

USH 41: STH 55 TO CTH F (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	238	0.0	1500	238	0	0.45	0	66.0	63.5	44.5	
1-2 AM	153	0.0	1500	153	0	0.44	0	66.1	63.7	44.9	
2-3 AM	136	0.0	1500	136	0	0.44	0	66.1	63.7	45.0	
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	63.7	45.0	
4-5 AM	260	0.0	1500	260	0	0.45	0	65.9	63.4	44.5	
5-6 AM	663	0.0	1500	663	0	0.49	0	65.1	62.5	42.9	
6-7 AM	1320	0.0	1499	1320	0	0.79	0	63.9	59.9	35.3	
7-8 AM	1738	0.0	1499	1738	0	5.12	119	63.2	44.0	30.8	
8-9 AM	1289	0.0	1499	1289	0	6.05	144	64.0	42.1	32.2	
9-10 AM	1333	0.0	1500	1333	0	0.88	1	63.9	59.4	34.5	
10-11 AM	1443	0.0	1499	1443	0	0.95	0	63.7	58.9	32.0	
11AM-NOON	1563	0.0	1499	1563	0	1.88	24	63.5	54.7	30.8	
NOON-1PM	1677	0.0	1500	1677	0	6.26	146	63.3	41.3	30.8	
1-2 PM	1706	0.0	1499	1680	26	13.15+	332	63.2	29.9	30.8	
2-3 PM	1874	0.0	1500	1500	374	15.72+	400	62.9	27.0	30.8	
3-4 PM	2029	0.0	1500	1500	529	15.67+	400	62.6	27.0	30.8	
4-5 PM	2373	0.0	1500	1500	873	15.55+	400	62.0	27.0	30.8	
5-6 PM	2055	0.0	1500	1500	555	15.66+	399	62.5	27.0	30.8	
6-7 PM	1333	0.0	1499	1301	32	13.64+	344	63.9	29.4	30.9	
7-8 PM	913	0.0	1500	913	0	1.94	47	64.7	55.3	41.2	
8-9 PM	741	0.0	1500	741	0	0.49	0	65.0	62.3	42.6	
9-10 PM	682	0.0	1500	682	0	0.49	0	65.1	62.5	42.8	
10-11 PM	594	0.0	1500	594	0	0.48	0	65.3	62.7	43.2	
11PM-MID	426	0.0	1500	426	0	0.46	0	65.6	63.0	43.8	

+ 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	0.0526
MAIN ROUTE WITH WORKS	0.0463
'DIVERSION'	0.0109
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$46,547
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

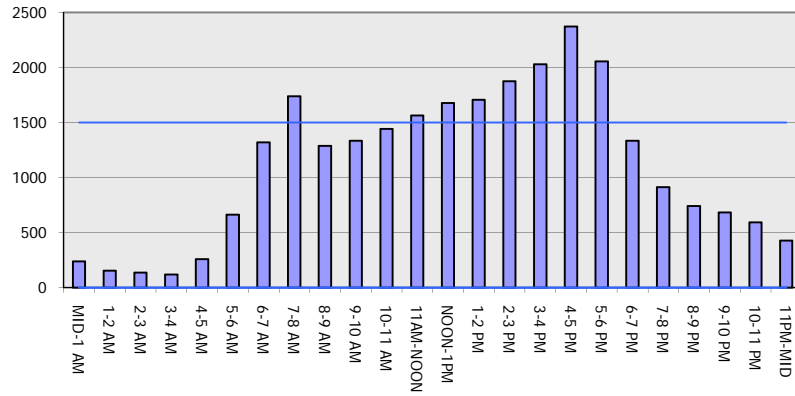
AUGUST

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Construction Season

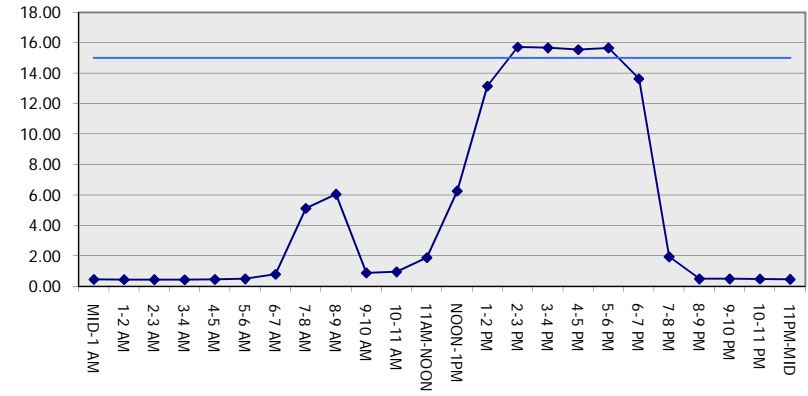
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

