

USH 41: CTH B TO CTH M (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	75	0.0	1500	75	0	0.43	0	66.3	57.4	45.2
1-2 AM	54	0.0	1500	54	0	0.43	0	66.3	57.5	45.3
2-3 AM	106	0.0	1500	106	0	0.43	0	66.2	57.4	45.1
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	57.3	45.0
4-5 AM	416	0.0	1500	416	0	0.46	0	65.6	56.4	43.8
5-6 AM	1160	0.0	1499	1160	0	0.68	0	64.2	52.0	37.8
6-7 AM	2106	0.0	1499	1980	126	8.11+	240	62.5	17.1	30.8
7-8 AM	2458	0.0	1500	1489	969	16.09+	409	61.3	10.3	30.8
8-9 AM	1543	0.0	1499	1365	178	14.87+	374	63.5	10.8	30.8
9-10 AM	1335	0.0	1499	1335	0	10.33	256	63.9	14.0	30.8
10-11 AM	1351	0.0	1500	1351	0	4.34	98	63.8	25.6	31.6
11AM-NOON	1177	0.0	1500	1177	0	0.63	0	64.2	52.8	39.2
NOON-1PM	1212	0.0	1500	1212	0	0.65	0	64.1	52.4	38.1
1-2 PM	1297	0.0	1500	1297	0	0.76	0	64.0	50.7	35.6
2-3 PM	1328	0.0	1500	1328	0	0.80	0	63.9	50.1	34.8
3-4 PM	1372	0.0	1499	1372	0	0.86	0	63.8	49.3	33.7
4-5 PM	1626	0.0	1499	1626	0	2.91	57	63.3	31.8	30.8
5-6 PM	1560	0.0	1499	1560	0	7.40	173	63.5	18.0	30.8
6-7 PM	1097	0.0	1499	1097	0	1.81	53	64.3	39.6	38.1
7-8 PM	948	0.0	1500	948	0	0.51	0	64.6	54.8	41.9
8-9 PM	631	0.0	1500	631	0	0.48	0	65.2	55.8	43.0
9-10 PM	503	0.0	1500	503	0	0.47	0	65.5	56.1	43.5
10-11 PM	319	0.0	1500	319	0	0.45	0	65.8	56.7	44.2
11PM-MID	177	0.0	1500	177	0	0.44	0	66.1	57.1	44.8

+ 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	0.0118
MAIN ROUTE WITH WORKS	0.0097
'DIVERSION'	0.0015
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,019
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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

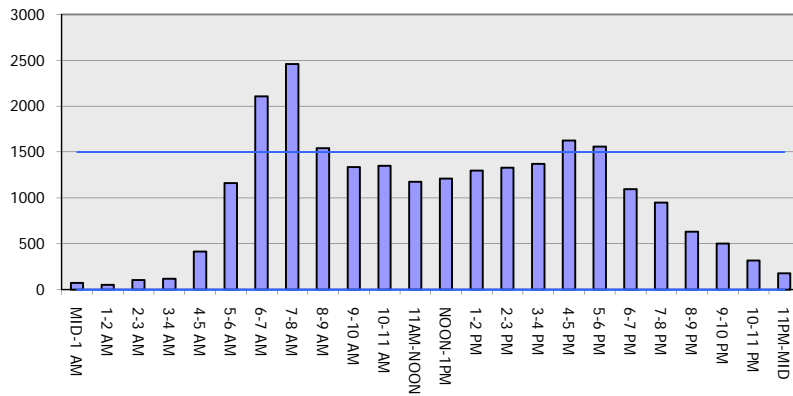
OCTOBER

Analyzed for 2009
Construction Season

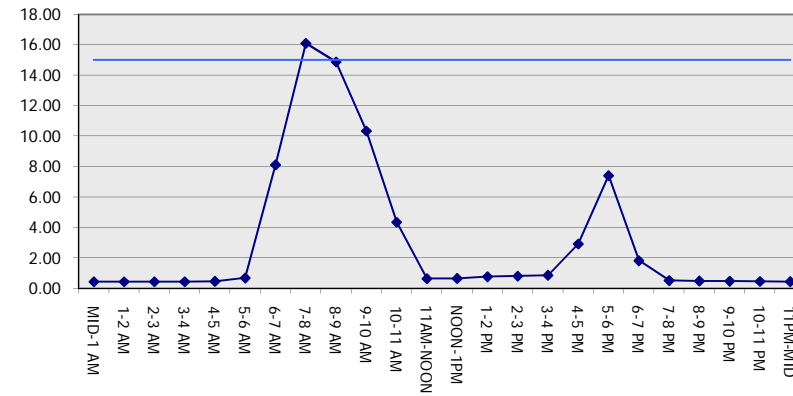
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

