

USH 41: CTH G TO CTH F (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	536	0.0	OFF	536	0	0.00	0	65.4	65.4	65.4	
1-2 AM	282	0.0	OFF	282	0	0.00	0	65.9	65.9	65.9	
2-3 AM	237	0.0	OFF	237	0	0.00	0	66.0	66.0	66.0	
3-4 AM	166	0.0	OFF	166	0	0.00	0	66.1	66.1	66.1	
4-5 AM	143	0.0	OFF	143	0	0.00	0	66.1	66.1	66.1	
5-6 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1	
6-7 AM	299	0.0	OFF	299	0	0.00	0	65.8	65.8	65.8	
7-8 AM	419	0.0	OFF	419	0	0.00	0	65.6	65.6	65.6	
8-9 AM	709	0.0	OFF	709	0	0.00	0	65.1	65.1	65.1	
9-10 AM	1100	0.0	1499	1100	0	0.58	0	64.3	48.4	39.9	
10-11 AM	1628	0.0	1499	1628	0	2.18	40	63.3	28.6	30.8	
11AM-NOON	1864	0.0	1500	1864	0	11.43+	298	62.9	10.4	30.8	
NOON-1PM	2031	0.0	1500	1463	568	16.88+	428	62.6	8.6	30.8	
1-2 PM	2072	0.0	1499	1495	577	16.97+	431	62.5	8.6	30.8	
2-3 PM	2057	0.0	1499	1496	560	16.97+	431	62.5	8.6	30.8	
3-4 PM	2054	0.0	1499	1497	557	16.97+	431	62.5	8.6	30.8	
4-5 PM	1977	0.0	1499	1498	480	16.96+	430	62.7	8.6	30.8	
5-6 PM	1711	0.0	1499	1498	213	16.95+	430	63.2	8.6	30.8	
6-7 PM	1522	0.0	1499	1472	51	16.85+	426	63.5	8.6	30.8	
7-8 PM	1182	0.0	OFF	1182	0	0.47	30	64.2	50.7	50.7	
8-9 PM	1006	0.0	OFF	1006	0	0.00	0	64.5	64.5	64.5	
9-10 PM	707	0.0	OFF	707	0	0.00	0	65.1	65.1	65.1	
10-11 PM	511	0.0	OFF	511	0	0.00	0	65.5	65.5	65.5	
11PM-MID	322	0.0	OFF	322	0	0.00	0	65.8	65.8	65.8	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

