

USH 41: STH 55 TO CTH F (BROWN COUNTY) CONTINUOUS (24 HOUR) 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	166	0.0	1500	166	0	0.44	0	66.1	63.6	44.8
1-2 AM	135	0.0	1500	135	0	0.44	0	66.1	63.7	45.0
2-3 AM	120	0.0	1500	120	0	0.43	0	66.1	63.7	45.0
3-4 AM	122	0.0	1500	122	0	0.43	0	66.1	63.7	45.0
4-5 AM	246	0.0	1500	246	0	0.45	0	66.0	63.4	44.5
5-6 AM	661	0.0	1500	661	0	0.49	0	65.1	62.5	42.9
6-7 AM	1347	0.0	1499	1347	0	0.82	0	63.9	59.7	34.7
7-8 AM	1883	0.0	1499	1883	0	7.51	194	62.9	38.4	30.8
8-9 AM	1238	0.0	1499	1238	0	10.71	271	64.1	33.3	31.7
9-10 AM	1262	0.0	1500	1262	0	1.76	29	64.0	55.6	35.2
10-11 AM	1334	0.0	1499	1334	0	0.81	0	63.9	59.7	34.6
11AM-NOON	1495	0.0	1499	1495	0	1.12	3	63.6	58.0	31.2
NOON-1PM	1599	0.0	1500	1599	0	3.11	58	63.4	50.1	30.8
1-2 PM	1646	0.0	1499	1646	0	7.44	176	63.3	38.8	30.8
2-3 PM	1867	0.0	1500	1653	215	14.44+	367	62.9	28.3	30.8
3-4 PM	2140	0.0	1500	1500	640	15.63+	400	62.4	27.0	30.8
4-5 PM	2431	0.0	1500	1500	931	15.47+	400	61.6	27.0	30.8
5-6 PM	2153	0.0	1500	1500	653	15.62+	400	62.3	27.0	30.8
6-7 PM	1323	0.0	1499	1305	18	13.74+	347	63.9	29.3	31.0
7-8 PM	867	0.0	1500	867	0	1.73	41	64.8	56.3	41.8
8-9 PM	760	0.0	1500	760	0	0.50	0	65.0	62.3	42.5
9-10 PM	728	0.0	1500	728	0	0.49	0	65.0	62.3	42.7
10-11 PM	636	0.0	1500	636	0	0.48	0	65.2	62.5	43.0
11PM-MID	398	0.0	1500	398	0	0.46	0	65.6	63.1	43.9

+ 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	0.0524
MAIN ROUTE WITH WORKS	0.0460
'DIVERSION'	0.0112
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,182
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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

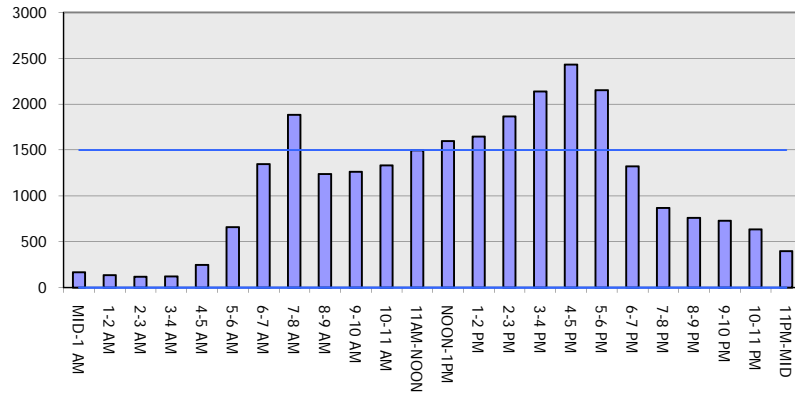
OCTOBER

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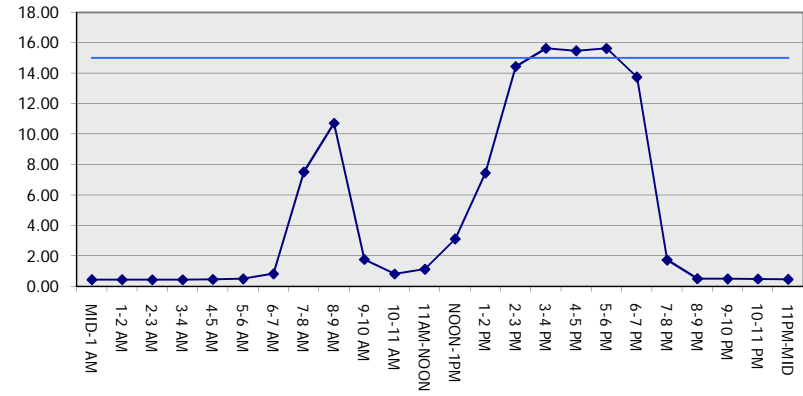
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

