

**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
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	330	0.0	OFF	330	0	0.00	0	65.8	65.8	65.8
1-2 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1
2-3 AM	147	0.0	OFF	147	0	0.00	0	66.1	66.1	66.1
3-4 AM	185	0.0	OFF	185	0	0.00	0	66.0	66.0	66.0
4-5 AM	454	0.0	OFF	454	0	0.00	0	65.5	65.5	65.5
5-6 AM	1360	0.0	OFF	1360	0	0.00	0	63.8	63.8	63.8
6-7 AM	2624	0.0	OFF	2624	0	0.00	0	59.6	59.6	59.6
7-8 AM	3381	0.0	OFF	3381	0	0.00	0	51.9	51.9	51.9
8-9 AM	2085	0.0	OFF	2085	0	0.00	0	62.5	62.5	62.5
9-10 AM	1745	0.0	OFF	1745	0	0.00	0	63.2	63.2	63.2
10-11 AM	1740	0.0	1499	1740	0	4.71	115	63.2	14.8	30.8
11AM-NOON	1876	0.0	1500	1674	202	15.03+	383	62.9	8.1	30.8
NOON-1PM	2030	0.0	1500	1507	523	17.40+	442	62.6	7.6	30.8
1-2 PM	2116	0.0	1500	1505	611	17.40+	443	62.5	7.6	30.8
2-3 PM	2300	0.0	1500	1504	796	17.42+	443	62.1	7.6	30.8
3-4 PM	2736	0.0	OFF	2736	0	1.21	73	58.5	30.7	30.7
4-5 PM	3292	0.0	OFF	3292	0	0.00	0	52.8	52.8	52.8
5-6 PM	2968	0.0	OFF	2968	0	0.00	0	56.1	56.1	56.1
6-7 PM	1696	0.0	OFF	1696	0	0.00	0	63.2	63.2	63.2
7-8 PM	1195	0.0	OFF	1195	0	0.00	0	64.1	64.1	64.1
8-9 PM	1020	0.0	OFF	1020	0	0.00	0	64.5	64.5	64.5
9-10 PM	947	0.0	OFF	947	0	0.00	0	64.6	64.6	64.6
10-11 PM	585	0.0	OFF	585	0	0.00	0	65.3	65.3	65.3
11PM-MID	376	0.0	OFF	376	0	0.00	0	65.7	65.7	65.7

"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	0.0077
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0010
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$32,467
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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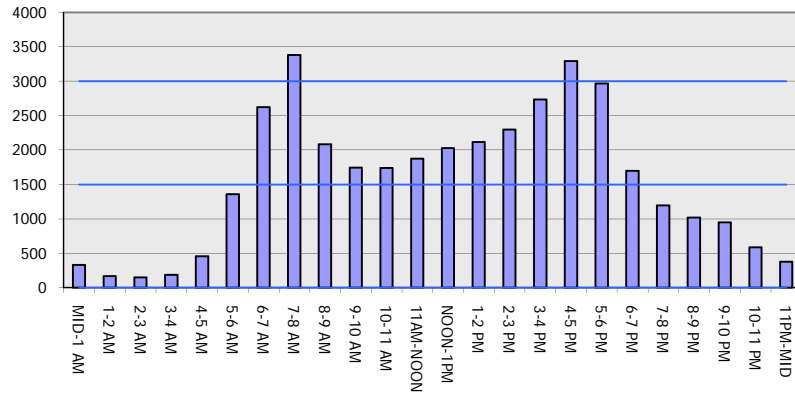
OCTOBER

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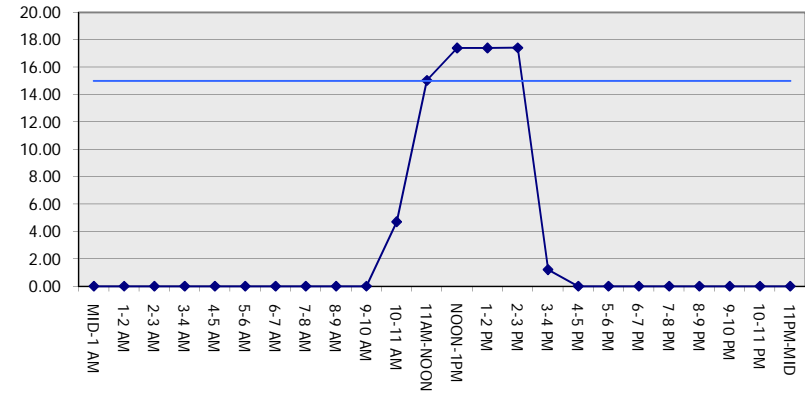
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

