

USH 41: CTH G TO CTH F (BROWN COUNTY) OFF-PEAK DAY 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	300	0.0	OFF	300	0	0.00	0	65.8	65.8	65.8	
1-2 AM	149	0.0	OFF	149	0	0.00	0	66.1	66.1	66.1	
2-3 AM	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1	
3-4 AM	164	0.0	OFF	164	0	0.00	0	66.1	66.1	66.1	
4-5 AM	401	0.0	OFF	401	0	0.00	0	65.6	65.6	65.6	
5-6 AM	1204	0.0	OFF	1204	0	0.00	0	64.1	64.1	64.1	
6-7 AM	2322	0.0	OFF	2322	0	0.00	0	62.0	62.0	62.0	
7-8 AM	2992	0.0	OFF	2992	0	0.00	0	55.8	55.8	55.8	
8-9 AM	1847	0.0	OFF	1847	0	0.00	0	63.0	63.0	63.0	
9-10 AM	1546	0.0	OFF	1546	0	0.00	0	63.5	63.5	63.5	
10-11 AM	1542	0.0	1499	1542	0	1.62	17	63.5	33.3	30.8	
11AM-NOON	1662	0.0	1500	1662	0	4.96	115	63.3	17.1	30.8	
NOON-1PM	1799	0.0	1500	1741	59	13.31+	339	63.0	9.6	30.8	
1-2 PM	1876	0.0	1500	1497	378	16.96+	430	62.9	8.6	30.8	
2-3 PM	2038	0.0	1499	1498	540	16.97+	431	62.6	8.6	30.8	
3-4 PM	2425	0.0	OFF	2425	0	1.07	61	61.7	39.1	39.1	
4-5 PM	2916	0.0	OFF	2916	0	0.00	0	56.6	56.6	56.6	
5-6 PM	2628	0.0	OFF	2628	0	0.00	0	59.6	59.6	59.6	
6-7 PM	1503	0.0	OFF	1503	0	0.00	0	63.6	63.6	63.6	
7-8 PM	1060	0.0	OFF	1060	0	0.00	0	64.4	64.4	64.4	
8-9 PM	904	0.0	OFF	904	0	0.00	0	64.7	64.7	64.7	
9-10 PM	840	0.0	OFF	840	0	0.00	0	64.8	64.8	64.8	
10-11 PM	518	0.0	OFF	518	0	0.00	0	65.4	65.4	65.4	
11PM-MID	334	0.0	OFF	334	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	0.0100
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0007
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$21,677
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

**USH 41: CTH G TO CTH F (BROWN COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

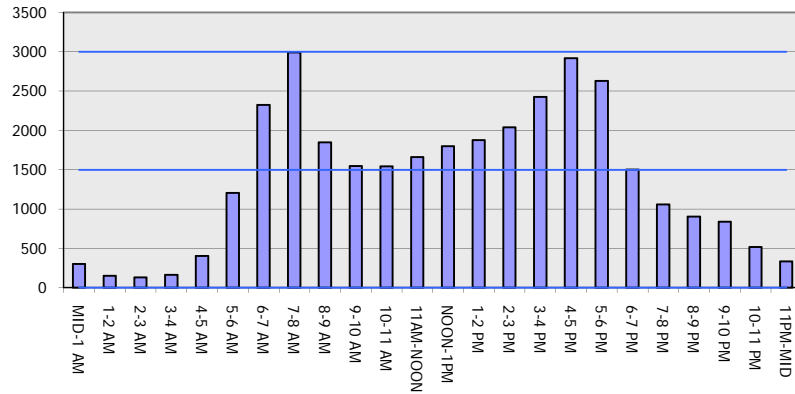
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

