

USH 41: CTH AAA TO CTH G (BROWN COUNTY) NIGHTTIME 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	1500	236	0	0.45	0	66.0	47.9	44.5
1-2 AM	194	0.0	1500	194	0	0.44	0	66.0	48.1	44.7
2-3 AM	185	0.0	1500	185	0	0.44	0	66.0	48.1	44.8
3-4 AM	187	0.0	1500	187	0	0.44	0	66.0	48.1	44.7
4-5 AM	473	0.0	1500	473	0	0.47	0	65.5	47.0	43.6
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	OFF	1959	0	0.00	0	62.7	62.7	62.7
11AM-NOON	2225	0.0	OFF	2225	0	0.00	0	62.2	62.2	62.2
NOON-1PM	2449	0.0	OFF	2449	0	0.00	0	61.4	61.4	61.4
1-2 PM	2466	0.0	OFF	2466	0	0.00	0	61.2	61.2	61.2
2-3 PM	2743	0.0	OFF	2743	0	0.00	0	58.4	58.4	58.4
3-4 PM	3069	0.0	OFF	3069	0	0.00	0	55.1	55.1	55.1
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	1500	1339	0	0.82	0	63.9	38.3	34.5
8-9 PM	1139	0.0	1500	1139	0	0.56	0	64.3	44.0	40.5
9-10 PM	1090	0.0	1500	1090	0	0.53	0	64.3	44.8	41.4
10-11 PM	898	0.0	1500	898	0	0.51	0	64.7	45.5	42.0
11PM-MID	578	0.0	1500	578	0	0.48	0	65.3	46.6	43.2

"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	0.0082
MAIN ROUTE WITH WORKS	0.0078
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$901
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: CTH AAA TO CTH G (BROWN COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

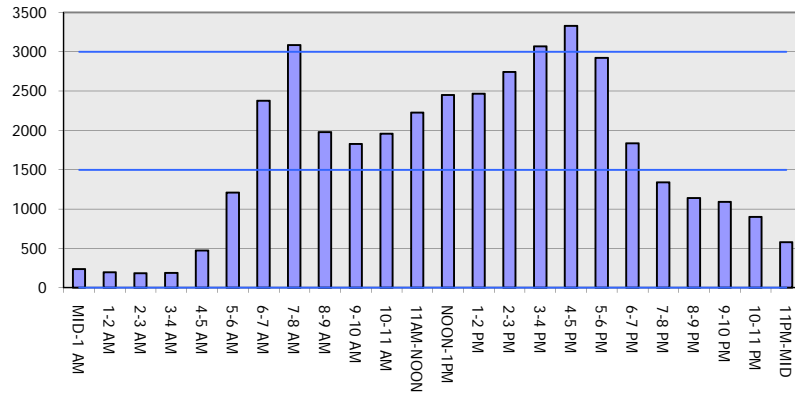
OCTOBER

Analyzed for 2009
Construction Season

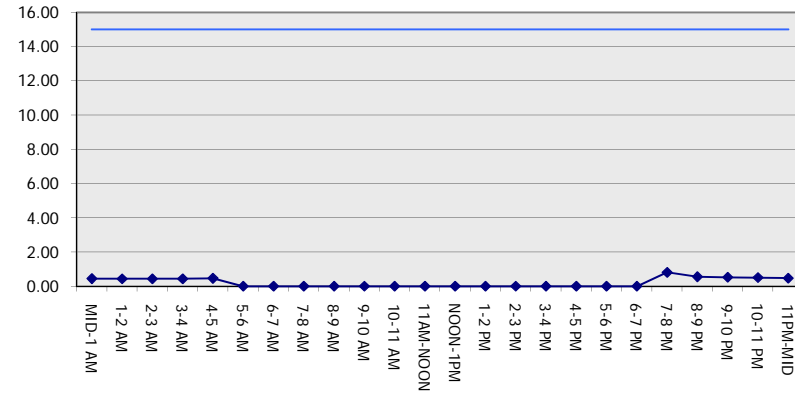
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

Main Route - Traffic Demand (Vehicles Per Hour)



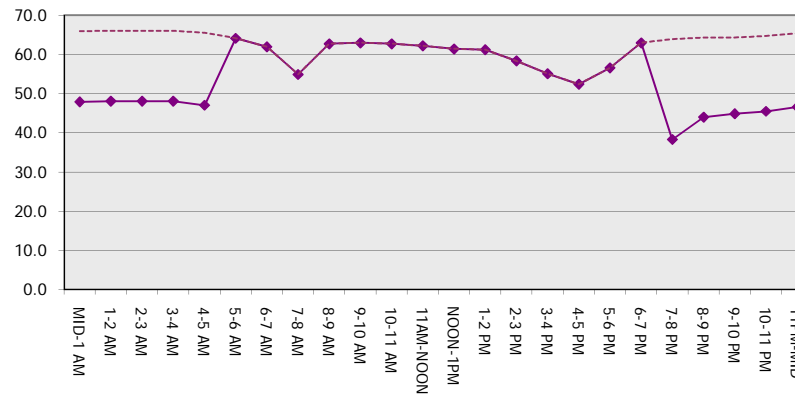
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: CTH AAA TO CTH G (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