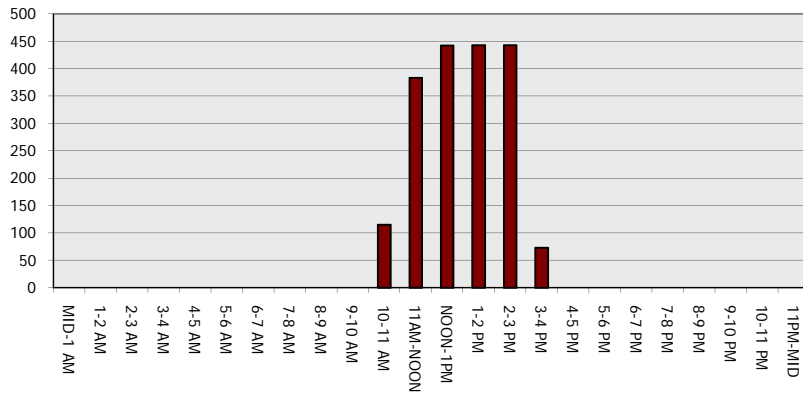
Main Route - Traffic Demand (Vehicles Per Hour)



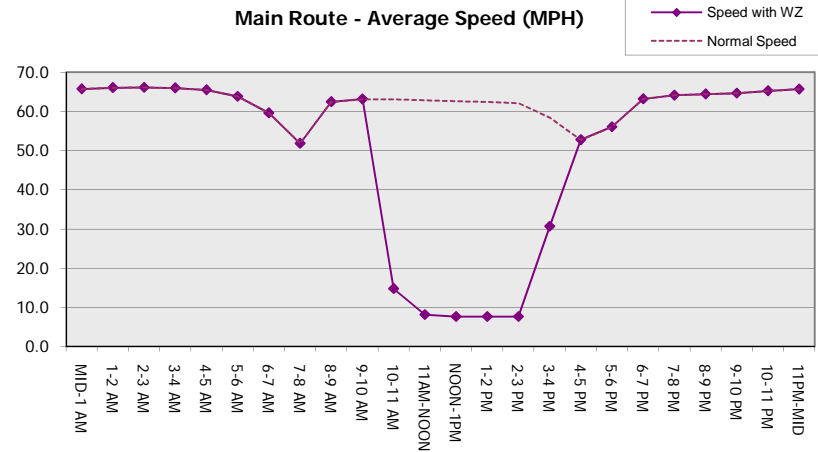
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	198	0.0	OFF	198	0	0.00	0	66.0	66.0	66.0
1-2 AM	123	0.0	OFF	123	0	0.00	0	66.1	66.1	66.1
2-3 AM	140	0.0	OFF	140	0	0.00	0	66.1	66.1	66.1
3-4 AM	153	0.0	OFF	153	0	0.00	0	66.1	66.1	66.1
4-5 AM	314	0.0	OFF	314	0	0.00	0	65.8	65.8	65.8
5-6 AM	856	0.0	OFF	856	0	0.00	0	64.8	64.8	64.8
6-7 AM	2111	0.0	OFF	2111	0	0.00	0	62.5	62.5	62.5
7-8 AM	3480	0.0	OFF	3480	0	0.00	0	50.9	50.9	50.9
8-9 AM	2436	0.0	OFF	2436	0	0.00	0	61.5	61.5	61.5
9-10 AM	1853	0.0	OFF	1853	0	0.00	0	62.9	62.9	62.9
10-11 AM	1769	0.0	1499	1769	0	5.27	132	63.1	13.9	30.8
11AM-NOON	1916	0.0	1500	1693	222	15.90+	405	62.8	7.9	30.8
NOON-1PM	1952	0.0	1499	1495	457	17.39+	442	62.7	7.6	30.8
1-2 PM	1936	0.0	1499	1496	440	17.39+	442	62.8	7.6	30.8
2-3 PM	2287	0.0	1499	1497	789	17.42+	443	62.1	7.6	30.8
3-4 PM	2843	0.0	OFF	2843	0	1.44	88	57.4	27.8	27.8
4-5 PM	3538	0.0	OFF	3538	0	0.00	0	50.2	50.2	50.2
5-6 PM	3167	0.0	OFF	3167	0	0.00	0	54.1	54.1	54.1
6-7 PM	1878	0.0	OFF	1878	0	0.00	0	62.9	62.9	62.9
7-8 PM	1185	0.0	OFF	1185	0	0.00	0	64.1	64.1	64.1
8-9 PM	894	0.0	OFF	894	0	0.00	0	64.7	64.7	64.7
9-10 PM	766	0.0	OFF	766	0	0.00	0	65.0	65.0	65.0
10-11 PM	548	0.0	OFF	548	0	0.00	0	65.4	65.4	65.4
11PM-MID	343	0.0	OFF	343	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	0.0076
MAIN ROUTE WITH WORKS	0.0067
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$32,344
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OCTOBER

