

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

SATURDAY 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	296	0.0	1500	296	0	0.45	0	65.8	63.3	44.3
1-2 AM	190	0.0	1500	190	0	0.44	0	66.0	63.5	44.7
2-3 AM	159	0.0	1500	159	0	0.44	0	66.1	63.6	44.8
3-4 AM	139	0.0	1500	139	0	0.44	0	66.1	63.7	45.0
4-5 AM	168	0.0	1500	168	0	0.44	0	66.1	63.6	44.8
5-6 AM	258	0.0	1500	258	0	0.45	0	65.9	63.4	44.5
6-7 AM	469	0.0	1500	469	0	0.47	0	65.5	62.9	43.6
7-8 AM	697	0.0	1500	697	0	0.49	0	65.1	62.4	42.8
8-9 AM	842	0.0	1500	842	0	0.50	0	64.8	62.1	42.2
9-10 AM	1018	0.0	1500	1018	0	0.52	0	64.5	61.7	41.6
10-11 AM	1182	0.0	1500	1182	0	0.61	0	64.2	61.0	39.1
11AM-NOON	1286	0.0	1500	1286	0	0.75	0	64.0	60.1	35.9
NOON-1PM	1351	0.0	1500	1351	0	0.83	0	63.8	59.6	34.2
1-2 PM	1298	0.0	1500	1298	0	0.76	0	64.0	60.1	35.6
2-3 PM	1230	0.0	1500	1230	0	0.68	0	64.1	60.5	37.5
3-4 PM	1304	0.0	1500	1304	0	0.77	0	64.0	60.0	35.4
4-5 PM	1323	0.0	1500	1323	0	0.80	0	63.9	59.8	34.9
5-6 PM	1227	0.0	1500	1227	0	0.67	0	64.1	60.6	37.6
6-7 PM	1068	0.0	1500	1068	0	0.53	0	64.4	61.6	41.4
7-8 PM	932	0.0	1500	932	0	0.51	0	64.6	61.9	41.9
8-9 PM	976	0.0	1500	976	0	0.52	0	64.6	61.8	41.8
9-10 PM	881	0.0	1500	881	0	0.51	0	64.8	62.0	42.1
10-11 PM	681	0.0	1500	681	0	0.49	0	65.1	62.5	42.8
11PM-MID	632	0.0	1500	632	0	0.48	0	65.2	62.5	43.0

----- 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	0.0387
MAIN ROUTE WITH WORKS	0.0374
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$3,156
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

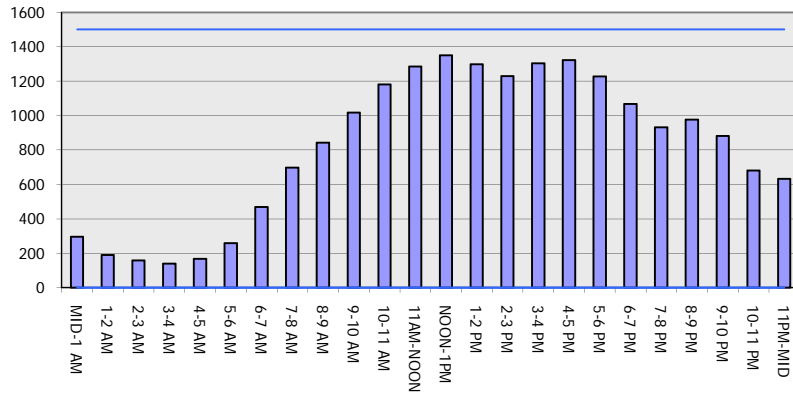
OCTOBER

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Construction Season

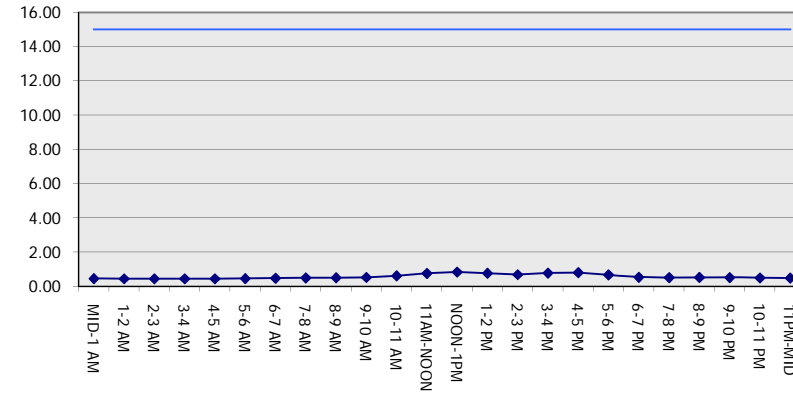
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