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	1500	241	0	0.45	0	66.0	47.9	44.5
1-2 AM	161	0.0	1500	161	0	0.44	0	66.1	48.2	44.8
2-3 AM	167	0.0	1500	167	0	0.44	0	66.1	48.1	44.8
3-4 AM	182	0.0	1500	182	0	0.44	0	66.1	48.1	44.8
4-5 AM	332	0.0	1500	332	0	0.45	0	65.8	47.5	44.2
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	OFF	2110	0	0.00	0	62.5	62.5	62.5
11AM-NOON	2341	0.0	OFF	2341	0	0.00	0	62.0	62.0	62.0
NOON-1PM	2472	0.0	OFF	2472	0	0.00	0	61.2	61.2	61.2
1-2 PM	2466	0.0	OFF	2466	0	0.00	0	61.2	61.2	61.2
2-3 PM	2879	0.0	OFF	2879	0	0.00	0	57.0	57.0	57.0
3-4 PM	3365	0.0	OFF	3365	0	0.00	0	52.0	52.0	52.0
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	1499	1673	0	5.44	126	63.3	13.5	30.8
8-9 PM	1299	0.0	1499	1299	0	3.40	92	64.0	18.4	33.2
9-10 PM	1069	0.0	1500	1069	0	0.53	0	64.4	44.9	41.4
10-11 PM	795	0.0	1500	795	0	0.50	0	64.9	45.8	42.4
11PM-MID	571	0.0	1500	571	0	0.48	0	65.3	46.6	43.2

"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	0.0087
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,787
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: CTH AAA TO CTH G (BROWN COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

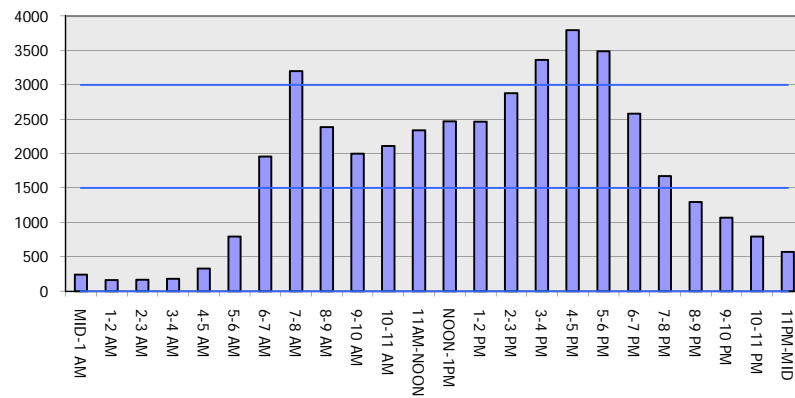
OCTOBER

Analyzed for 2009
Construction Season

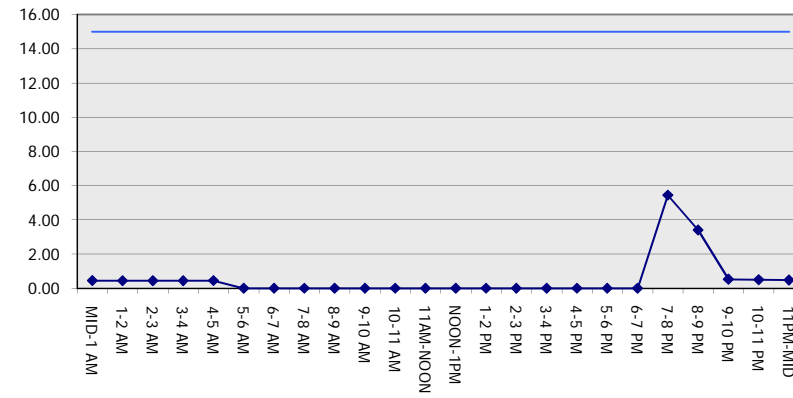
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

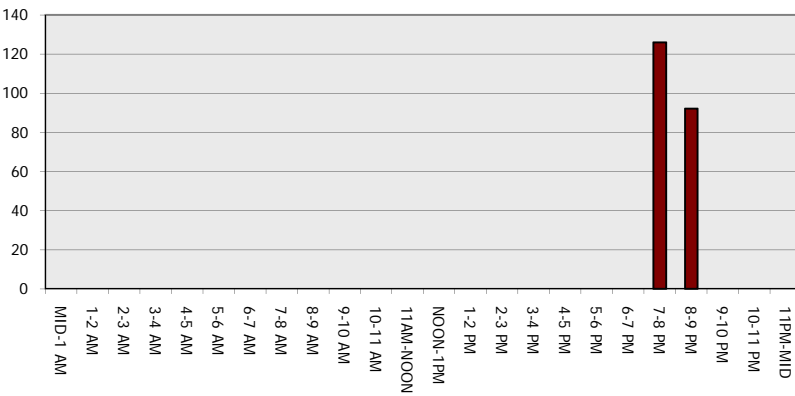
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

