

USH 41: STH 55 TO CTH F (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	144	0.0	1500	144	0	0.44	0	66.1	63.7	44.9	
1-2 AM	113	0.0	1500	113	0	0.43	0	66.2	63.7	45.0	
2-3 AM	103	0.0	1500	103	0	0.43	0	66.2	63.7	45.1	
3-4 AM	141	0.0	1500	141	0	0.44	0	66.1	63.7	44.9	
4-5 AM	388	0.0	1500	388	0	0.46	0	65.6	63.1	44.0	
5-6 AM	993	0.0	1499	993	0	0.54	0	64.5	61.7	41.1	
6-7 AM	1683	0.0	1499	1683	0	3.45	71	63.3	48.9	30.8	
7-8 AM	1628	0.0	1499	1628	0	10.70	263	63.3	33.2	30.8	
8-9 AM	1155	0.0	1499	1155	0	5.88	156	64.2	42.6	34.7	
9-10 AM	1106	0.0	1500	1106	0	0.53	0	64.3	61.5	41.3	
10-11 AM	1124	0.0	1500	1124	0	0.54	0	64.3	61.4	41.0	
11AM-NOON	1203	0.0	1500	1203	0	0.64	0	64.1	60.8	38.3	
NOON-1PM	1261	0.0	1500	1261	0	0.72	0	64.0	60.3	36.6	
1-2 PM	1354	0.0	1499	1354	0	0.83	0	63.8	59.6	34.2	
2-3 PM	1574	0.0	1499	1574	0	1.69	19	63.5	55.5	30.9	
3-4 PM	2018	0.0	1500	1816	201	10.67+	281	62.6	33.0	30.8	
4-5 PM	2377	0.0	1499	1500	877	15.54+	399	62.0	27.0	30.8	
5-6 PM	1649	0.0	1500	1485	164	15.57+	393	63.3	27.2	30.8	
6-7 PM	951	0.0	1499	951	0	5.14	156	64.6	44.6	37.6	
7-8 PM	725	0.0	1500	725	0	0.49	0	65.0	62.3	42.7	
8-9 PM	654	0.0	1500	654	0	0.49	0	65.1	62.5	42.9	
9-10 PM	491	0.0	1500	491	0	0.47	0	65.5	62.8	43.5	
10-11 PM	338	0.0	1500	338	0	0.46	0	65.8	63.2	44.2	
11PM-MID	178	0.0	1500	178	0	0.44	0	66.1	63.6	44.8	

+ 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

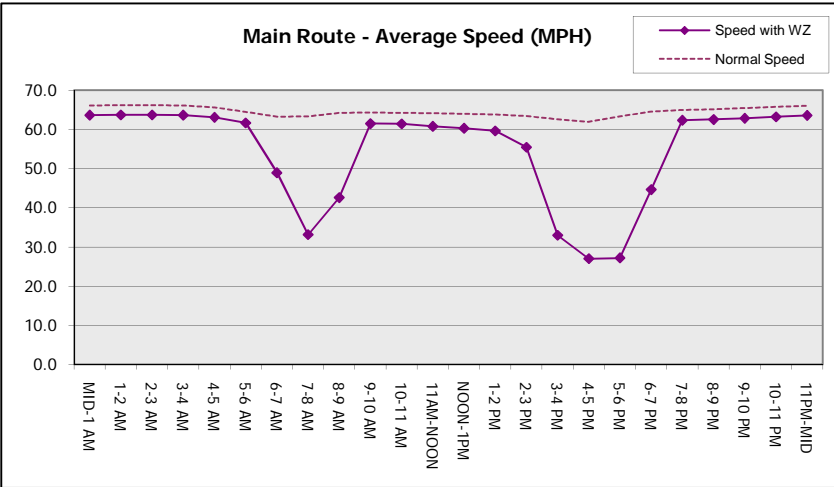
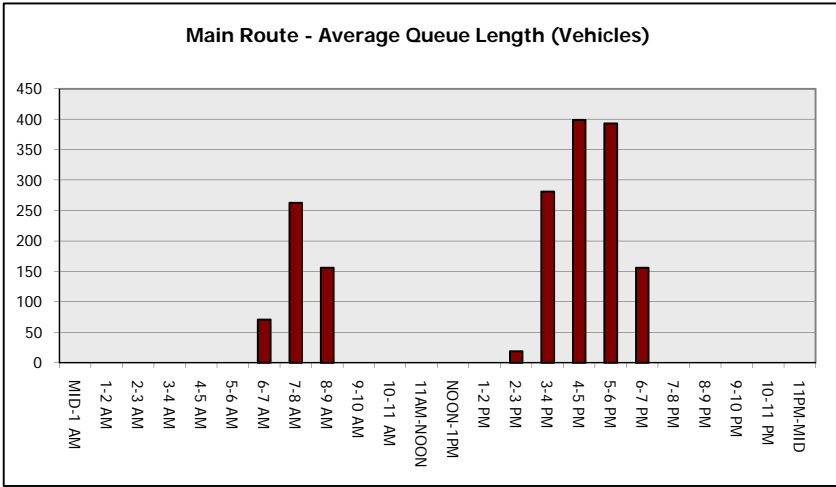
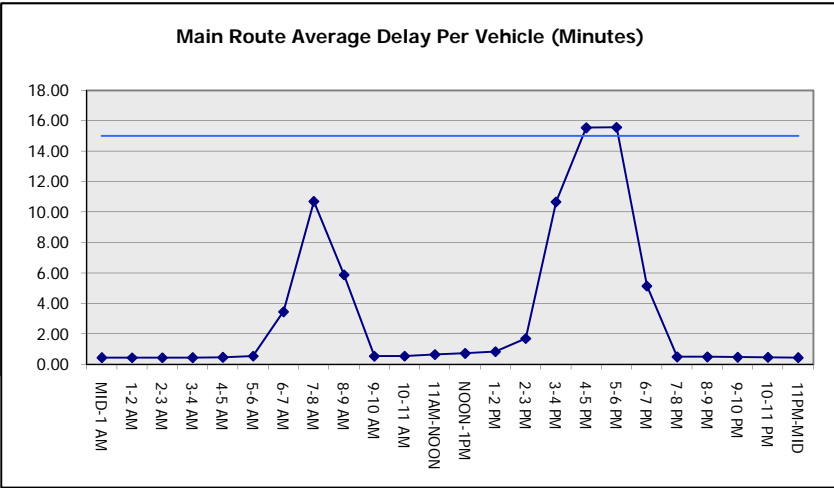
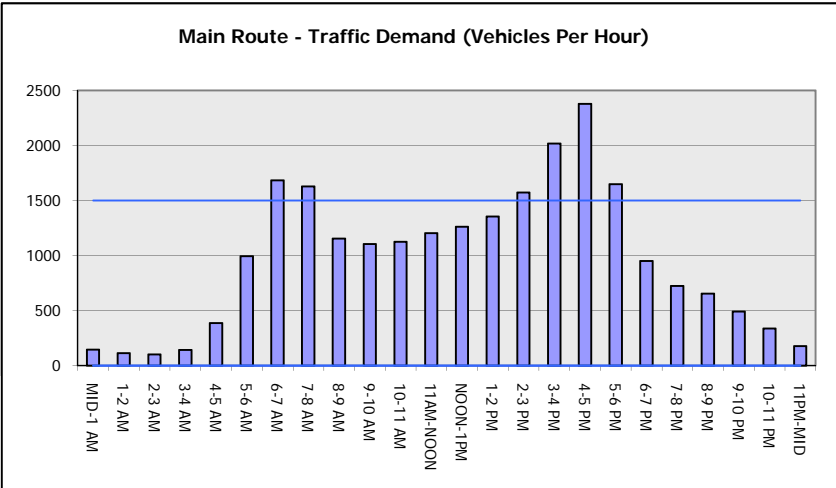
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0461
MAIN ROUTE WITH WORKS	0.0422
'DIVERSION'	0.0057
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,680
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

