

USH 41: CTH M TO IH 43 (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	91	0.0	OFF	91	0	0.00	0	66.2	66.2	66.2	
1-2 AM	65	0.0	OFF	65	0	0.00	0	66.3	66.3	66.3	
2-3 AM	128	0.0	OFF	128	0	0.00	0	66.1	66.1	66.1	
3-4 AM	143	0.0	OFF	143	0	0.00	0	66.1	66.1	66.1	
4-5 AM	502	0.0	OFF	502	0	0.00	0	65.5	65.5	65.5	
5-6 AM	1400	0.0	OFF	1400	0	0.00	0	63.8	63.8	63.8	
6-7 AM	2542	0.0	OFF	2542	0	0.00	0	60.5	60.5	60.5	
7-8 AM	2966	0.0	OFF	2966	0	0.00	0	56.1	56.1	56.1	
8-9 AM	1861	0.0	OFF	1861	0	0.00	0	62.9	62.9	62.9	
9-10 AM	1611	0.0	OFF	1611	0	0.00	0	63.4	63.4	63.4	
10-11 AM	1631	0.0	1499	1631	0	3.41	71	63.3	24.0	30.8	
11AM-NOON	1420	0.0	1499	1420	0	4.51	96	63.7	20.1	30.9	
NOON-1PM	1462	0.0	1500	1462	0	2.01	27	63.7	32.3	30.9	
1-2 PM	1565	0.0	1500	1565	0	2.47	41	63.5	29.0	30.8	
2-3 PM	1602	0.0	1500	1602	0	5.58	126	63.4	17.2	30.8	
3-4 PM	1655	0.0	OFF	1655	0	0.12	6	63.3	60.0	60.0	
4-5 PM	1963	0.0	OFF	1963	0	0.00	0	62.7	62.7	62.7	
5-6 PM	1883	0.0	OFF	1883	0	0.00	0	62.8	62.8	62.8	
6-7 PM	1324	0.0	OFF	1324	0	0.00	0	63.9	63.9	63.9	
7-8 PM	1144	0.0	OFF	1144	0	0.00	0	64.3	64.3	64.3	
8-9 PM	762	0.0	OFF	762	0	0.00	0	65.0	65.0	65.0	
9-10 PM	607	0.0	OFF	607	0	0.00	0	65.3	65.3	65.3	
10-11 PM	385	0.0	OFF	385	0	0.00	0	65.6	65.6	65.6	
11PM-MID	213	0.0	OFF	213	0	0.00	0	66.0	66.0	66.0	

"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	0.0101
MAIN ROUTE WITH WORKS	0.0096
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,817
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

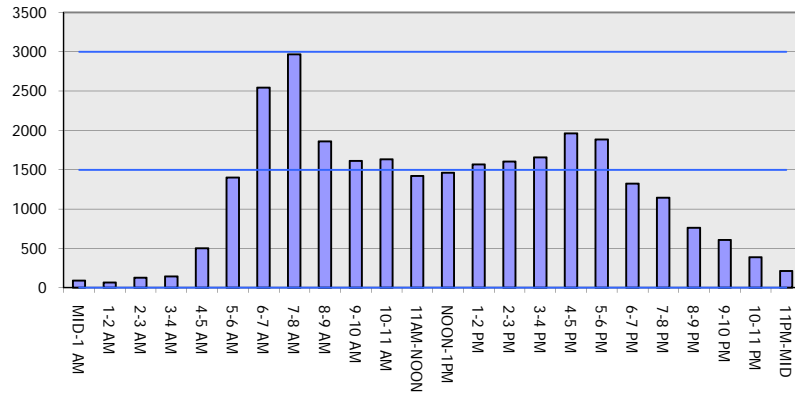
OCTOBER

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Construction Season

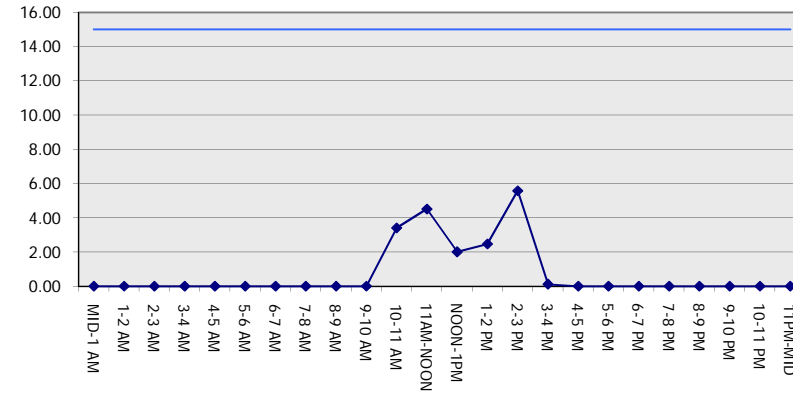
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