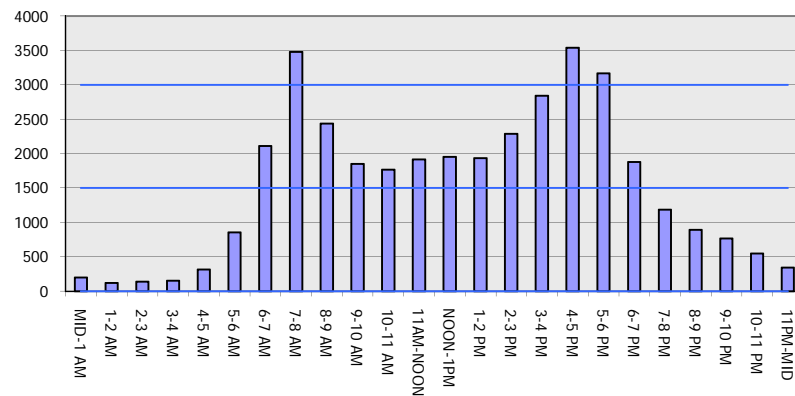
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

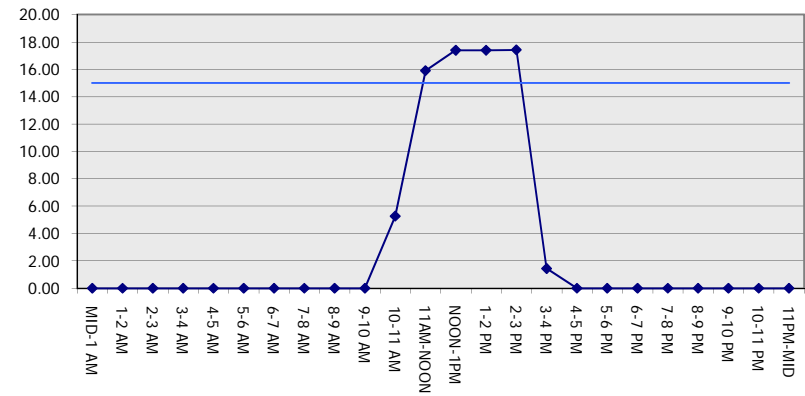
MON-THUR

NORTHBOUND DIRECTION

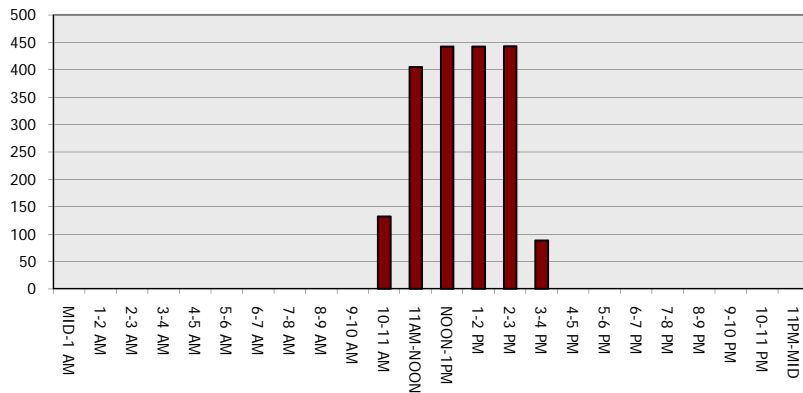
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