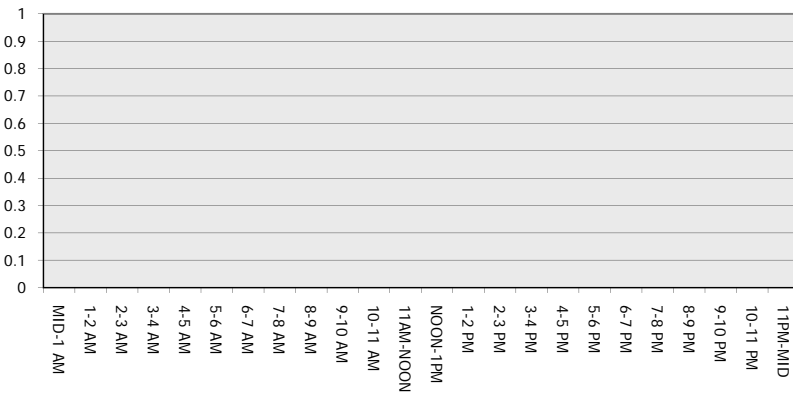
Main Route - Traffic Demand (Vehicles Per Hour)



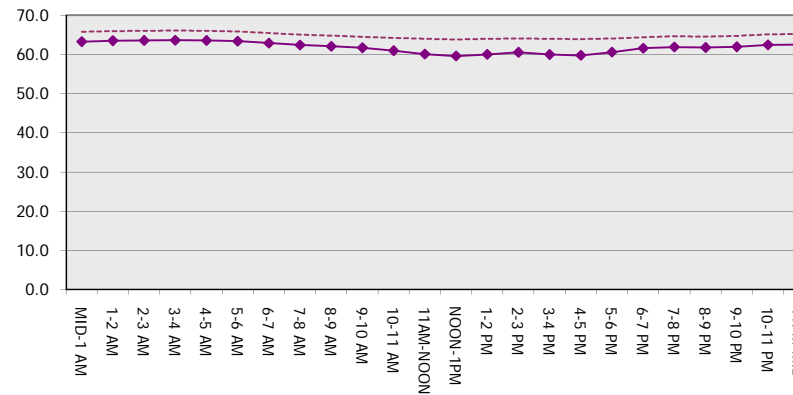
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	215	0.0	1500	215	0	0.44	0	66.0	63.5	44.6
1-2 AM	132	0.0	1500	132	0	0.44	0	66.1	63.7	45.0
2-3 AM	133	0.0	1500	133	0	0.44	0	66.1	63.7	45.0
3-4 AM	107	0.0	1500	107	0	0.43	0	66.2	63.7	45.1
4-5 AM	163	0.0	1500	163	0	0.44	0	66.1	63.6	44.8
5-6 AM	244	0.0	1500	244	0	0.45	0	66.0	63.4	44.5
6-7 AM	400	0.0	1500	400	0	0.46	0	65.6	63.1	43.9
7-8 AM	695	0.0	1500	695	0	0.49	0	65.1	62.4	42.8
8-9 AM	1031	0.0	1500	1031	0	0.52	0	64.5	61.7	41.5
9-10 AM	1192	0.0	1500	1192	0	0.63	0	64.1	60.9	38.7
10-11 AM	1297	0.0	1500	1297	0	0.76	0	64.0	60.1	35.6
11AM-NOON	1413	0.0	1500	1413	0	0.91	0	63.8	59.1	32.7
NOON-1PM	1463	0.0	1500	1463	0	0.98	0	63.7	58.7	31.5
1-2 PM	1346	0.0	1500	1346	0	0.83	0	63.9	59.6	34.3
2-3 PM	1339	0.0	1500	1339	0	0.82	0	63.9	59.7	34.5
3-4 PM	1375	0.0	1499	1375	0	0.86	0	63.8	59.4	33.6
4-5 PM	1513	0.0	1499	1513	0	1.15	3	63.6	57.9	30.8
5-6 PM	1491	0.0	1499	1491	0	1.57	15	63.6	56.1	30.9
6-7 PM	1319	0.0	1500	1319	0	0.79	0	63.9	59.9	35.1
7-8 PM	991	0.0	1500	991	0	0.52	0	64.5	61.8	41.7
8-9 PM	847	0.0	1500	847	0	0.50	0	64.8	62.1	42.2
9-10 PM	745	0.0	1500	745	0	0.49	0	65.0	62.3	42.6
10-11 PM	501	0.0	1500	501	0	0.47	0	65.5	62.8	43.5
11PM-MID	332	0.0	1500	332	0	0.45	0	65.8	63.2	44.2