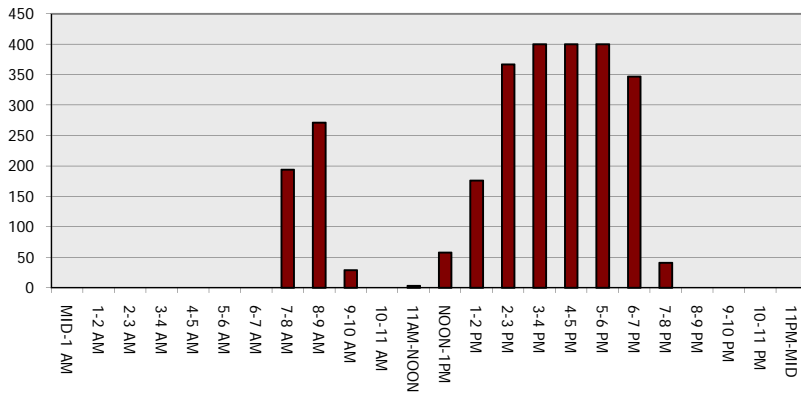
Main Route - Traffic Demand (Vehicles Per Hour)



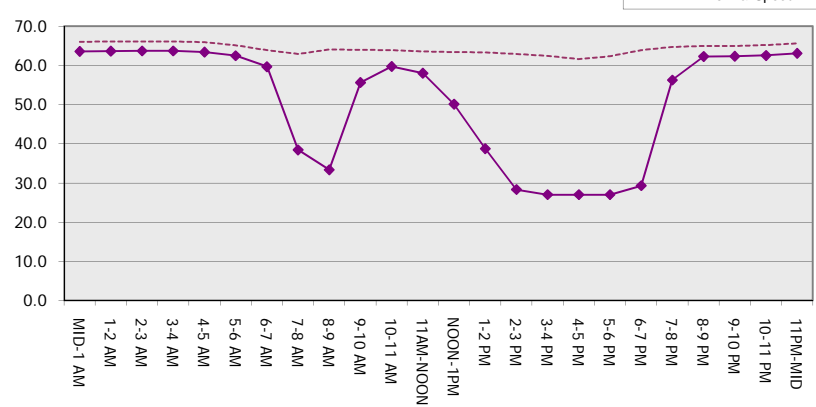
Main Route Average Delay Per Vehicle (Minutes)



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	148	0.0	1500	148	0	0.44	0	66.1	63.7	44.9
1-2 AM	112	0.0	1500	112	0	0.43	0	66.2	63.7	45.0
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	63.7	45.0
3-4 AM	131	0.0	1500	131	0	0.44	0	66.1	63.7	45.0
4-5 AM	246	0.0	1500	246	0	0.45	0	66.0	63.4	44.5
5-6 AM	595	0.0	1500	595	0	0.48	0	65.3	62.7	43.2
6-7 AM	1472	0.0	1499	1472	0	1.63	23	63.7	55.8	33.7
7-8 AM	2315	0.0	1500	1862	453	13.15+	342	62.1	29.6	31.2
8-9 AM	1647	0.0	1499	1442	205	15.58+	394	63.3	27.2	30.8
9-10 AM	1371	0.0	1499	1371	0	13.52+	338	63.8	29.6	30.8
10-11 AM	1462	0.0	1500	1462	0	10.11	245	63.7	34.1	30.8
11AM-NOON	1494	0.0	1500	1494	0	9.27	222	63.6	35.5	30.8
NOON-1PM	1603	0.0	1500	1603	0	10.95	269	63.4	32.8	30.8
1-2 PM	1660	0.0	1500	1563	97	14.99+	378	63.3	27.8	30.8
2-3 PM	1876	0.0	1500	1500	376	15.72+	400	62.9	27.0	30.8
3-4 PM	2130	0.0	1500	1500	630	15.63+	400	62.4	27.0	30.8
4-5 PM	2491	0.0	1500	1500	991	15.35+	400	61.0	27.0	30.8
5-6 PM	2392	0.0	1500	1500	892	15.54+	399	61.9	27.0	30.8
6-7 PM	1754	0.0	1500	1500	254	15.76+	399	63.1	27.0	30.8
7-8 PM	1171	0.0	1499	1171	0	9.59	250	64.2	35.1	33.2
8-9 PM	948	0.0	1500	948	0	0.64	3	64.6	61.2	41.9
9-10 PM	784	0.0	1500	784	0	0.50	0	64.9	62.2	42.5
10-11 PM	549	0.0	1500	549	0	0.48	0	65.4	62.7	43.3
11PM-MID	362	0.0	1500	362	0	0.46	0	65.7	63.2	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	0.0569
MAIN ROUTE WITH WORKS	0.0476
'DIVERSION'	0.0178

