

USH 41: CTH B TO CTH M (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	121	0.0	1500	121	0	0.43	0	66.1	57.3	45.0	
1-2 AM	76	0.0	1500	76	0	0.43	0	66.3	57.4	45.2	
2-3 AM	111	0.0	1500	111	0	0.43	0	66.2	57.3	45.0	
3-4 AM	140	0.0	1500	140	0	0.44	0	66.1	57.3	44.9	
4-5 AM	416	0.0	1500	416	0	0.46	0	65.6	56.4	43.8	
5-6 AM	1098	0.0	1499	1098	0	0.62	0	64.3	52.9	39.0	
6-7 AM	1894	0.0	1499	1894	0	5.76	165	62.8	21.3	30.8	
7-8 AM	2093	0.0	1499	1501	592	16.09+	407	62.5	10.4	30.8	
8-9 AM	1433	0.0	1500	1433	0	15.24+	384	63.7	10.7	30.8	
9-10 AM	1355	0.0	1500	1355	0	10.31	254	63.8	14.0	30.8	
10-11 AM	1430	0.0	1500	1430	0	6.27	142	63.7	20.2	30.8	
11AM-NOON	1481	0.0	1500	1481	0	4.77	101	63.7	24.2	30.8	
NOON-1PM	1458	0.0	1499	1458	0	3.67	71	63.7	28.3	30.8	
1-2 PM	1483	0.0	1500	1483	0	2.54	40	63.7	34.0	30.8	
2-3 PM	1516	0.0	1500	1516	0	2.63	43	63.6	33.5	30.8	
3-4 PM	1454	0.0	1499	1454	0	2.06	29	63.7	37.4	31.0	
4-5 PM	1466	0.0	1500	1466	0	0.99	0	63.7	47.5	31.5	
5-6 PM	1451	0.0	1500	1451	0	0.96	0	63.7	47.9	31.8	
6-7 PM	1131	0.0	1500	1131	0	0.55	0	64.3	54.0	40.8	
7-8 PM	757	0.0	1500	757	0	0.50	0	65.0	55.4	42.5	
8-9 PM	603	0.0	1500	603	0	0.48	0	65.3	55.8	43.1	
9-10 PM	465	0.0	1500	465	0	0.47	0	65.5	56.3	43.7	
10-11 PM	350	0.0	1500	350	0	0.46	0	65.8	56.6	44.1	
11PM-MID	200	0.0	1500	200	0	0.44	0	66.0	57.1	44.7	

+ 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	0.0118
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0007
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,711
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

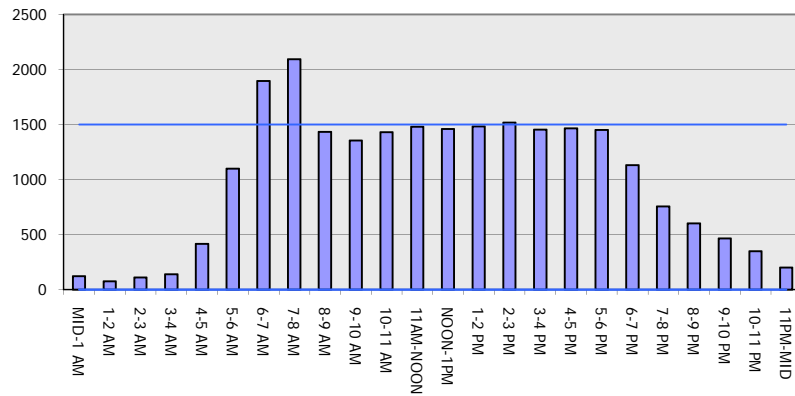
AUGUST

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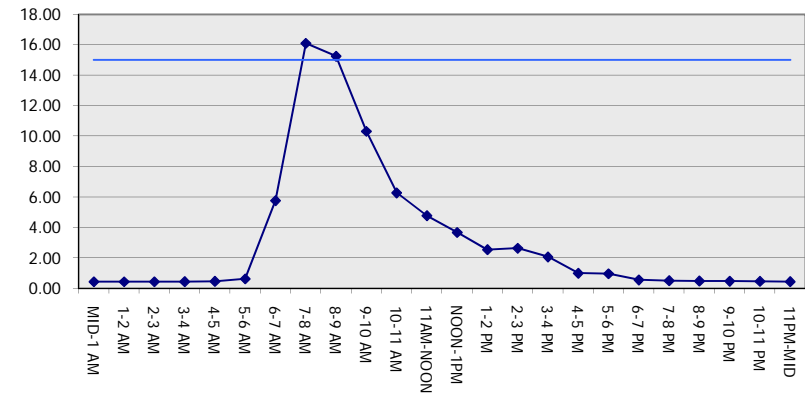
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