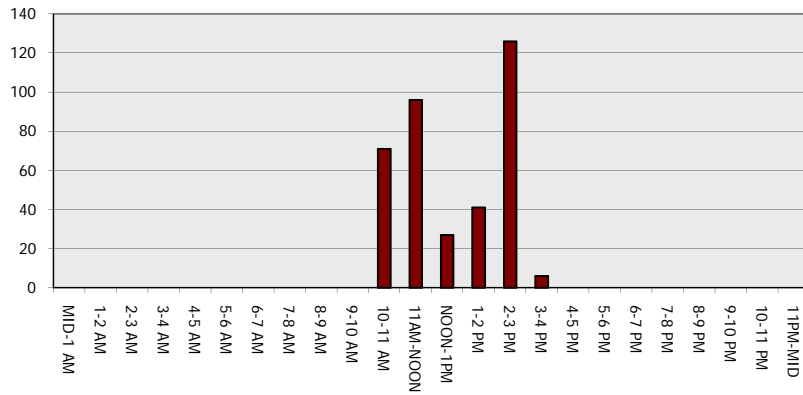
Main Route - Traffic Demand (Vehicles Per Hour)



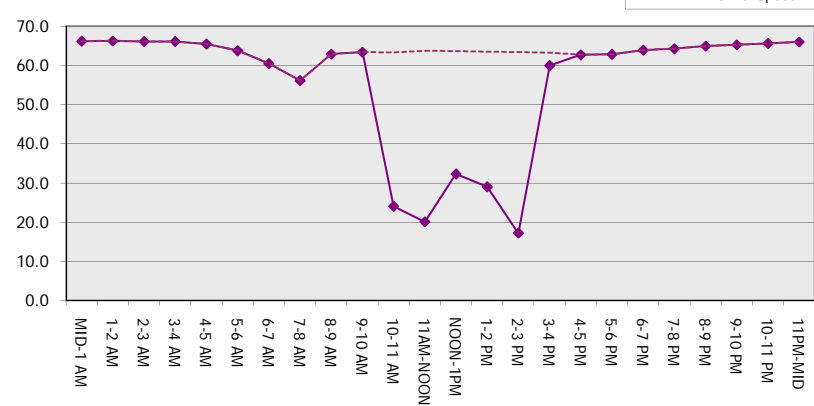
Main Route Average Delay Per Vehicle (Minutes)