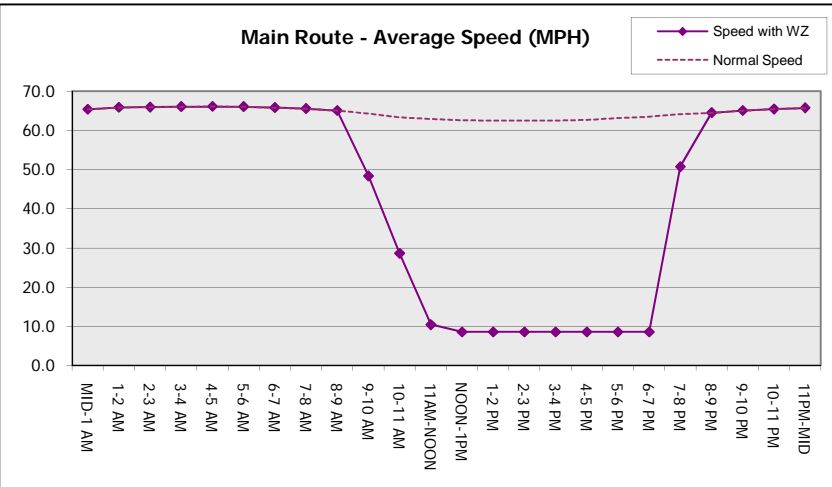
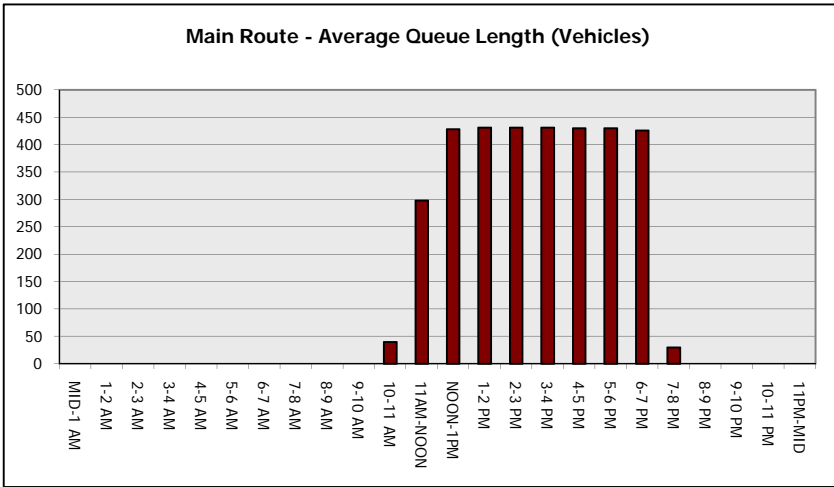
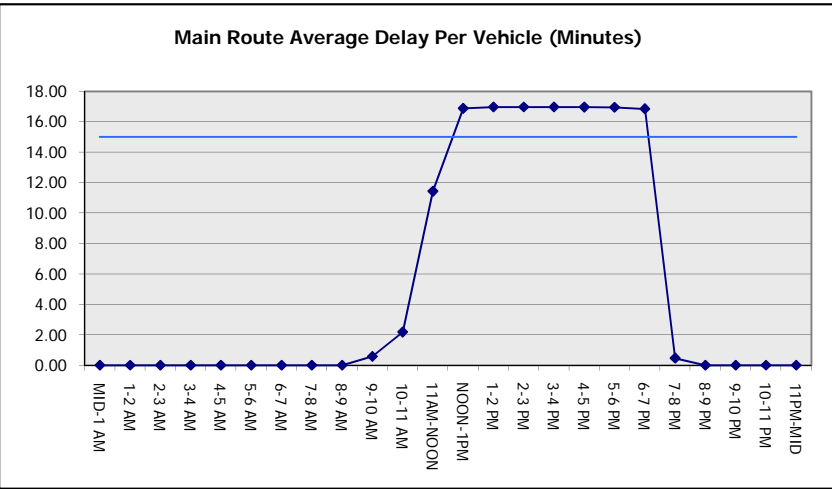
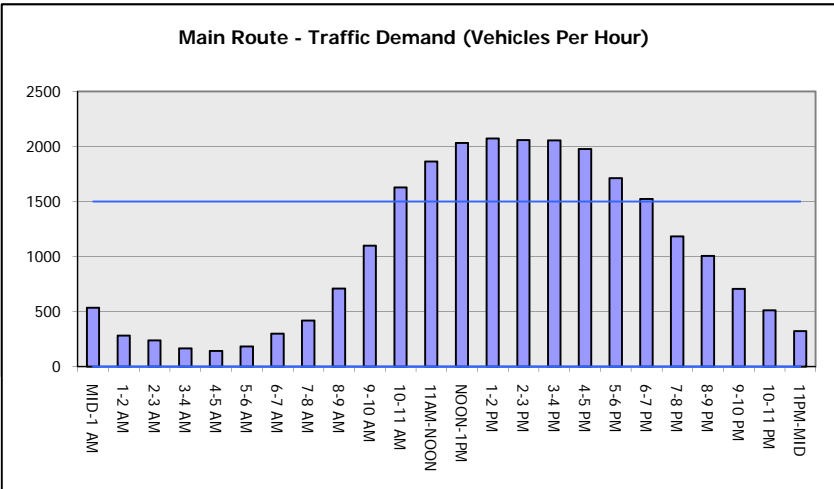
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0075
MAIN ROUTE WITH WORKS	0.0056
'DIVERSION'	0.0021
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,515
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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AUGUST
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