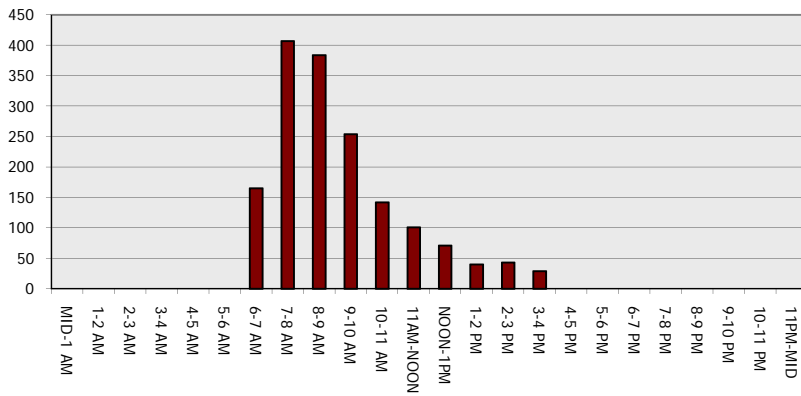
Main Route - Traffic Demand (Vehicles Per Hour)



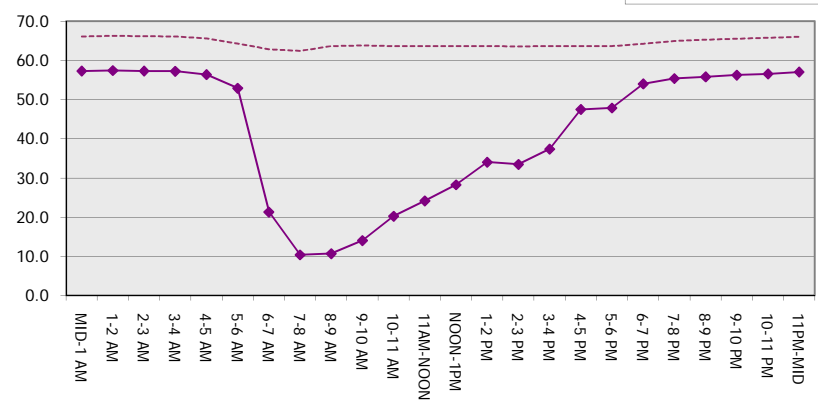
Main Route Average Delay Per Vehicle (Minutes)



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	221	0.0	1500	221	0	0.44	0	66.0	57.0	44.6
1-2 AM	160	0.0	1500	160	0	0.44	0	66.1	57.2	44.8
2-3 AM	136	0.0	1500	136	0	0.44	0	66.1	57.3	45.0
3-4 AM	133	0.0	1500	133	0	0.44	0	66.1	57.3	45.0
4-5 AM	156	0.0	1500	156	0	0.44	0	66.1	57.2	44.8
5-6 AM	370	0.0	1500	370	0	0.46	0	65.7	56.5	44.0
6-7 AM	715	0.0	1500	715	0	0.49	0	65.1	55.5	42.7
7-8 AM	842	0.0	1500	842	0	0.50	0	64.8	55.1	42.2
8-9 AM	972	0.0	1500	972	0	0.52	0	64.6	54.8	41.8
9-10 AM	1164	0.0	1500	1164	0	0.59	0	64.2	53.3	39.6
10-11 AM	1387	0.0	1499	1387	0	0.88	0	63.8	49.1	33.3
11AM-NOON	1552	0.0	1499	1552	0	1.53	15	63.5	41.7	30.8
NOON-1PM	1742	0.0	1500	1742	0	6.29	157	63.2	20.1	30.8
1-2 PM	2037	0.0	1499	1635	402	15.56+	394	62.6	10.6	30.8
2-3 PM	2279	0.0	1499	1499	780	16.08+	408	62.2	10.4	30.8
3-4 PM	2773	0.0	1499	1493	1280	15.92+	409	58.1	10.3	30.8
4-5 PM	3211	0.0	1499	1499	1712	15.74+	412	53.6	10.3	30.8
5-6 PM	3001	0.0	1499	1496	1505	15.84+	411	55.8	10.3	30.8
6-7 PM	2320	0.0	1500	1500	820	16.07+	408	62.0	10.4	30.8
7-8 PM	1667	0.0	1500	1492	175	16.09+	406	63.3	10.4	30.8
8-9 PM	1324	0.0	1499	1324	0	13.44+	339	63.9	11.6	30.8
9-10 PM	1045	0.0	1499	1045	0	2.04	68	64.5	37.8	38.6
10-11 PM	785	0.0	1500	785	0	0.50	0	64.9	55.3	42.4
11PM-MID	520	0.0	1500	520	0	0.47	0	65.4	56.1	43.4