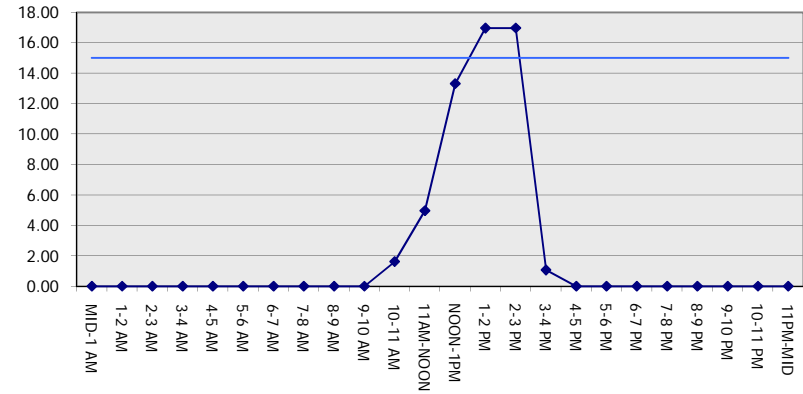
MON-THUR

SOUTHBOUND DIRECTION

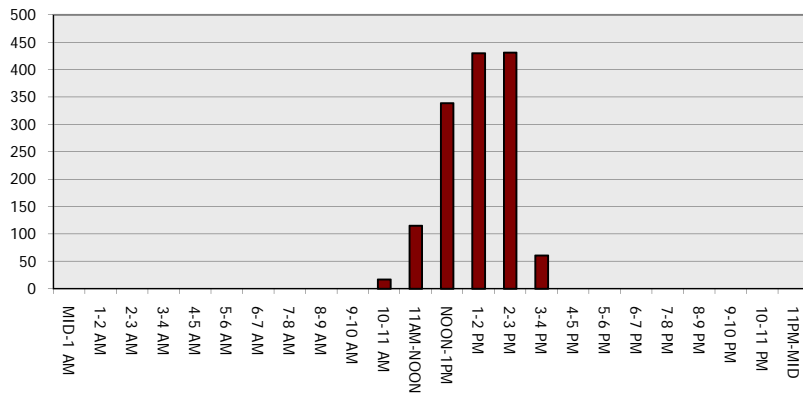
Main Route - Traffic Demand (Vehicles Per Hour)



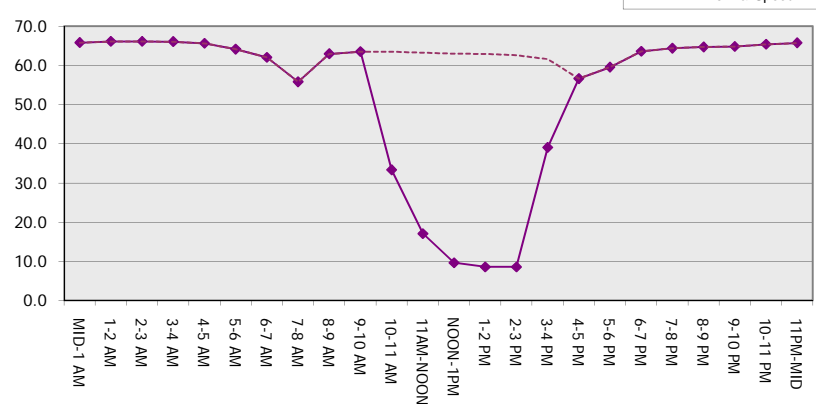
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: CTH G TO CTH F (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	176	0.0	OFF	176	0	0.00	0	66.1	66.1	66.1	
1-2 AM	109	0.0	OFF	109	0	0.00	0	66.2	66.2	66.2	
2-3 AM	125	0.0	OFF	125	0	0.00	0	66.1	66.1	66.1	
3-4 AM	136	0.0	OFF	136	0	0.00	0	66.1	66.1	66.1	
4-5 AM	278	0.0	OFF	278	0	0.00	0	65.9	65.9	65.9	
5-6 AM	759	0.0	OFF	759	0	0.00	0	65.0	65.0	65.0	
6-7 AM	1869	0.0	OFF	1869	0	0.00	0	62.9	62.9	62.9	
7-8 AM	3079	0.0	OFF	3079	0	0.00	0	55.0	55.0	55.0	
8-9 AM	2157	0.0	OFF	2157	0	0.00	0	62.3	62.3	62.3	
9-10 AM	1641	0.0	OFF	1641	0	0.00	0	63.3	63.3	63.3	
10-11 AM	1569	0.0	1499	1569	0	2.13	32	63.5	29.1	30.8	
11AM-NOON	1697	0.0	1500	1697	0	6.68	162	63.2	14.0	30.8	
NOON-1PM	1730	0.0	1500	1655	75	14.65+	371	63.2	9.1	30.8	
1-2 PM	1716	0.0	1499	1502	214	16.95+	430	63.2	8.6	30.8	
2-3 PM	2026	0.0	1500	1501	524	16.97+	431	62.6	8.6	30.8	
3-4 PM	2517	0.0	OFF	2517	0	1.06	60	60.7	38.9	38.9	
4-5 PM	3132	0.0	OFF	3132	0	0.00	0	54.4	54.4	54.4	
5-6 PM	2802	0.0	OFF	2802	0	0.00	0	57.8	57.8	57.8	
6-7 PM	1664	0.0	OFF	1664	0	0.00	0	63.3	63.3	63.3	
7-8 PM	1051	0.0	OFF	1051	0	0.00	0	64.4	64.4	64.4	
8-9 PM	796	0.0	OFF	796	0	0.00	0	64.9	64.9	64.9	
9-10 PM	679	0.0	OFF	679	0	0.00	0	65.1	65.1	65.1	
10-11 PM	485	0.0	OFF	485	0	0.00	0	65.5	65.5	65.5	
11PM-MID	304	0.0	OFF	304	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	0.0098
MAIN ROUTE WITH WORKS	0.0091
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$22,194
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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OCTOBER