**USH 41: STH 55 TO CTH F (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



USH 41: STH 55 TO CTH F (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	106	0.0	1500	106	0	0.43	0	66.2	63.7	45.1
1-2 AM	93	0.0	1500	93	0	0.43	0	66.2	63.8	45.1
2-3 AM	97	0.0	1500	97	0	0.43	0	66.2	63.8	45.1
3-4 AM	137	0.0	1500	137	0	0.44	0	66.1	63.7	45.0
4-5 AM	335	0.0	1500	335	0	0.45	0	65.8	63.2	44.2
5-6 AM	918	0.0	1499	918	0	0.51	0	64.6	61.9	42.0
6-7 AM	1887	0.0	1499	1887	0	6.06	158	62.8	41.6	30.8
7-8 AM	2046	0.0	1499	1500	546	15.66+	399	62.6	27.0	30.8
8-9 AM	1363	0.0	1500	1363	0	13.79+	346	63.8	29.2	30.8
9-10 AM	1155	0.0	1499	1155	0	3.72	96	64.2	48.6	36.4
10-11 AM	1132	0.0	1500	1132	0	0.55	0	64.3	61.4	40.7
11AM-NOON	1155	0.0	1500	1155	0	0.58	0	64.2	61.2	39.9
NOON-1PM	1175	0.0	1500	1175	0	0.60	0	64.2	61.0	39.3
1-2 PM	1258	0.0	1500	1258	0	0.71	0	64.0	60.4	36.7
2-3 PM	1436	0.0	1499	1436	0	0.94	0	63.7	58.9	32.2
3-4 PM	1748	0.0	1499	1748	0	4.59	106	63.2	45.5	30.8
4-5 PM	1994	0.0	1500	1674	320	14.79+	377	62.7	27.9	30.8
5-6 PM	1557	0.0	1499	1442	116	15.58+	393	63.5	27.3	30.8
6-7 PM	932	0.0	1499	932	0	4.54	137	64.6	46.4	38.3
7-8 PM	697	0.0	1500	697	0	0.49	0	65.1	62.4	42.8
8-9 PM	635	0.0	1500	635	0	0.48	0	65.2	62.5	43.0
9-10 PM	505	0.0	1500	505	0	0.47	0	65.5	62.8	43.5
10-11 PM	335	0.0	1500	335	0	0.45	0	65.8	63.2	44.2
11PM-MID	148	0.0	1500	148	0	0.44	0	66.1	63.7	44.9

+ 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	0.0451
MAIN ROUTE WITH WORKS	0.0417
'DIVERSION'	0.0045

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,964
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

**USH 41: STH 55 TO CTH F (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