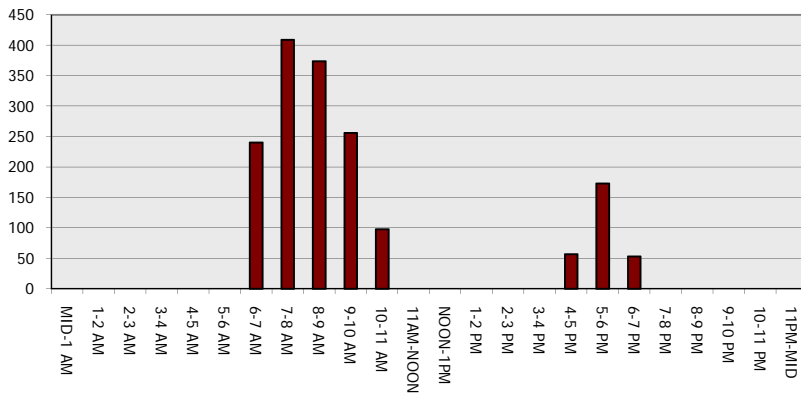
Main Route - Traffic Demand (Vehicles Per Hour)



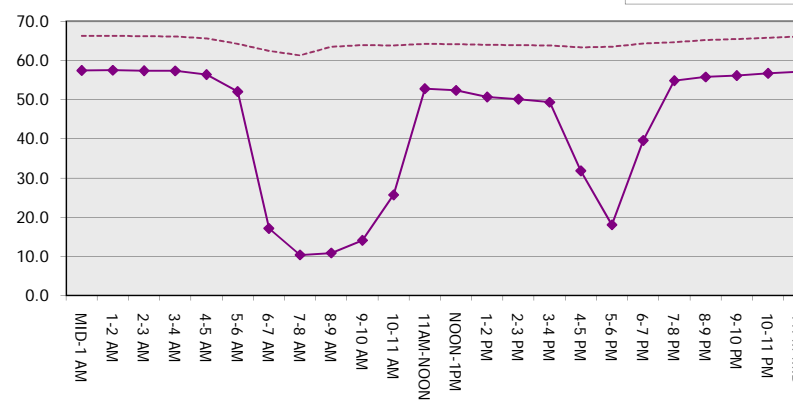
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: CTH B TO CTH M (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	163	0.0	1500	163	0	0.44	0	66.1	57.2	44.8
1-2 AM	146	0.0	1500	146	0	0.44	0	66.1	57.3	44.9
2-3 AM	128	0.0	1500	128	0	0.43	0	66.1	57.3	45.0
3-4 AM	115	0.0	1500	115	0	0.43	0	66.2	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	378	0.0	1500	378	0	0.46	0	65.7	56.5	44.0
6-7 AM	719	0.0	1500	719	0	0.49	0	65.0	55.5	42.7
7-8 AM	862	0.0	1500	862	0	0.51	0	64.8	55.1	42.2
8-9 AM	890	0.0	1500	890	0	0.51	0	64.7	55.0	42.0
9-10 AM	986	0.0	1500	986	0	0.52	0	64.5	54.7	41.7
10-11 AM	1201	0.0	1500	1201	0	0.64	0	64.1	52.6	38.4
11AM-NOON	1286	0.0	1499	1286	0	0.75	0	64.0	50.9	35.9
NOON-1PM	1475	0.0	1499	1475	0	1.15	5	63.7	45.7	31.8
1-2 PM	1831	0.0	1500	1831	0	6.11	165	63.0	20.5	30.8
2-3 PM	2175	0.0	1499	1504	671	16.09+	408	62.3	10.4	30.8
3-4 PM	2753	0.0	1500	1517	1237	15.95+	410	58.3	10.3	30.8
4-5 PM	3228	0.0	1500	1508	1720	15.70+	412	53.4	10.3	30.8
5-6 PM	3253	0.0	1500	1505	1747	15.69+	412	53.2	10.3	30.8
6-7 PM	2324	0.0	1500	1502	822	16.08+	408	62.0	10.4	30.8
7-8 PM	1580	0.0	1500	1471	109	15.49+	390	63.5	10.6	30.8
8-9 PM	1207	0.0	1499	1207	0	8.60	229	64.1	16.1	32.5
9-10 PM	1049	0.0	1500	1049	0	0.68	5	64.5	52.1	41.2
10-11 PM	747	0.0	1500	747	0	0.49	0	65.0	55.4	42.6
11PM-MID	469	0.0	1500	469	0	0.47	0	65.5	56.3	43.6