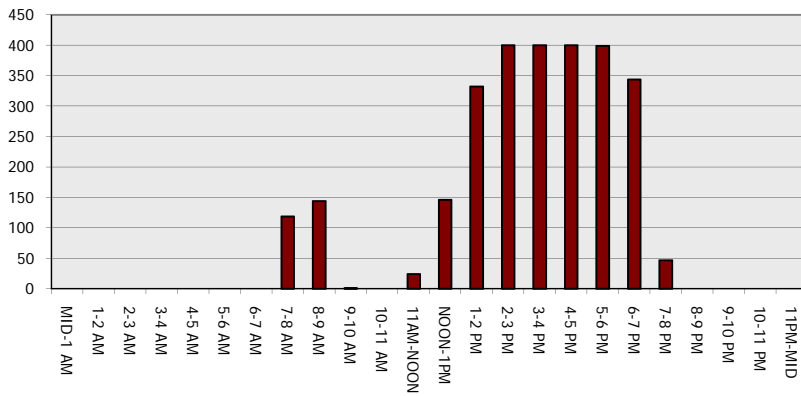
Main Route - Traffic Demand (Vehicles Per Hour)



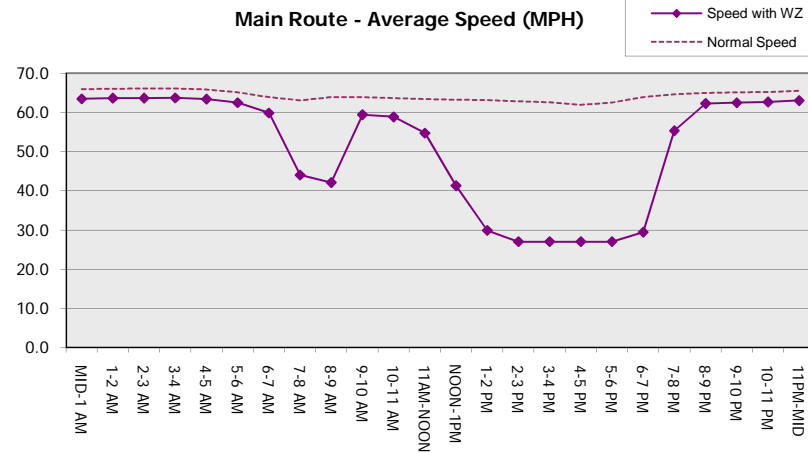
Main Route Average Delay Per Vehicle (Minutes)



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	204	0.0	1500	204	0	0.44	0	66.0	63.5	44.6
1-2 AM	133	0.0	1500	133	0	0.44	0	66.1	63.7	45.0
2-3 AM	143	0.0	1500	143	0	0.44	0	66.1	63.7	44.9
3-4 AM	134	0.0	1500	134	0	0.44	0	66.1	63.7	45.0
4-5 AM	229	0.0	1500	229	0	0.44	0	66.0	63.5	44.6
5-6 AM	606	0.0	1500	606	0	0.48	0	65.3	62.6	43.1
6-7 AM	1427	0.0	1499	1427	0	1.33	14	63.7	57.2	34.0
7-8 AM	2115	0.0	1500	1798	317	11.49+	303	62.5	31.8	30.8
8-9 AM	1574	0.0	1500	1535	39	15.52+	391	63.5	27.3	30.8
9-10 AM	1518	0.0	1500	1509	9	15.76+	397	63.5	27.1	30.8
10-11 AM	1578	0.0	1500	1500	78	15.83+	400	63.5	27.0	30.8
11AM-NOON	1639	0.0	1500	1500	139	15.80+	400	63.3	27.0	30.8
NOON-1PM	1743	0.0	1500	1500	243	15.77+	400	63.2	27.0	30.8
1-2 PM	1847	0.0	1500	1500	347	15.73+	400	63.0	27.0	30.8
2-3 PM	1996	0.0	1500	1500	496	15.68+	400	62.7	27.0	30.8
3-4 PM	2127	0.0	1500	1500	627	15.63+	400	62.4	27.0	30.8
4-5 PM	2359	0.0	1500	1500	859	15.55+	400	62.0	27.0	30.8
5-6 PM	2263	0.0	1500	1500	763	15.59+	400	62.2	27.0	30.8
6-7 PM	1660	0.0	1500	1500	160	15.80+	400	63.3	27.0	30.8
7-8 PM	1246	0.0	1499	1246	0	11.57+	293	64.1	32.1	31.5
8-9 PM	1002	0.0	1500	1002	0	1.27	23	64.5	58.1	41.1
9-10 PM	874	0.0	1500	874	0	0.51	0	64.8	62.0	42.1
10-11 PM	607	0.0	1500	607	0	0.48	0	65.3	62.6	43.1
11PM-MID	387	0.0	1500	387	0	0.46	0	65.6	63.1	44.0

