

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

SATURDAY 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	114	0.0	1500	114	0	0.43	0	66.2	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	95	0.0	1500	95	0	0.43	0	66.2	57.4	45.1
3-4 AM	72	0.0	1500	72	0	0.43	0	66.3	57.4	45.2
4-5 AM	197	0.0	1500	197	0	0.44	0	66.0	57.1	44.7
5-6 AM	378	0.0	1500	378	0	0.46	0	65.7	56.5	44.0
6-7 AM	545	0.0	1500	545	0	0.48	0	65.4	56.0	43.3
7-8 AM	680	0.0	1500	680	0	0.49	0	65.1	55.6	42.8
8-9 AM	1098	0.0	1500	1098	0	0.53	0	64.3	54.4	41.4
9-10 AM	1312	0.0	1499	1312	0	0.78	0	64.0	50.4	35.2
10-11 AM	1513	0.0	1499	1513	0	1.16	3	63.6	45.5	30.8
11AM-NOON	1460	0.0	1499	1460	0	1.14	4	63.7	45.8	31.5
NOON-1PM	1409	0.0	1500	1409	0	0.91	0	63.8	48.6	32.8
1-2 PM	1376	0.0	1500	1376	0	0.86	0	63.8	49.2	33.5
2-3 PM	1344	0.0	1500	1344	0	0.82	0	63.9	49.8	34.3
3-4 PM	1327	0.0	1500	1327	0	0.80	0	63.9	50.1	34.8
4-5 PM	1442	0.0	1500	1442	0	0.95	0	63.7	48.1	32.0
5-6 PM	1364	0.0	1500	1364	0	0.85	0	63.8	49.4	33.8
6-7 PM	1232	0.0	1500	1232	0	0.68	0	64.1	52.0	37.4
7-8 PM	1350	0.0	1500	1350	0	0.83	0	63.8	49.7	34.2
8-9 PM	994	0.0	1500	994	0	0.52	0	64.5	54.7	41.7
9-10 PM	599	0.0	1500	599	0	0.48	0	65.3	55.8	43.2
10-11 PM	340	0.0	1500	340	0	0.46	0	65.8	56.6	44.2
11PM-MID	217	0.0	1500	217	0	0.44	0	66.0	57.0	44.6

----- 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	0.0088
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$4,462
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

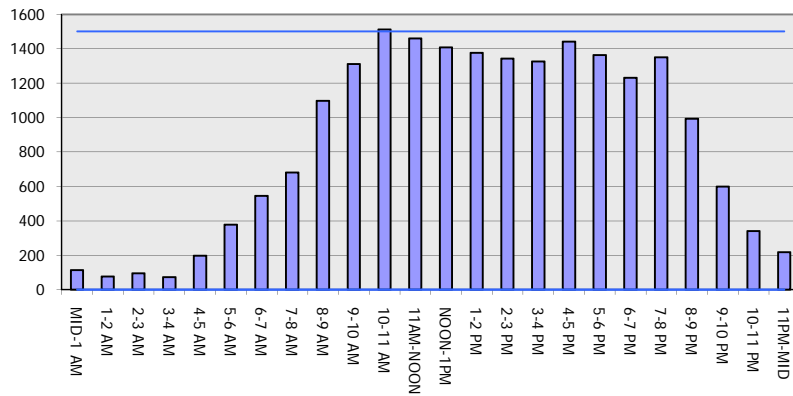
OCTOBER

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Construction Season

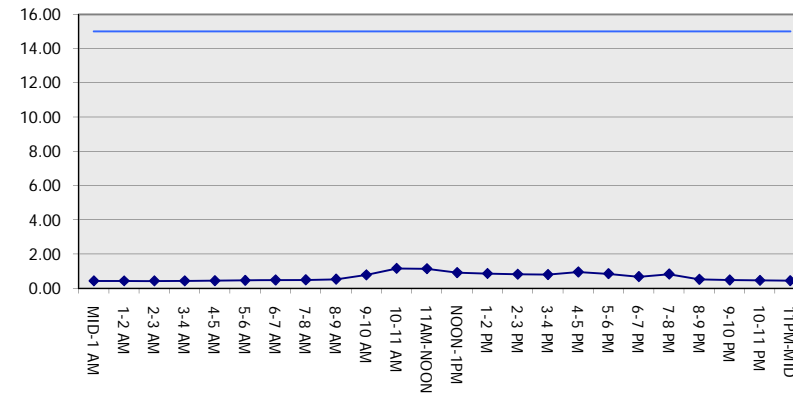
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

