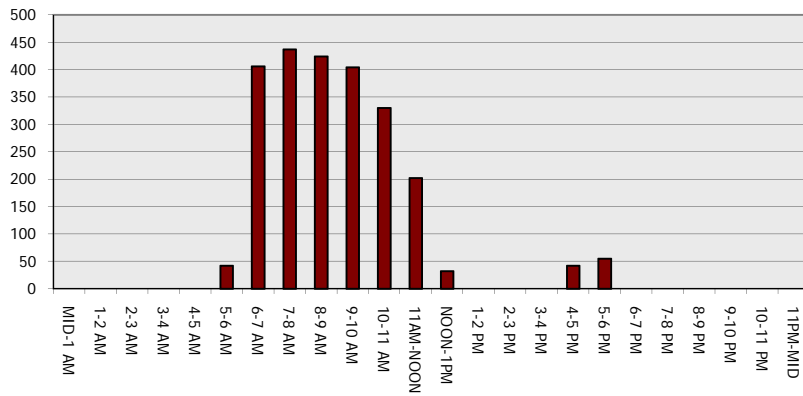
Main Route - Traffic Demand (Vehicles Per Hour)



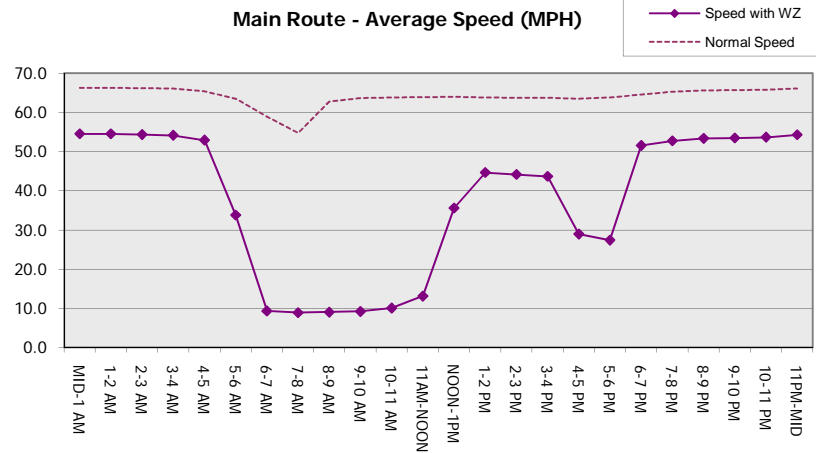
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	151	0.0	1500	151	0	0.44	0	66.1	54.2	44.9
1-2 AM	105	0.0	1500	105	0	0.43	0	66.2	54.4	45.1
2-3 AM	111	0.0	1500	111	0	0.43	0	66.2	54.3	45.0
3-4 AM	141	0.0	1500	141	0	0.44	0	66.1	54.3	44.9
4-5 AM	200	0.0	1500	200	0	0.44	0	66.0	54.1	44.7
5-6 AM	412	0.0	1500	412	0	0.46	0	65.6	53.3	43.8
6-7 AM	823	0.0	1500	823	0	0.50	0	64.8	52.0	42.3
7-8 AM	955	0.0	1500	955	0	0.51	0	64.6	51.6	41.9
8-9 AM	920	0.0	1500	920	0	0.51	0	64.6	51.7	42.0
9-10 AM	924	0.0	1500	924	0	0.51	0	64.6	51.7	41.9
10-11 AM	1008	0.0	1500	1008	0	0.52	0	64.5	51.4	41.7
11AM-NOON	1114	0.0	1500	1114	0	0.53	0	64.3	51.1	41.3
NOON-1PM	1192	0.0	1500	1192	0	0.63	0	64.1	49.2	38.7
1-2 PM	1389	0.0	1499	1389	0	0.88	0	63.8	44.8	33.3
2-3 PM	1662	0.0	1499	1662	0	2.40	49	63.3	29.4	30.8
3-4 PM	2383	0.0	1500	1834	548	15.03+	388	62.0	9.5	30.8
4-5 PM	2917	0.0	1499	1451	1467	16.88+	437	56.6	8.9	30.8
5-6 PM	2842	0.0	1499	1487	1355	16.78+	433	57.4	8.9	30.8
6-7 PM	1787	0.0	1500	1499	289	16.74+	424	63.0	9.0	30.8
7-8 PM	1174	0.0	1499	1174	0	11.13+	294	64.2	11.3	32.6
8-9 PM	985	0.0	1500	985	0	0.78	11	64.5	46.7	41.6
9-10 PM	813	0.0	1500	813	0	0.50	0	64.9	52.0	42.4
10-11 PM	487	0.0	1500	487	0	0.47	0	65.5	53.1	43.5
11PM-MID	317	0.0	1500	317	0	0.45	0	65.8	53.7	44.2