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	197	0.0	OFF	197	0	0.00	0	66.0	66.0	66.0
1-2 AM	177	0.0	OFF	177	0	0.00	0	66.1	66.1	66.1
2-3 AM	154	0.0	OFF	154	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	188	0.0	OFF	188	0	0.00	0	66.0	66.0	66.0
5-6 AM	456	0.0	OFF	456	0	0.00	0	65.5	65.5	65.5
6-7 AM	868	0.0	OFF	868	0	0.00	0	64.8	64.8	64.8
7-8 AM	1040	0.0	OFF	1040	0	0.00	0	64.5	64.5	64.5
8-9 AM	1075	0.0	OFF	1075	0	0.00	0	64.4	64.4	64.4
9-10 AM	1190	0.0	OFF	1190	0	0.00	0	64.1	64.1	64.1
10-11 AM	1449	0.0	1499	1449	0	0.96	0	63.7	43.5	31.9
11AM-NOON	1552	0.0	1499	1552	0	1.54	15	63.5	36.5	30.8
NOON-1PM	1780	0.0	1500	1780	0	6.62	171	63.1	15.6	30.8
1-2 PM	2210	0.0	1499	1558	652	16.52+	419	62.3	9.0	30.8
2-3 PM	2624	0.0	1500	1526	1098	16.75+	429	59.6	8.9	30.8
3-4 PM	3322	0.0	OFF	3322	0	2.14	127	52.5	28.4	28.4
4-5 PM	3896	0.0	OFF	3896	0	0.00	0	46.6	46.6	46.6
5-6 PM	3925	0.0	OFF	3925	0	0.00	0	46.3	46.3	46.3
6-7 PM	2804	0.0	OFF	2804	0	0.00	0	57.8	57.8	57.8
7-8 PM	1906	0.0	OFF	1906	0	0.00	0	62.8	62.8	62.8
8-9 PM	1457	0.0	OFF	1457	0	0.00	0	63.7	63.7	63.7
9-10 PM	1266	0.0	OFF	1266	0	0.00	0	64.0	64.0	64.0
10-11 PM	902	0.0	OFF	902	0	0.00	0	64.7	64.7	64.7
11PM-MID	566	0.0	OFF	566	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	0.0123
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$21,498
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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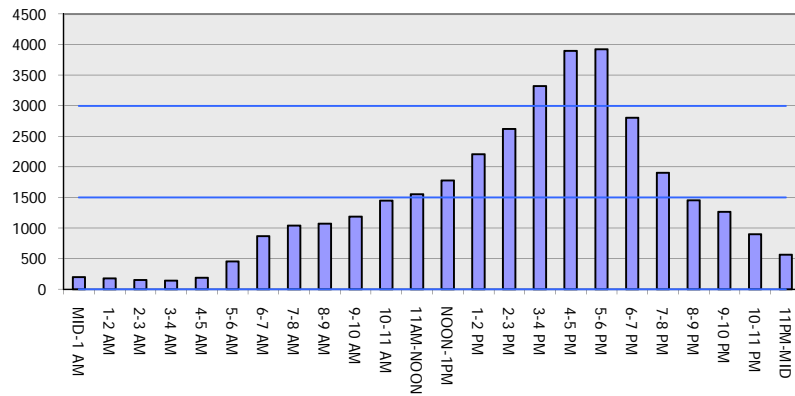
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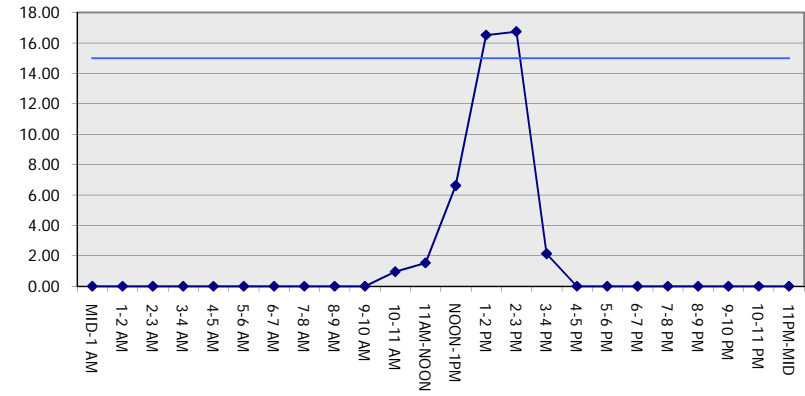
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

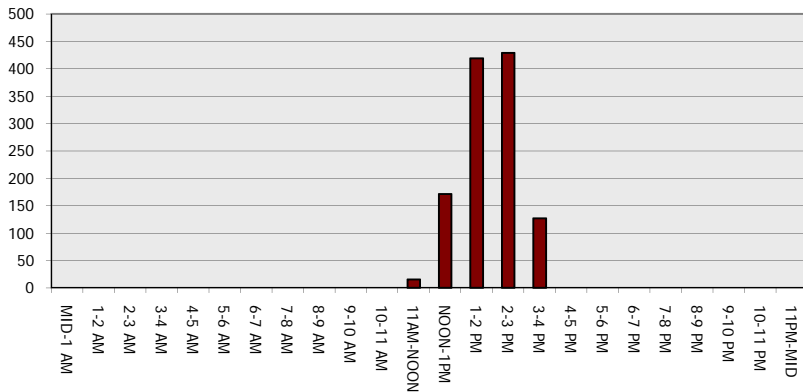
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