----- 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	0.0400
MAIN ROUTE WITH WORKS	0.0387
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,182
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

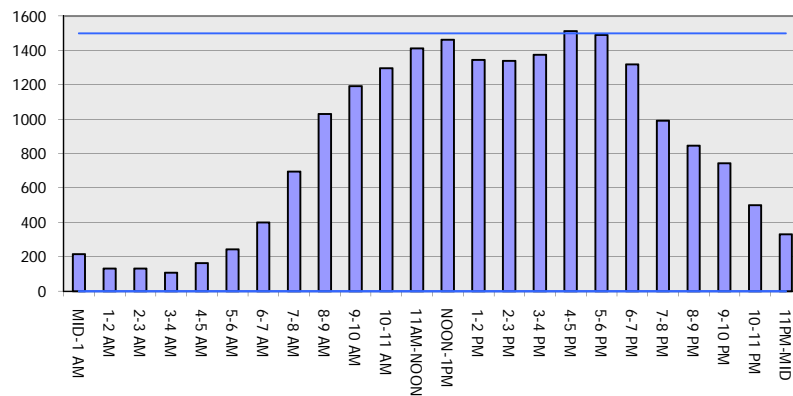
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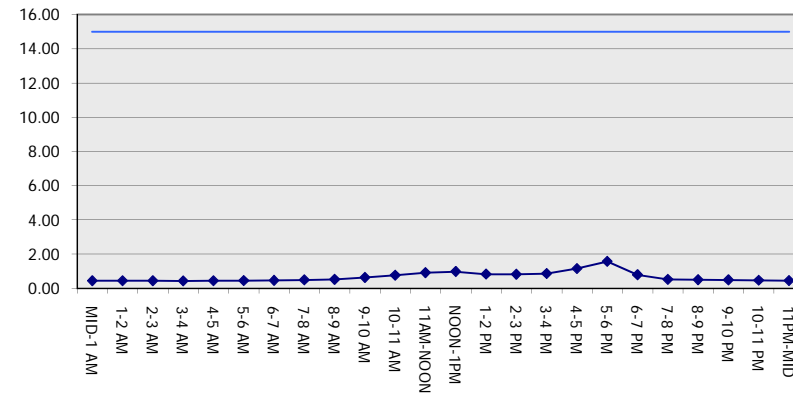
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

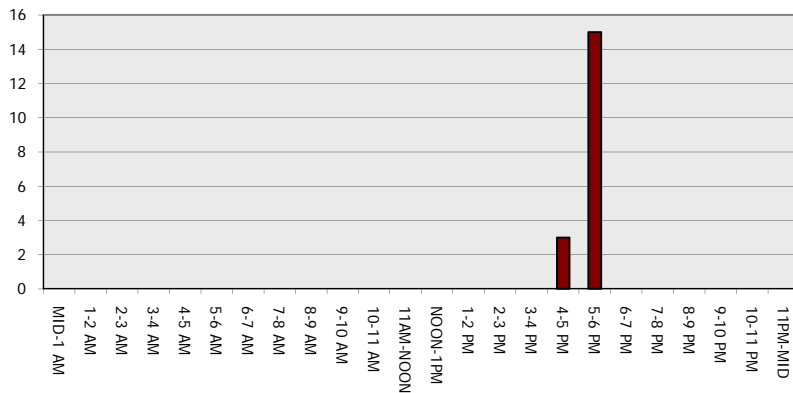
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

