

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

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	482	0.0	OFF	482	0	0.00	0	65.5	65.5	65.5
1-2 AM	305	0.0	OFF	305	0	0.00	0	65.8	65.8	65.8
2-3 AM	294	0.0	OFF	294	0	0.00	0	65.8	65.8	65.8
3-4 AM	190	0.0	OFF	190	0	0.00	0	66.0	66.0	66.0
4-5 AM	162	0.0	OFF	162	0	0.00	0	66.1	66.1	66.1
5-6 AM	208	0.0	OFF	208	0	0.00	0	66.0	66.0	66.0
6-7 AM	333	0.0	OFF	333	0	0.00	0	65.8	65.8	65.8
7-8 AM	406	0.0	OFF	406	0	0.00	0	65.6	65.6	65.6
8-9 AM	724	0.0	OFF	724	0	0.00	0	65.0	65.0	65.0
9-10 AM	1109	0.0	1499	1109	0	0.59	0	64.3	43.3	39.7
10-11 AM	1637	0.0	1499	1637	0	2.24	43	63.3	23.0	30.8
11AM-NOON	1894	0.0	1500	1848	47	12.06+	313	62.8	9.1	30.8
NOON-1PM	2076	0.0	1500	1490	586	17.40+	442	62.5	7.6	30.8
1-2 PM	2131	0.0	1499	1492	638	17.41+	443	62.4	7.6	30.8
2-3 PM	2251	0.0	1499	1494	757	17.42+	443	62.2	7.6	30.8
3-4 PM	2572	0.0	1499	1492	1080	17.41+	445	60.2	7.6	30.8
4-5 PM	2445	0.0	1499	1498	947	17.42+	444	61.5	7.6	30.8
5-6 PM	2249	0.0	1499	1498	751	17.42+	443	62.2	7.6	30.8
6-7 PM	1695	0.0	1500	1498	197	17.37+	441	63.2	7.7	30.8
7-8 PM	1250	0.0	OFF	1250	0	0.56	36	64.1	43.8	43.8
8-9 PM	909	0.0	OFF	909	0	0.00	0	64.7	64.7	64.7
9-10 PM	675	0.0	OFF	675	0	0.00	0	65.1	65.1	65.1
10-11 PM	670	0.0	OFF	670	0	0.00	0	65.1	65.1	65.1
11PM-MID	1265	0.0	OFF	1265	0	0.00	0	64.0	64.0	64.0

"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	0.0058
MAIN ROUTE WITH WORKS	0.0037
'DIVERSION'	0.0024
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,159
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

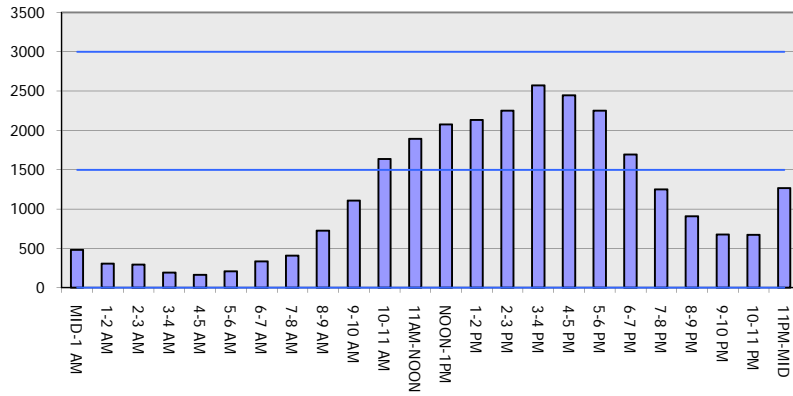
OCTOBER

Analyzed for 2009
Construction Season

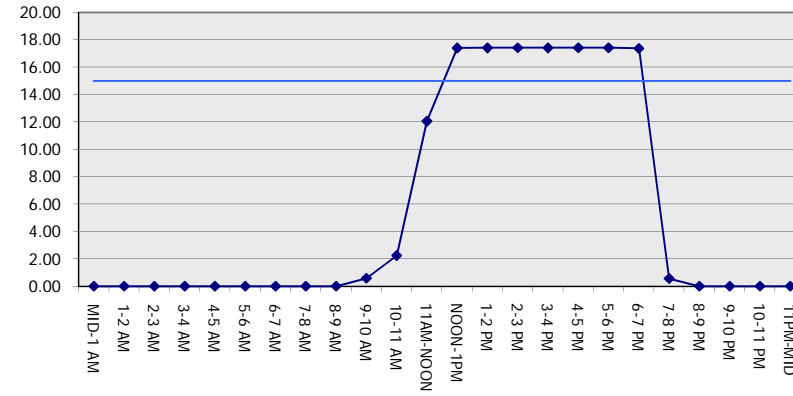
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