+ 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	0.0580
MAIN ROUTE WITH WORKS	0.0483
'DIVERSION'	0.0186

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$80,866
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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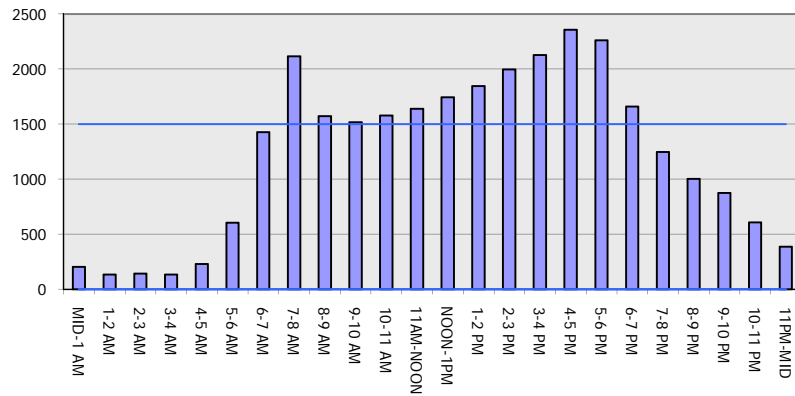
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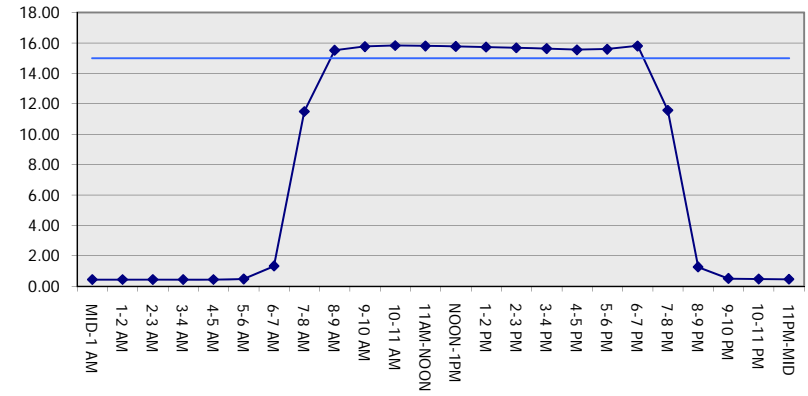
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

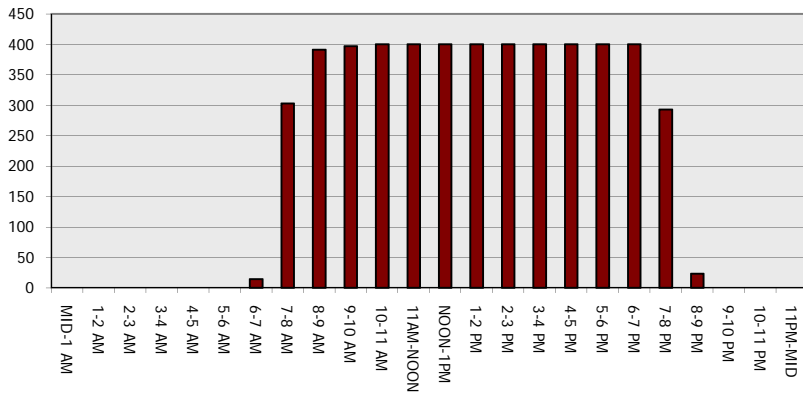
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