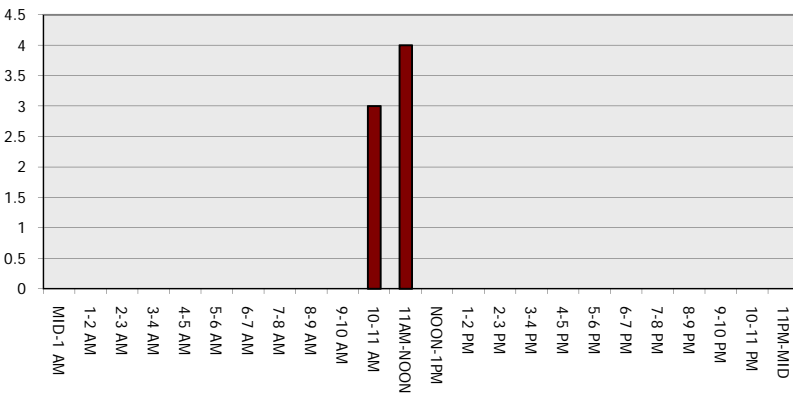
Main Route - Traffic Demand (Vehicles Per Hour)



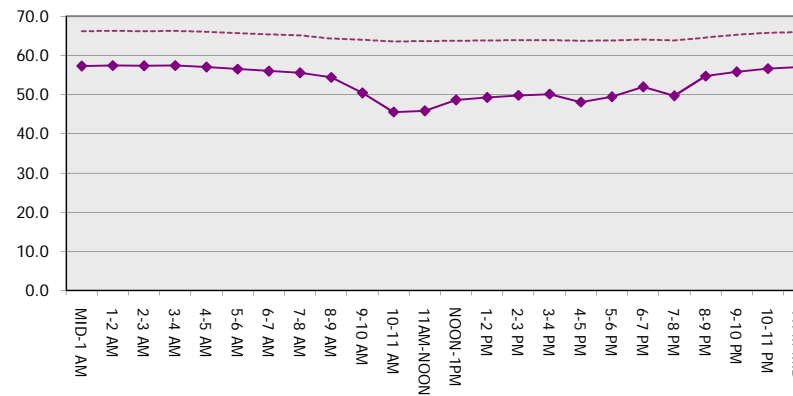
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	259	0.0	1500	259	0	0.45	0	65.9	56.9	44.5
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	57.3	44.9
2-3 AM	140	0.0	1500	140	0	0.44	0	66.1	57.3	44.9
3-4 AM	111	0.0	1500	111	0	0.43	0	66.2	57.3	45.0
4-5 AM	181	0.0	1500	181	0	0.44	0	66.1	57.1	44.8
5-6 AM	287	0.0	1500	287	0	0.45	0	65.8	56.8	44.3
6-7 AM	480	0.0	1500	480	0	0.47	0	65.5	56.2	43.6
7-8 AM	643	0.0	1500	643	0	0.48	0	65.2	55.7	43.0
8-9 AM	1013	0.0	1500	1013	0	0.52	0	64.5	54.6	41.6
9-10 AM	1340	0.0	1499	1340	0	0.82	0	63.9	49.9	34.5
10-11 AM	1480	0.0	1499	1480	0	1.02	0	63.7	47.1	31.3
11AM-NOON	1553	0.0	1500	1553	0	1.99	27	63.5	37.8	30.8
NOON-1PM	1556	0.0	1499	1556	0	4.13	84	63.5	26.3	30.8
1-2 PM	1545	0.0	1499	1545	0	6.00	134	63.5	20.8	30.8
2-3 PM	1571	0.0	1500	1571	0	8.14	193	63.5	16.8	30.8
3-4 PM	1542	0.0	1499	1542	0	10.21	248	63.5	14.2	30.8
4-5 PM	1611	0.0	1500	1611	0	13.19	330	63.4	11.6	30.8
5-6 PM	1397	0.0	1499	1397	0	13.58+	340	63.8	11.4	30.8
6-7 PM	1284	0.0	1499	1284	0	7.33	185	64.0	18.1	31.9
7-8 PM	901	0.0	1500	901	0	0.61	3	64.7	53.4	42.0
8-9 PM	744	0.0	1500	744	0	0.49	0	65.0	55.4	42.6
9-10 PM	643	0.0	1500	643	0	0.48	0	65.2	55.7	43.0
10-11 PM	527	0.0	1500	527	0	0.47	0	65.4	56.1	43.4
11PM-MID	373	0.0	1500	373	0	0.46	0	65.7	56.5	44.0