USH 41: CTH G TO CTH F (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
1-2 AM	183	0.0	OFF	183	0	0.00	0	66.1	66.1	66.1
2-3 AM	180	0.0	OFF	180	0	0.00	0	66.1	66.1	66.1
3-4 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
4-5 AM	98	0.0	OFF	98	0	0.00	0	66.2	66.2	66.2
5-6 AM	187	0.0	OFF	187	0	0.00	0	66.0	66.0	66.0
6-7 AM	277	0.0	OFF	277	0	0.00	0	65.9	65.9	65.9
7-8 AM	406	0.0	OFF	406	0	0.00	0	65.6	65.6	65.6
8-9 AM	597	0.0	OFF	597	0	0.00	0	65.3	65.3	65.3
9-10 AM	921	0.0	1500	921	0	0.51	0	64.6	50.1	42.0
10-11 AM	1261	0.0	1499	1261	0	0.71	0	64.0	45.8	36.7
11AM-NOON	1497	0.0	1499	1497	0	1.16	4	63.6	38.7	31.2
NOON-1PM	1591	0.0	1500	1591	0	3.16	61	63.4	23.0	30.8
1-2 PM	1588	0.0	1499	1588	0	6.72	155	63.4	13.7	30.8
2-3 PM	1551	0.0	1499	1551	0	9.34	224	63.5	11.4	30.8
3-4 PM	1568	0.0	1500	1568	0	11.54	284	63.5	10.2	30.8
4-5 PM	1533	0.0	1499	1533	0	13.54	337	63.5	9.5	30.8
5-6 PM	1450	0.0	1499	1450	0	13.43	334	63.7	9.5	30.8
6-7 PM	1239	0.0	1499	1239	0	7.09	184	64.1	13.8	32.5
7-8 PM	990	0.0	OFF	990	0	0.01	0	64.5	64.3	64.3
8-9 PM	815	0.0	OFF	815	0	0.00	0	64.9	64.9	64.9
9-10 PM	581	0.0	OFF	581	0	0.00	0	65.3	65.3	65.3
10-11 PM	429	0.0	OFF	429	0	0.00	0	65.6	65.6	65.6
11PM-MID	253	0.0	OFF	253	0	0.00	0	65.9	65.9	65.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0060
MAIN ROUTE WITH WORKS	0.0050
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,937
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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AUGUST

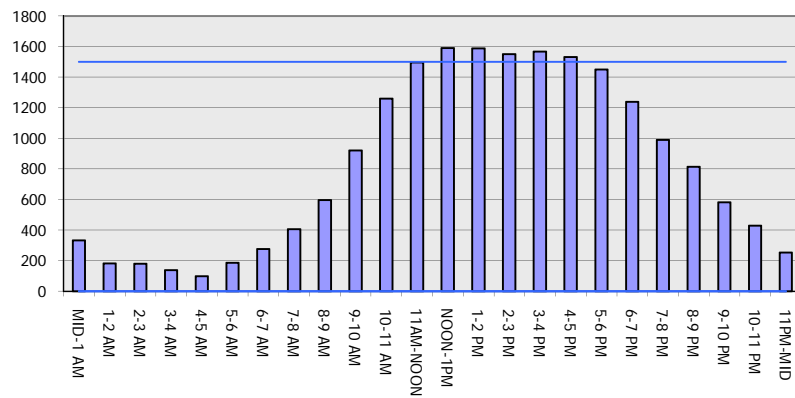
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

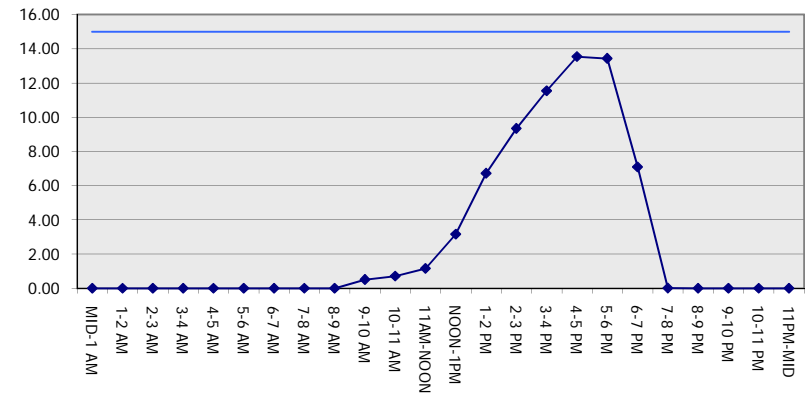
SUNDAY

NORTHBOUND DIRECTION

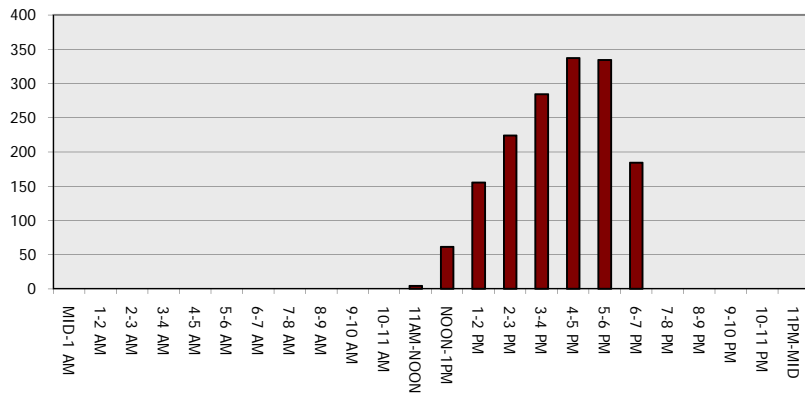
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

