

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

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	276	0.0	1500	276	0	0.45	0	65.9	63.3	44.4	
1-2 AM	118	0.0	1500	118	0	0.43	0	66.1	63.7	45.0	
2-3 AM	102	0.0	1500	102	0	0.43	0	66.2	63.7	45.1	
3-4 AM	133	0.0	1500	133	0	0.44	0	66.1	63.7	45.0	
4-5 AM	313	0.0	1500	313	0	0.45	0	65.8	63.3	44.2	
5-6 AM	910	0.0	1499	910	0	0.51	0	64.7	61.9	42.0	
6-7 AM	1691	0.0	1499	1691	0	3.15	64	63.2	49.9	30.8	
7-8 AM	1911	0.0	1500	1732	178	13.82+	353	62.8	29.0	30.8	
8-9 AM	1261	0.0	1499	1256	5	12.71+	322	64.0	30.6	31.1	
9-10 AM	1186	0.0	1500	1186	0	2.38	52	64.1	53.2	36.7	
10-11 AM	1180	0.0	1500	1180	0	0.61	0	64.2	61.0	39.1	
11AM-NOON	1226	0.0	1500	1226	0	0.67	0	64.1	60.6	37.6	
NOON-1PM	1298	0.0	1500	1298	0	0.76	0	64.0	60.1	35.6	
1-2 PM	1372	0.0	1499	1372	0	0.86	0	63.8	59.4	33.7	
2-3 PM	1568	0.0	1499	1568	0	1.64	18	63.5	55.6	30.9	
3-4 PM	1991	0.0	1500	1858	132	10.20+	269	62.7	33.7	30.8	
4-5 PM	2432	0.0	1500	1500	932	15.47+	400	61.6	27.0	30.8	
5-6 PM	1874	0.0	1500	1480	395	15.64+	397	62.9	27.1	30.8	
6-7 PM	1002	0.0	1499	1002	0	6.86	203	64.5	40.4	36.5	
7-8 PM	716	0.0	1500	716	0	0.49	0	65.1	62.3	42.7	
8-9 PM	628	0.0	1500	628	0	0.48	0	65.2	62.5	43.0	
9-10 PM	593	0.0	1500	593	0	0.48	0	65.3	62.7	43.2	
10-11 PM	347	0.0	1500	347	0	0.46	0	65.8	63.2	44.1	
11PM-MID	219	0.0	1500	219	0	0.44	0	66.0	63.5	44.6	

+ 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	0.0481
MAIN ROUTE WITH WORKS	0.0433
'DIVERSION'	0.0075
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$32,143
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

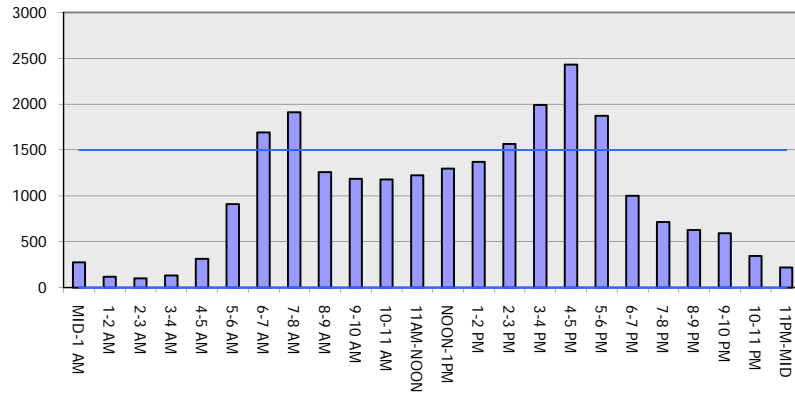
OCTOBER

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Construction Season

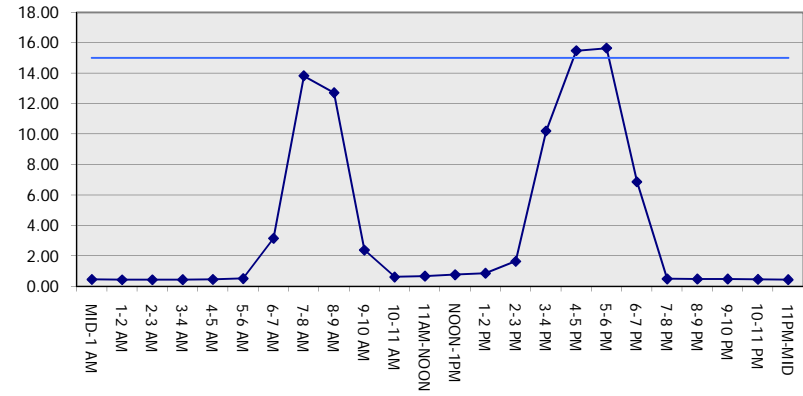
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