+ 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	0.0151
MAIN ROUTE WITH WORKS	0.0102
'DIVERSION'	0.0076

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,572
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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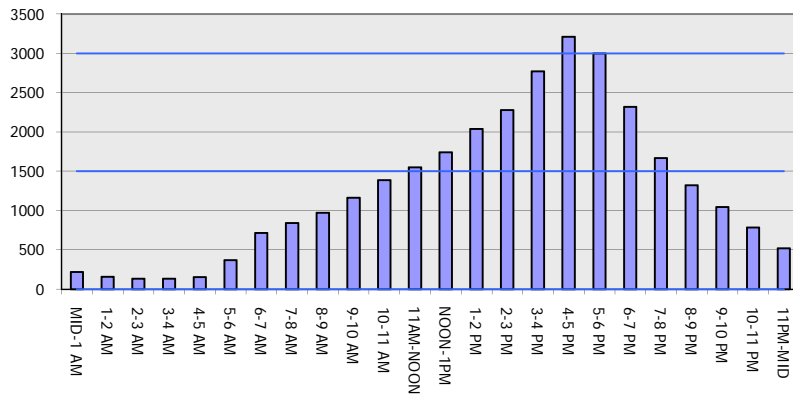
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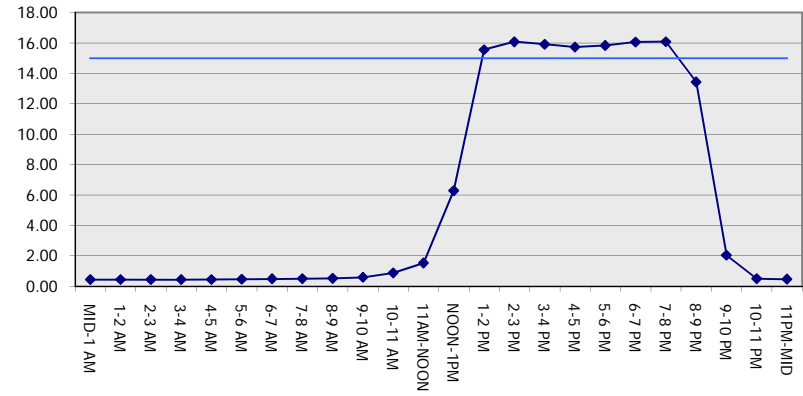
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FRIDAY NORTHBOUND DIRECTION

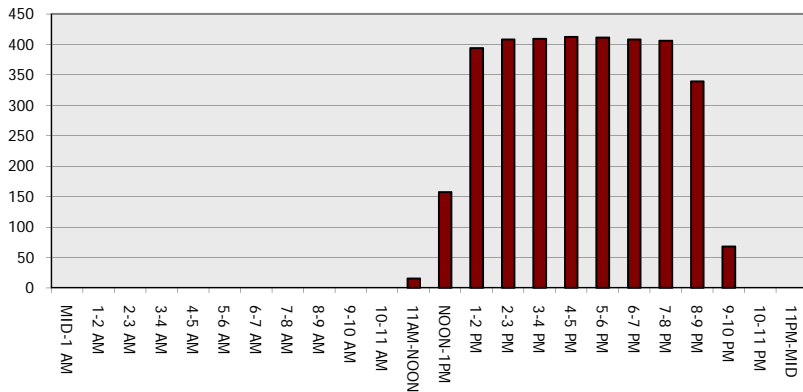
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