+ 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	0.0144
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0072

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,932
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

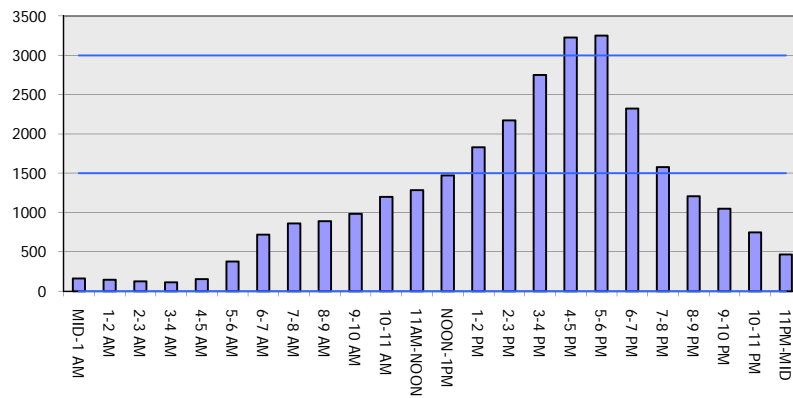
OCTOBER

Analyzed for 2009
Construction Season

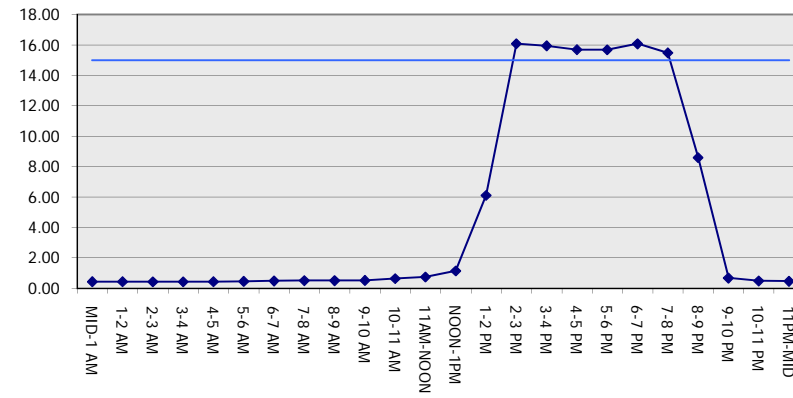
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

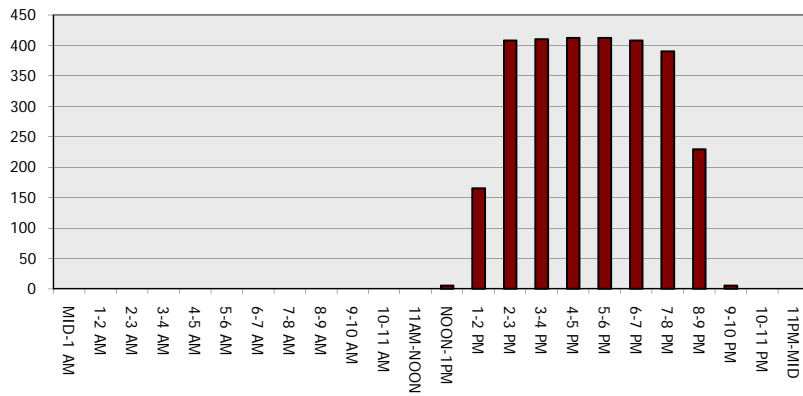
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