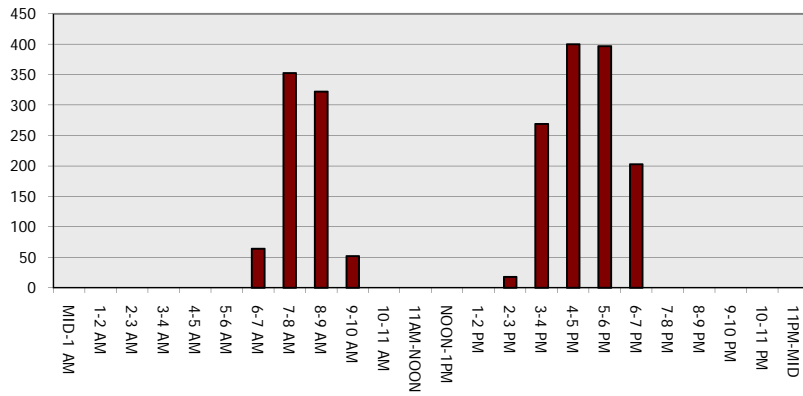
Main Route - Traffic Demand (Vehicles Per Hour)



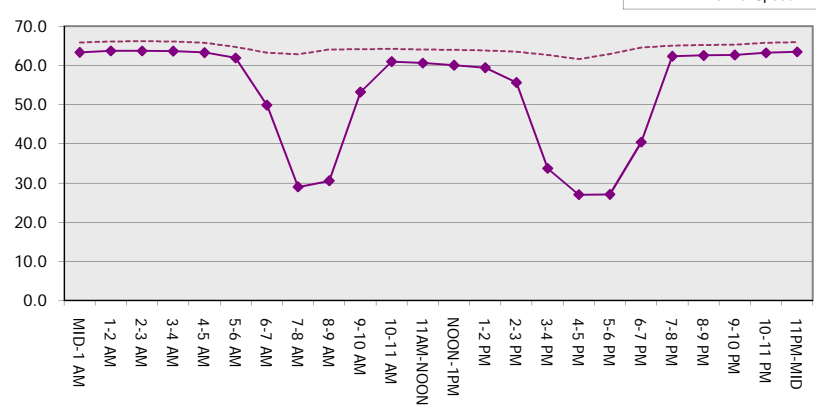
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	112	0.0	1500	112	0	0.43	0	66.2	63.7	45.0
1-2 AM	94	0.0	1500	94	0	0.43	0	66.2	63.8	45.1
2-3 AM	96	0.0	1500	96	0	0.43	0	66.2	63.8	45.1
3-4 AM	135	0.0	1500	135	0	0.44	0	66.1	63.7	45.0
4-5 AM	288	0.0	1500	288	0	0.45	0	65.8	63.3	44.3
5-6 AM	786	0.0	1500	786	0	0.50	0	64.9	62.2	42.4
6-7 AM	1822	0.0	1499	1822	0	4.50	110	63.0	45.6	30.8
7-8 AM	2391	0.0	1499	1500	891	15.48+	399	61.9	27.1	31.6
8-9 AM	1538	0.0	1500	1538	0	14.94+	376	63.5	27.9	30.8
9-10 AM	1268	0.0	1499	1268	0	10.22	254	64.0	34.0	31.2
10-11 AM	1186	0.0	1500	1186	0	1.54	26	64.1	56.6	37.6
11AM-NOON	1208	0.0	1500	1208	0	0.65	0	64.1	60.7	38.2
NOON-1PM	1219	0.0	1500	1219	0	0.66	0	64.1	60.7	37.9
1-2 PM	1278	0.0	1500	1278	0	0.74	0	64.0	60.2	36.1
2-3 PM	1431	0.0	1499	1431	0	0.93	0	63.7	59.0	32.3
3-4 PM	1757	0.0	1499	1757	0	4.59	107	63.1	45.5	30.8
4-5 PM	2111	0.0	1499	1682	429	15.02+	384	62.5	27.6	30.8
5-6 PM	1804	0.0	1500	1457	347	15.57+	395	63.0	27.1	30.8
6-7 PM	1030	0.0	1499	1030	0	6.85	199	64.5	40.4	36.3
7-8 PM	706	0.0	1500	706	0	0.49	0	65.1	62.4	42.7
8-9 PM	597	0.0	1500	597	0	0.48	0	65.3	62.7	43.2
9-10 PM	491	0.0	1500	491	0	0.47	0	65.5	62.8	43.5
10-11 PM	313	0.0	1500	313	0	0.45	0	65.8	63.3	44.2
11PM-MID	156	0.0	1500	156	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	0.0470
MAIN ROUTE WITH WORKS	0.0423
'DIVERSION'	0.0076