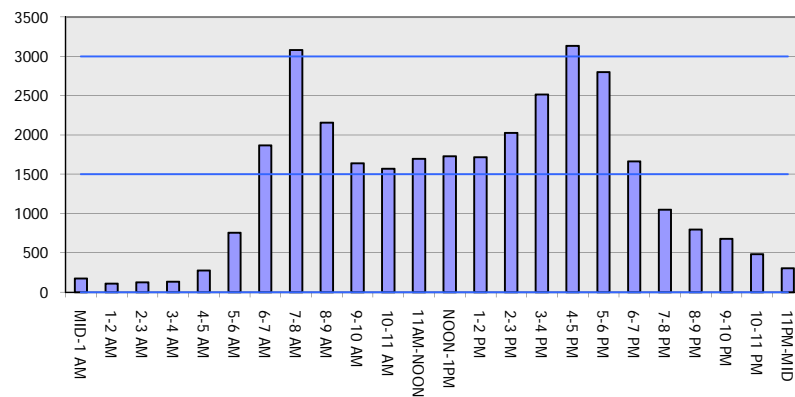
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

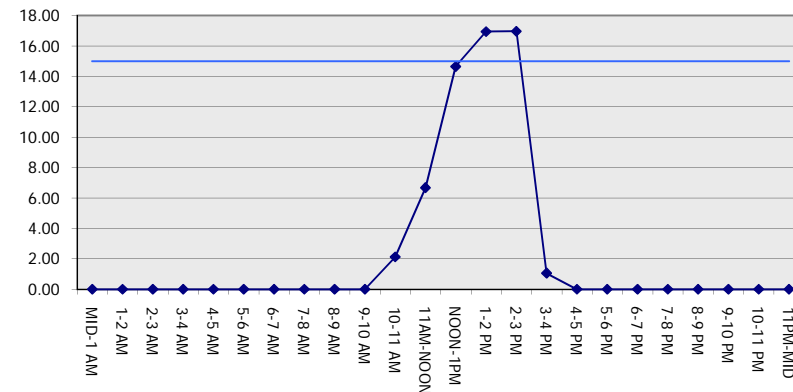
MON-THUR

NORTHBOUND DIRECTION

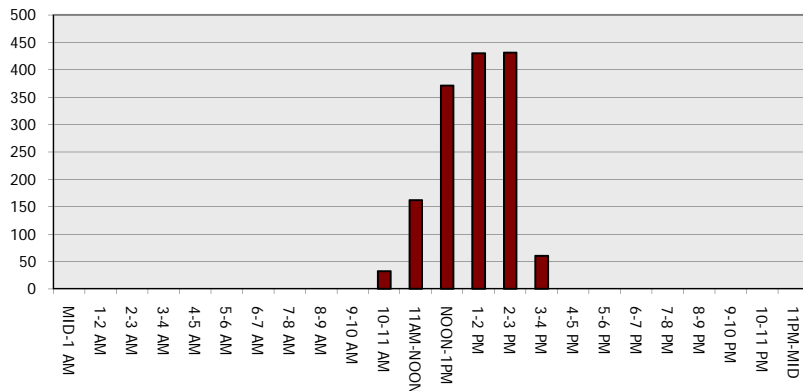
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

