

USH 41: STH 441 TO STH 55 (OUTAGMIE AND BROWN COUNTIES) 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	187	0.0	1500	187	0	0.44	0	66.0	59.2	44.7	
1-2 AM	149	0.0	1500	149	0	0.44	0	66.1	59.3	44.9	
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	59.4	45.0	
3-4 AM	150	0.0	1500	150	0	0.44	0	66.1	59.3	44.9	
4-5 AM	371	0.0	1500	371	0	0.46	0	65.7	58.7	44.0	
5-6 AM	813	0.0	1500	813	0	0.50	0	64.9	57.4	42.4	
6-7 AM	1707	0.0	1499	1707	0	2.42	55	63.2	39.3	31.1	
7-8 AM	2689	0.0	1499	1686	1002	14.95+	386	58.9	13.1	30.8	
8-9 AM	1814	0.0	1500	1500	314	15.82+	400	63.0	12.7	30.8	
9-10 AM	1546	0.0	1500	1492	54	15.81+	399	63.5	12.7	30.8	
10-11 AM	1630	0.0	1499	1500	130	15.84+	399	63.3	12.7	30.8	
11AM-NOON	1795	0.0	1500	1500	295	15.82+	400	63.0	12.7	30.8	
NOON-1PM	1847	0.0	1500	1500	347	15.81+	400	63.0	12.7	30.8	
1-2 PM	1828	0.0	1500	1500	328	15.81+	400	63.0	12.7	30.8	
2-3 PM	2099	0.0	1500	1500	599	15.78+	400	62.5	12.7	30.8	
3-4 PM	2423	0.0	1500	1500	923	15.73+	400	61.7	12.7	30.8	
4-5 PM	2625	0.0	1500	1500	1125	15.59+	400	59.6	12.7	30.8	
5-6 PM	2527	0.0	1500	1500	1027	15.66+	400	60.6	12.7	30.8	
6-7 PM	1578	0.0	1500	1440	138	15.24+	384	63.5	13.1	30.8	
7-8 PM	950	0.0	1499	950	0	3.21	122	64.6	35.5	38.4	
8-9 PM	792	0.0	1500	792	0	0.50	0	64.9	57.5	42.4	
9-10 PM	816	0.0	1500	816	0	0.50	0	64.9	57.4	42.4	
10-11 PM	680	0.0	1500	680	0	0.49	0	65.1	57.8	42.8	
11PM-MID	466	0.0	1500	466	0	0.47	0	65.5	58.4	43.7	

+ 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	0.0211
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0097
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,783
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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

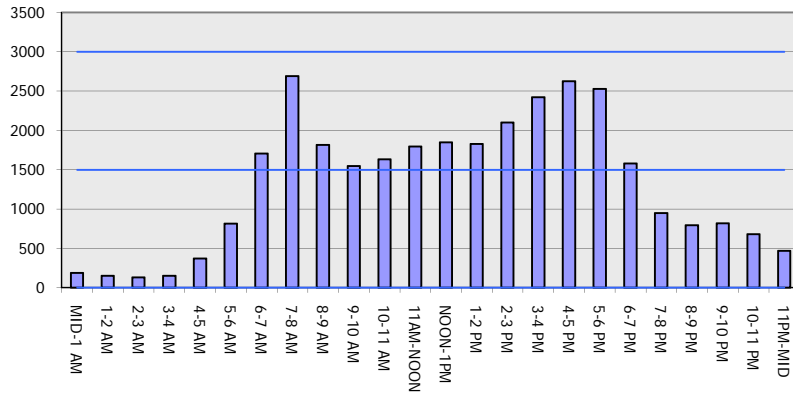
OCTOBER

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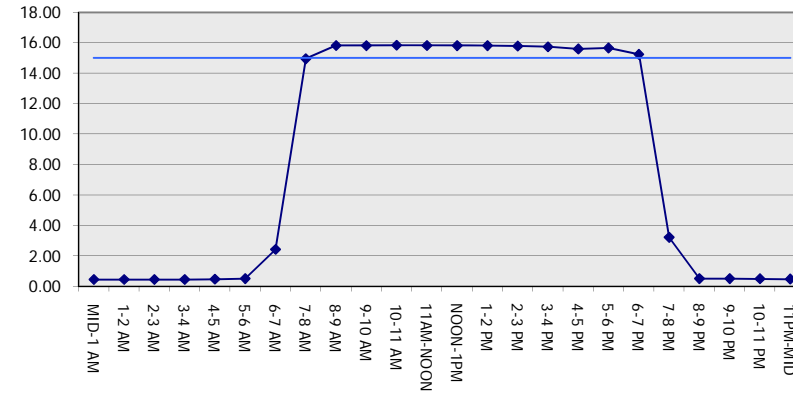
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