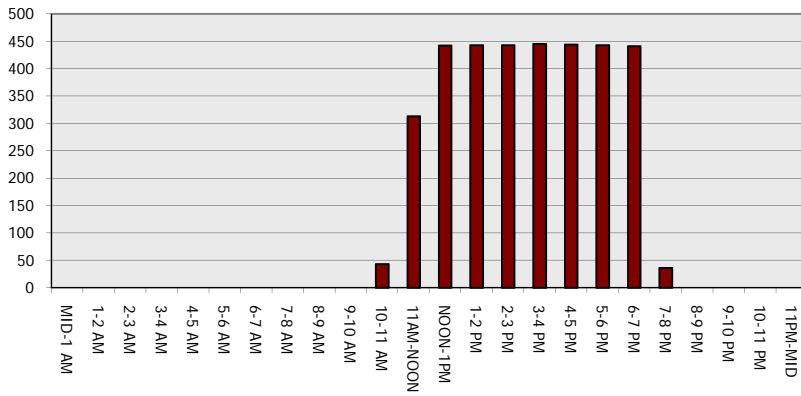
Main Route - Traffic Demand (Vehicles Per Hour)



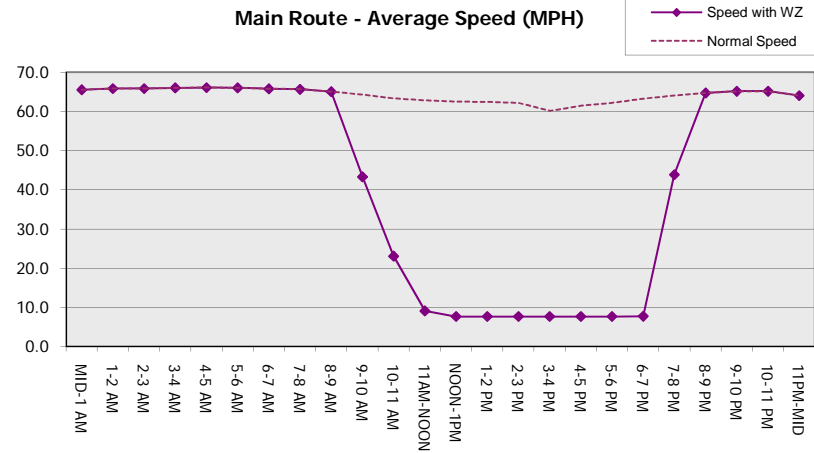
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	331	0.0	OFF	331	0	0.00	0	65.8	65.8	65.8
1-2 AM	198	0.0	OFF	198	0	0.00	0	66.0	66.0	66.0
2-3 AM	212	0.0	OFF	212	0	0.00	0	66.0	66.0	66.0
3-4 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
4-5 AM	127	0.0	OFF	127	0	0.00	0	66.1	66.1	66.1
5-6 AM	244	0.0	OFF	244	0	0.00	0	66.0	66.0	66.0
6-7 AM	340	0.0	OFF	340	0	0.00	0	65.8	65.8	65.8
7-8 AM	606	0.0	OFF	606	0	0.00	0	65.3	65.3	65.3
8-9 AM	1152	0.0	OFF	1152	0	0.00	0	64.2	64.2	64.2
9-10 AM	1768	0.0	1499	1768	0	4.23	108	63.1	16.0	30.8
10-11 AM	1967	0.0	1500	1702	265	16.13+	411	62.7	7.9	30.8
11AM-NOON	1846	0.0	1499	1493	353	17.38+	441	63.0	7.7	30.8
NOON-1PM	1644	0.0	1499	1487	157	17.33+	440	63.3	7.7	30.8
1-2 PM	1678	0.0	1499	1498	180	17.37+	441	63.3	7.7	30.8
2-3 PM	1881	0.0	1499	1499	382	17.39+	442	62.9	7.6	30.8
3-4 PM	2095	0.0	1499	1499	596	17.40+	442	62.5	7.6	30.8
4-5 PM	2138	0.0	1499	1499	638	17.41+	443	62.4	7.6	30.8
5-6 PM	1780	0.0	1500	1499	280	17.38+	441	63.1	7.7	30.8
6-7 PM	1411	0.0	1499	1403	8	16.42+	415	63.8	7.8	30.8
7-8 PM	1041	0.0	OFF	1041	0	0.32	20	64.5	51.0	51.0
8-9 PM	760	0.0	OFF	760	0	0.00	0	65.0	65.0	65.0
9-10 PM	504	0.0	OFF	504	0	0.00	0	65.5	65.5	65.5
10-11 PM	364	0.0	OFF	364	0	0.00	0	65.7	65.7	65.7
11PM-MID	261	0.0	OFF	261	0	0.00	0	65.9	65.9	65.9

