

USH 41: CTH AAA TO CTH G (BROWN COUNTY) OFF-PEAK DAY 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	236	0.0	OFF	236	0	0.00	0	66.0	66.0	66.0	
1-2 AM	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0	
2-3 AM	185	0.0	OFF	185	0	0.00	0	66.0	66.0	66.0	
3-4 AM	187	0.0	OFF	187	0	0.00	0	66.0	66.0	66.0	
4-5 AM	473	0.0	OFF	473	0	0.00	0	65.5	65.5	65.5	
5-6 AM	1209	0.0	OFF	1209	0	0.00	0	64.1	64.1	64.1	
6-7 AM	2375	0.0	OFF	2375	0	0.00	0	62.0	62.0	62.0	
7-8 AM	3084	0.0	OFF	3084	0	0.00	0	54.9	54.9	54.9	
8-9 AM	1979	0.0	OFF	1979	0	0.00	0	62.7	62.7	62.7	
9-10 AM	1829	0.0	OFF	1829	0	0.00	0	63.0	63.0	63.0	
10-11 AM	1959	0.0	1499	1959	0	7.86	217	62.7	11.4	30.8	
11AM-NOON	2225	0.0	1499	1496	729	17.41+	443	62.2	7.6	30.8	
NOON-1PM	2449	0.0	1499	1497	952	17.42+	444	61.4	7.6	30.8	
1-2 PM	2466	0.0	1499	1498	968	17.41+	444	61.2	7.6	30.8	
2-3 PM	2743	0.0	1499	1503	1241	17.52+	450	58.4	7.6	30.8	
3-4 PM	3069	0.0	OFF	3069	0	1.79	110	55.1	24.3	24.3	
4-5 PM	3328	0.0	OFF	3328	0	0.00	0	52.4	52.4	52.4	
5-6 PM	2924	0.0	OFF	2924	0	0.00	0	56.6	56.6	56.6	
6-7 PM	1837	0.0	OFF	1837	0	0.00	0	63.0	63.0	63.0	
7-8 PM	1339	0.0	OFF	1339	0	0.00	0	63.9	63.9	63.9	
8-9 PM	1139	0.0	OFF	1139	0	0.00	0	64.3	64.3	64.3	
9-10 PM	1090	0.0	OFF	1090	0	0.00	0	64.3	64.3	64.3	
10-11 PM	898	0.0	OFF	898	0	0.00	0	64.7	64.7	64.7	
11PM-MID	578	0.0	OFF	578	0	0.00	0	65.3	65.3	65.3	

"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	0.0082
MAIN ROUTE WITH WORKS	0.0069
'DIVERSION'	0.0019
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,058
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

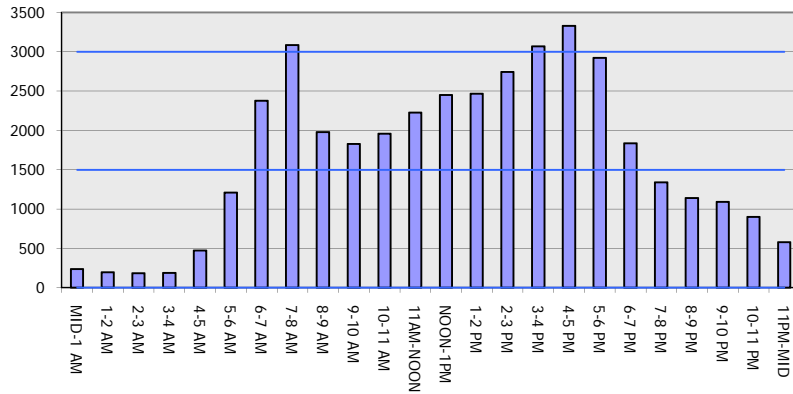
OCTOBER

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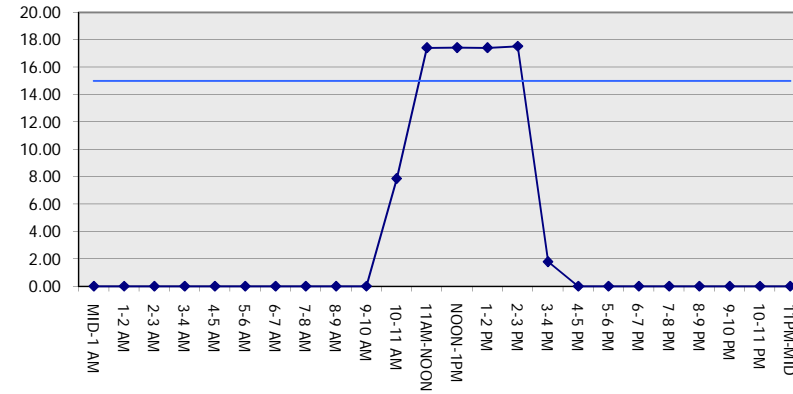
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