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$34,345
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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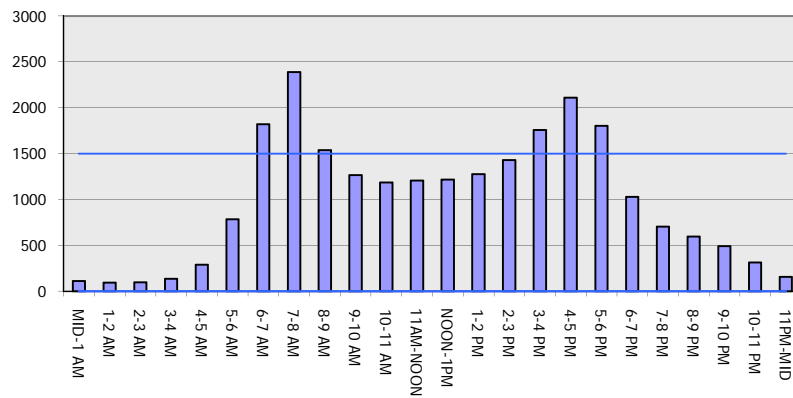
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

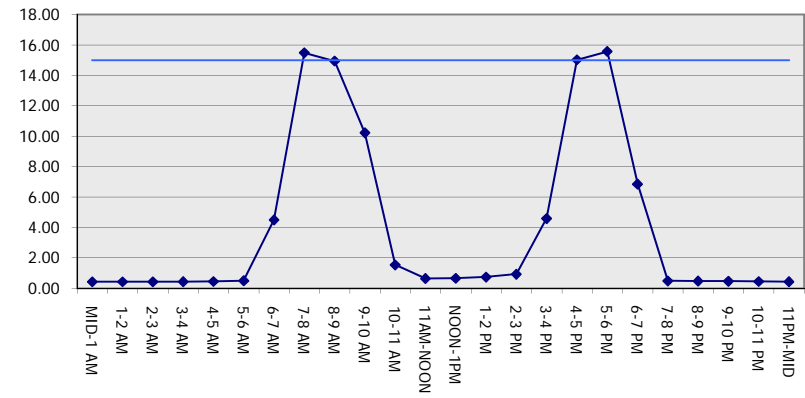
MON-THUR

NORTHBOUND DIRECTION

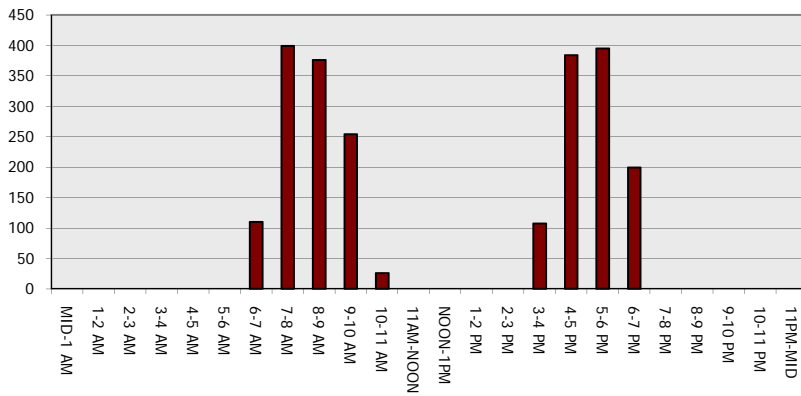
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