+ 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	0.0060
'DIVERSION'	0.0030

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,795
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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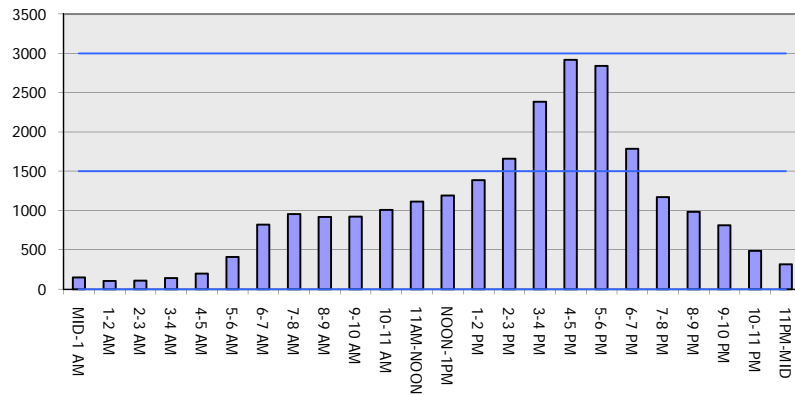
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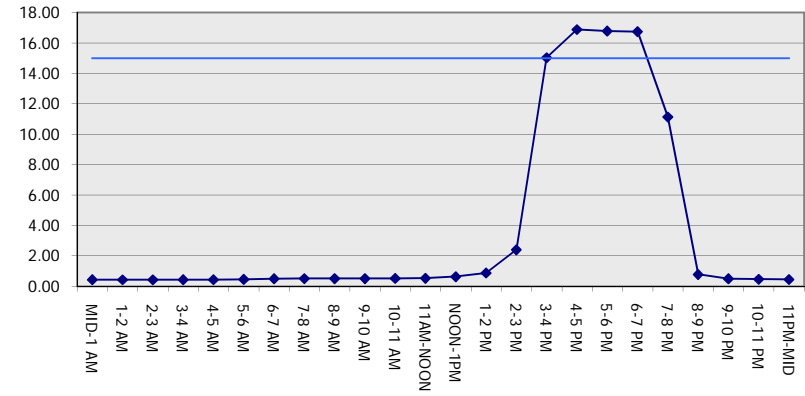
MON-THUR

NORTHBOUND DIRECTION

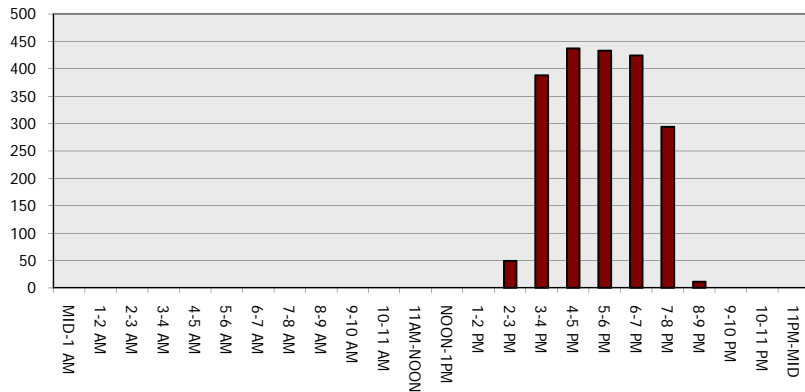
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