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,502
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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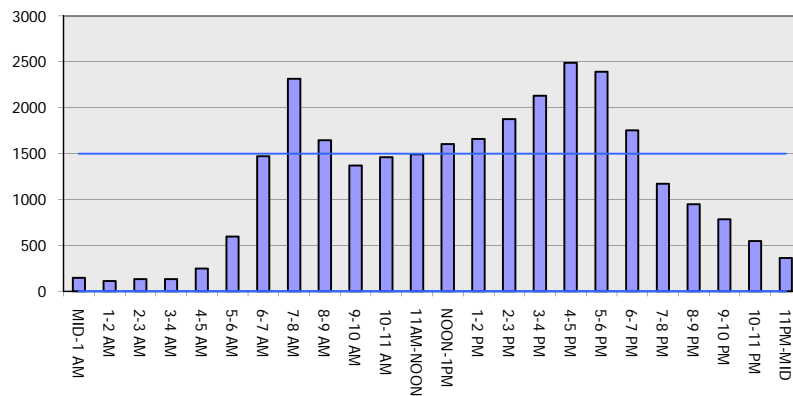
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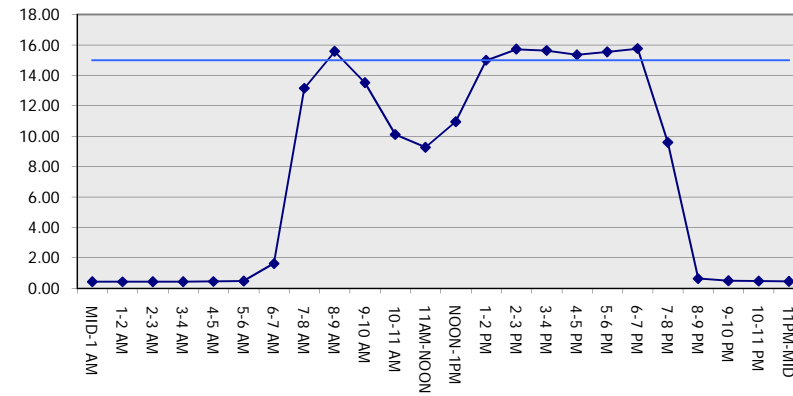
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FRIDAY NORTHBOUND DIRECTION

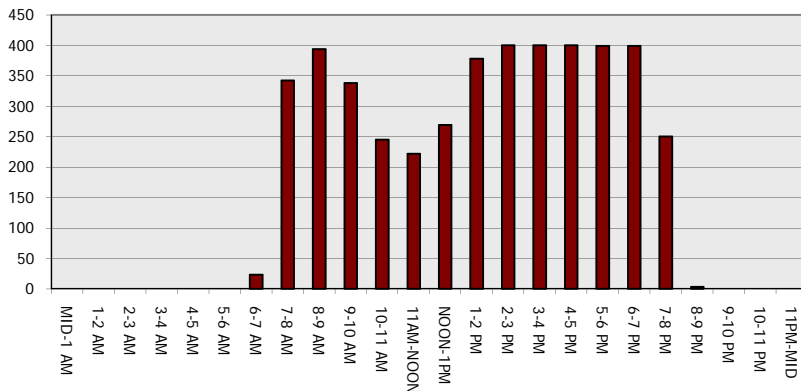
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

