

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

SATURDAY 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	138	0.0	OFF	138	0	0.00	0	66.1	66.1	66.1	
1-2 AM	92	0.0	OFF	92	0	0.00	0	66.2	66.2	66.2	
2-3 AM	114	0.0	OFF	114	0	0.00	0	66.2	66.2	66.2	
3-4 AM	87	0.0	OFF	87	0	0.00	0	66.2	66.2	66.2	
4-5 AM	238	0.0	OFF	238	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	657	0.0	OFF	657	0	0.00	0	65.1	65.1	65.1	
7-8 AM	821	0.0	OFF	821	0	0.00	0	64.8	64.8	64.8	
8-9 AM	1326	0.0	1499	1326	0	0.79	0	63.9	46.1	35.0	
9-10 AM	1583	0.0	1499	1583	0	1.83	25	63.5	33.7	30.8	
10-11 AM	1826	0.0	1500	1826	0	9.22	240	63.0	12.5	30.8	
11AM-NOON	1761	0.0	1499	1502	259	16.74+	424	63.1	9.0	30.8	
NOON-1PM	1700	0.0	1500	1502	198	16.74+	424	63.2	9.0	30.8	
1-2 PM	1661	0.0	1500	1502	159	16.74+	424	63.3	9.0	30.8	
2-3 PM	1622	0.0	1500	1501	121	16.74+	424	63.3	9.0	30.8	
3-4 PM	1601	0.0	1500	1501	100	16.74+	424	63.4	9.0	30.8	
4-5 PM	1740	0.0	1500	1501	239	16.74+	424	63.2	9.0	30.8	
5-6 PM	1646	0.0	1500	1501	145	16.74+	424	63.3	9.0	30.8	
6-7 PM	1487	0.0	OFF	1487	0	0.55	34	63.6	50.3	50.3	
7-8 PM	1629	0.0	OFF	1629	0	0.00	0	63.3	63.3	63.3	
8-9 PM	1200	0.0	OFF	1200	0	0.00	0	64.1	64.1	64.1	
9-10 PM	723	0.0	OFF	723	0	0.00	0	65.0	65.0	65.0	
10-11 PM	410	0.0	OFF	410	0	0.00	0	65.6	65.6	65.6	
11PM-MID	262	0.0	OFF	262	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	0.0
(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	0
(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	0.0072
'DIVERSION'	0.0010
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,549
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

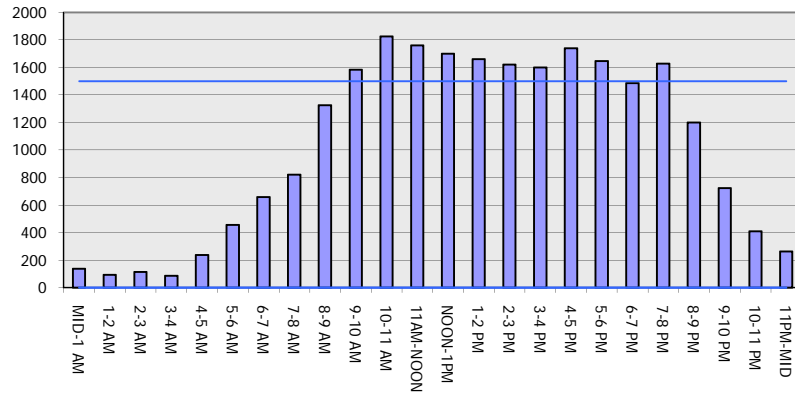
OCTOBER

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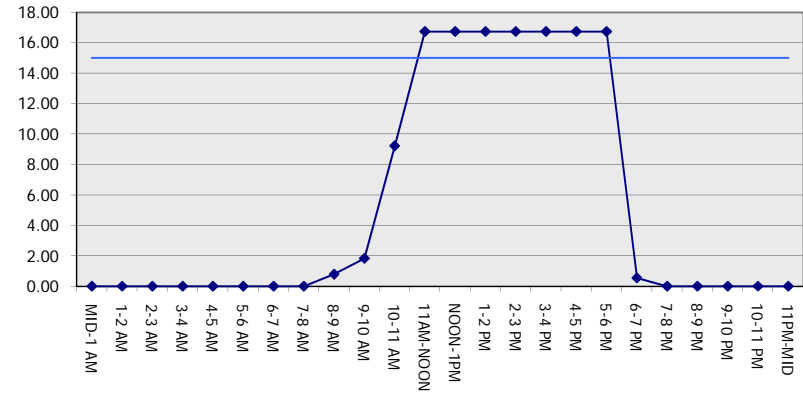
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