"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	0.0051
MAIN ROUTE WITH WORKS	0.0035
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$80,346
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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OCTOBER

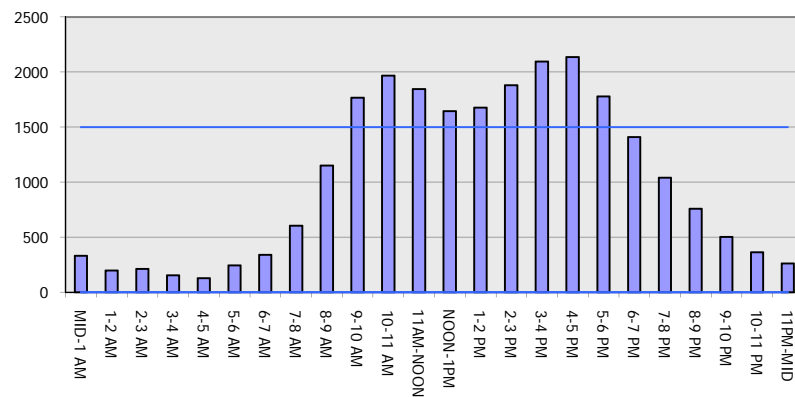
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

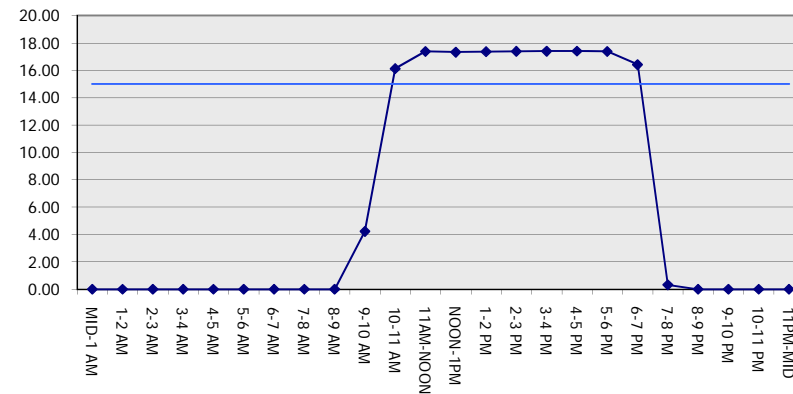
SUNDAY

NORTHBOUND DIRECTION

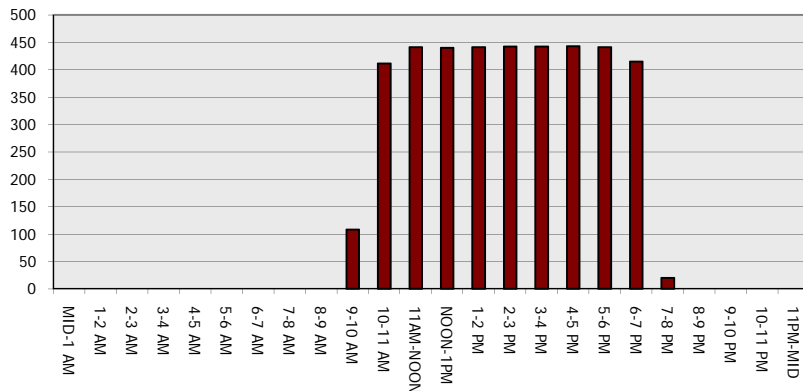
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