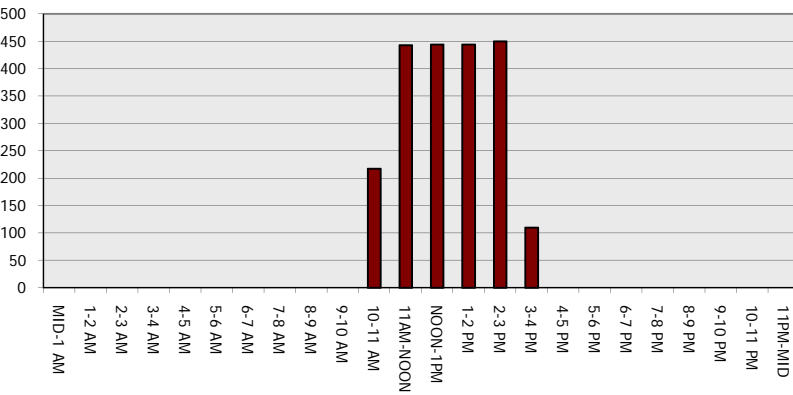
Main Route - Traffic Demand (Vehicles Per Hour)



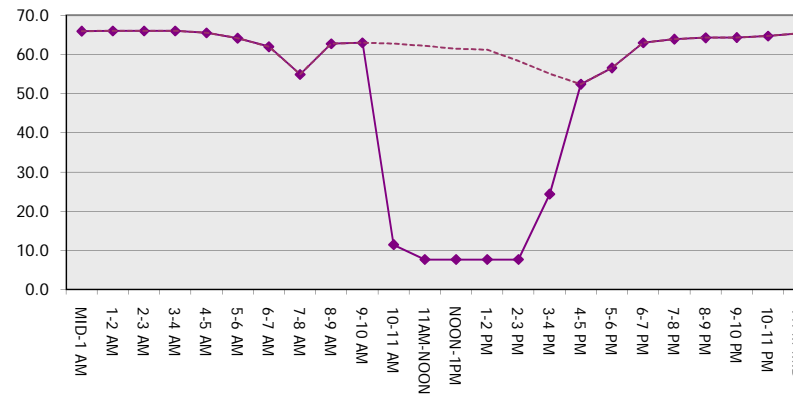
Main Route Average Delay Per Vehicle (Minutes)



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	241	0.0	OFF	241	0	0.00	0	66.0	66.0	66.0
1-2 AM	161	0.0	OFF	161	0	0.00	0	66.1	66.1	66.1
2-3 AM	167	0.0	OFF	167	0	0.00	0	66.1	66.1	66.1
3-4 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1
4-5 AM	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
5-6 AM	795	0.0	OFF	795	0	0.00	0	64.9	64.9	64.9
6-7 AM	1960	0.0	OFF	1960	0	0.00	0	62.7	62.7	62.7
7-8 AM	3199	0.0	OFF	3199	0	0.00	0	53.7	53.7	53.7
8-9 AM	2387	0.0	OFF	2387	0	0.00	0	61.9	61.9	61.9
9-10 AM	2001	0.0	OFF	2001	0	0.00	0	62.7	62.7	62.7
10-11 AM	2110	0.0	1499	1977	134	9.97+	273	62.5	10.1	30.8
11AM-NOON	2341	0.0	1500	1492	849	17.42+	444	62.0	7.6	30.8
NOON-1PM	2472	0.0	1499	1494	978	17.41+	444	61.2	7.6	30.8
1-2 PM	2466	0.0	1499	1495	971	17.41+	444	61.2	7.6	30.8
2-3 PM	2879	0.0	1499	1503	1376	17.69+	457	57.0	7.6	30.8
3-4 PM	3365	0.0	OFF	3365	0	2.66	167	52.0	18.7	18.7
4-5 PM	3794	0.0	OFF	3794	0	0.00	0	47.6	47.6	47.6
5-6 PM	3487	0.0	OFF	3487	0	0.00	0	50.8	50.8	50.8
6-7 PM	2582	0.0	OFF	2582	0	0.00	0	60.1	60.1	60.1
7-8 PM	1673	0.0	OFF	1673	0	0.00	0	63.3	63.3	63.3
8-9 PM	1299	0.0	OFF	1299	0	0.00	0	64.0	64.0	64.0
9-10 PM	1069	0.0	OFF	1069	0	0.00	0	64.4	64.4	64.4
10-11 PM	795	0.0	OFF	795	0	0.00	0	64.9	64.9	64.9
11PM-MID	571	0.0	OFF	571	0	0.00	0	65.3	65.3	65.3