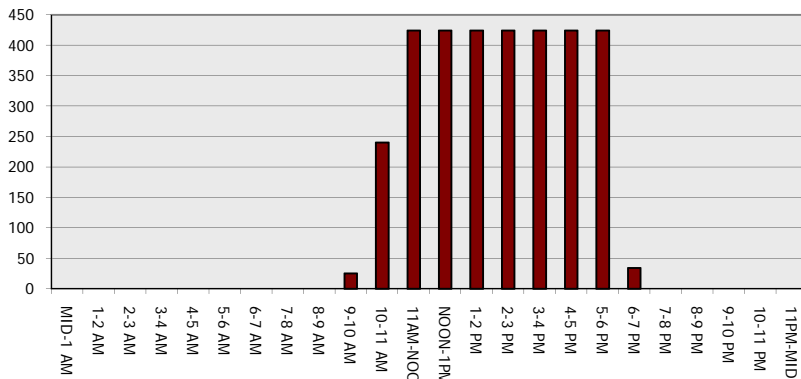
Main Route - Traffic Demand (Vehicles Per Hour)



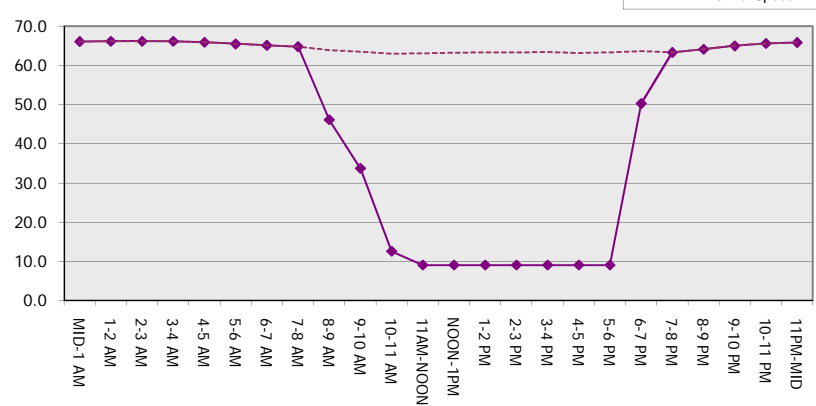
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	313	0.0	OFF	313	0	0.00	0	65.8	65.8	65.8
1-2 AM	174	0.0	OFF	174	0	0.00	0	66.1	66.1	66.1
2-3 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1
3-4 AM	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1
4-5 AM	219	0.0	OFF	219	0	0.00	0	66.0	66.0	66.0
5-6 AM	346	0.0	OFF	346	0	0.00	0	65.8	65.8	65.8
6-7 AM	579	0.0	OFF	579	0	0.00	0	65.3	65.3	65.3
7-8 AM	776	0.0	OFF	776	0	0.00	0	65.0	65.0	65.0
8-9 AM	1222	0.0	1499	1222	0	0.66	0	64.1	48.6	38.0
9-10 AM	1618	0.0	1499	1618	0	2.28	41	63.3	30.2	30.8
10-11 AM	1786	0.0	1500	1786	0	9.88	252	63.0	11.9	30.8
11AM-NOON	1874	0.0	1499	1503	371	16.74+	424	62.9	9.0	30.8
NOON-1PM	1878	0.0	1500	1503	376	16.74+	424	62.9	9.0	30.8
1-2 PM	1865	0.0	1500	1502	362	16.74+	424	62.9	9.0	30.8
2-3 PM	1895	0.0	1500	1502	393	16.74+	424	62.8	9.0	30.8
3-4 PM	1860	0.0	1500	1502	359	16.74+	424	62.9	9.0	30.8
4-5 PM	1944	0.0	1500	1501	443	16.74+	424	62.8	9.0	30.8
5-6 PM	1686	0.0	1500	1501	185	16.74+	424	63.2	9.0	30.8
6-7 PM	1549	0.0	OFF	1549	0	0.56	35	63.5	50.0	50.0
7-8 PM	1087	0.0	OFF	1087	0	0.00	0	64.3	64.3	64.3
8-9 PM	898	0.0	OFF	898	0	0.00	0	64.7	64.7	64.7
9-10 PM	776	0.0	OFF	776	0	0.00	0	65.0	65.0	65.0
10-11 PM	636	0.0	OFF	636	0	0.00	0	65.2	65.2	65.2
11PM-MID	450	0.0	OFF	450	0	0.00	0	65.6	65.6	65.6