+ 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	0.0105
MAIN ROUTE WITH WORKS	0.0091
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,289
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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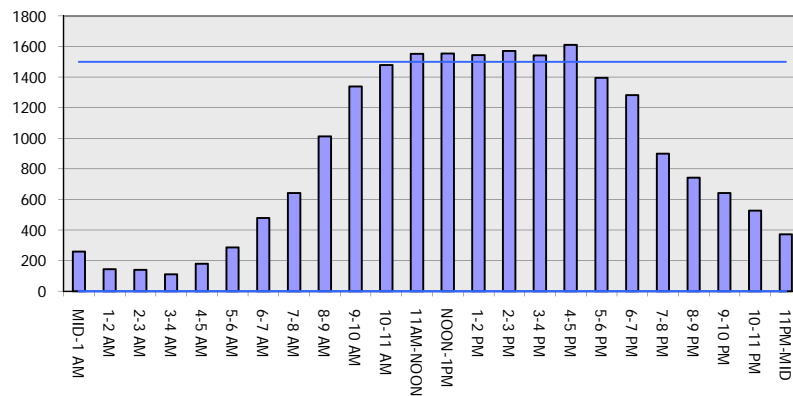
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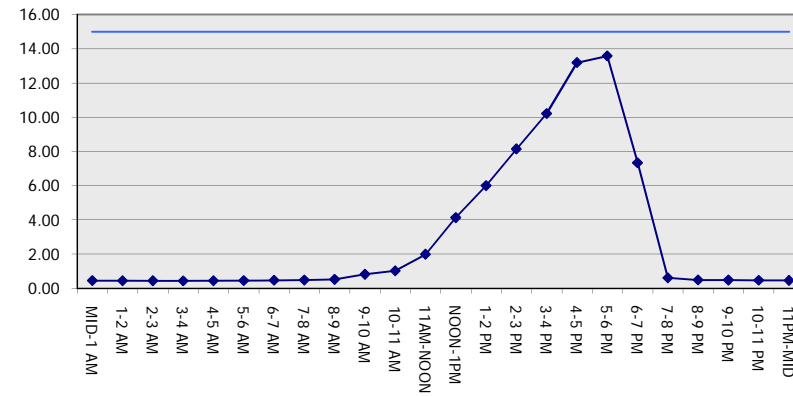
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SATURDAY NORTHBOUND DIRECTION

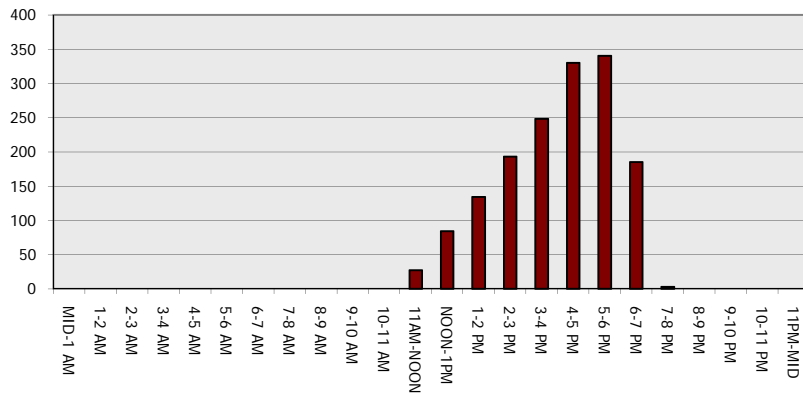
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