"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	0.0087
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,189
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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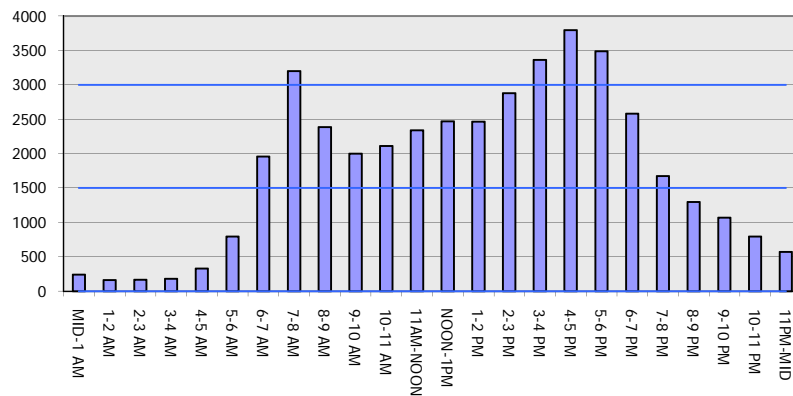
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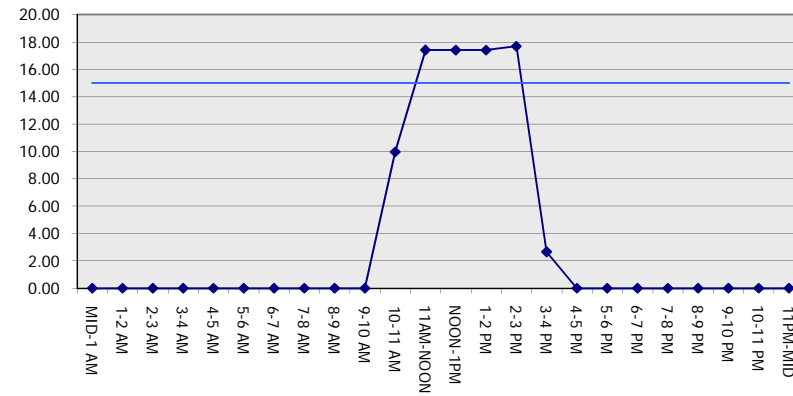
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

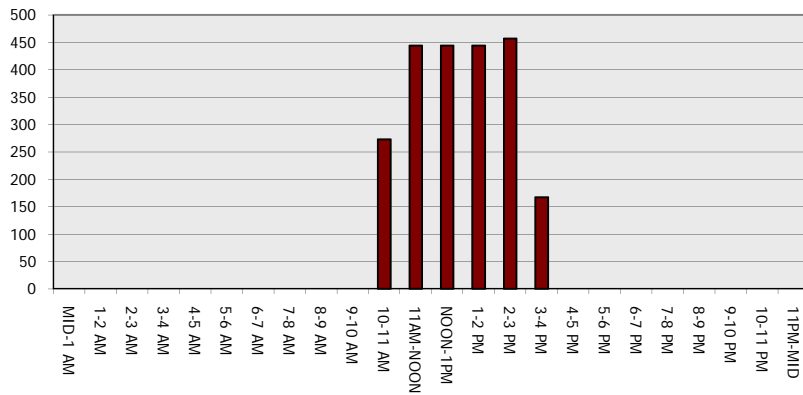
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