"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	0.0090
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,747
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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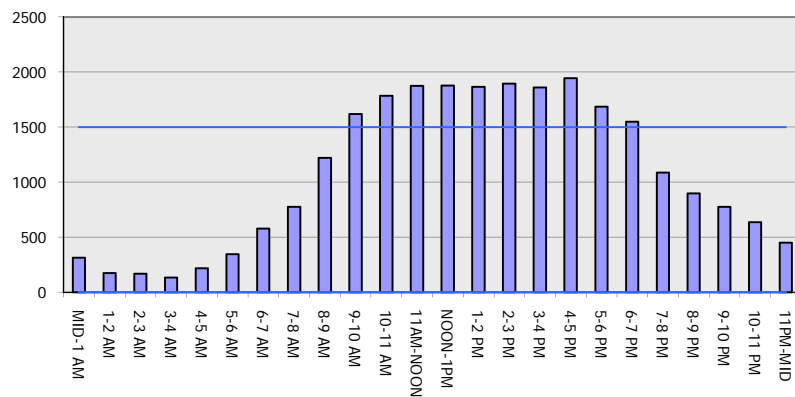
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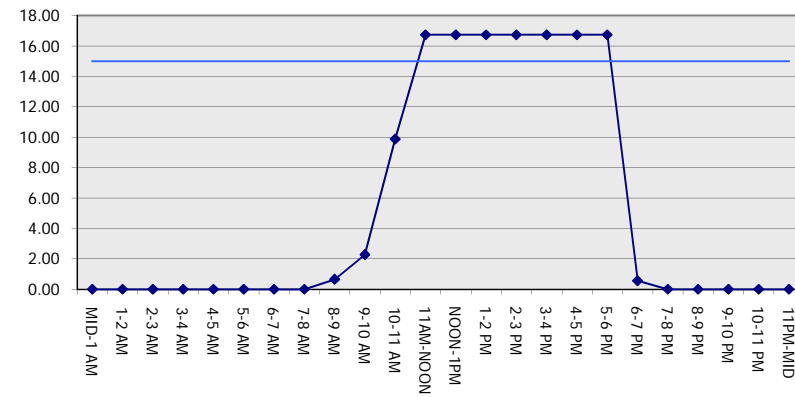
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

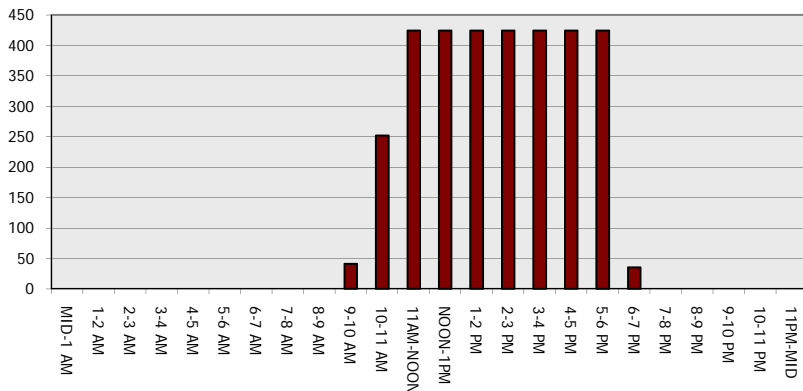
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