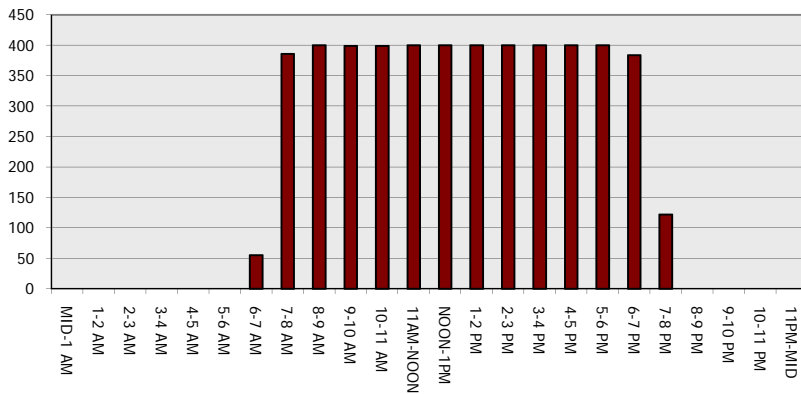
Main Route - Traffic Demand (Vehicles Per Hour)



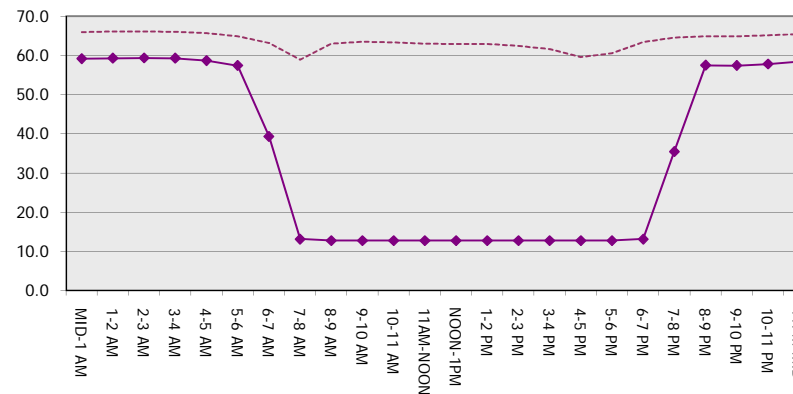
Main Route Average Delay Per Vehicle (Minutes)



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	216	0.0	1500	216	0	0.44	0	66.0	59.1	44.6
1-2 AM	137	0.0	1500	137	0	0.44	0	66.1	59.4	45.0
2-3 AM	154	0.0	1500	154	0	0.44	0	66.1	59.3	44.8
3-4 AM	124	0.0	1500	124	0	0.43	0	66.1	59.4	45.0
4-5 AM	284	0.0	1500	284	0	0.45	0	65.8	58.9	44.3
5-6 AM	759	0.0	1500	759	0	0.50	0	65.0	57.6	42.5
6-7 AM	1516	0.0	1499	1516	0	1.71	28	63.6	44.4	33.1
7-8 AM	2468	0.0	1500	1710	759	13.53+	360	61.2	14.3	34.6
8-9 AM	1743	0.0	1499	1573	170	15.52+	392	63.2	12.9	30.8
9-10 AM	1547	0.0	1500	1500	47	15.85+	400	63.5	12.7	30.8
10-11 AM	1760	0.0	1500	1500	260	15.82+	400	63.1	12.7	30.8
11AM-NOON	1825	0.0	1500	1500	325	15.81+	400	63.0	12.7	30.8
NOON-1PM	2112	0.0	1500	1500	612	15.78+	400	62.5	12.7	30.8
1-2 PM	2176	0.0	1500	1500	676	15.77+	400	62.3	12.7	30.8
2-3 PM	2433	0.0	1500	1500	933	15.72+	400	61.5	12.7	30.8
3-4 PM	2759	0.0	1500	1500	1259	15.49+	400	58.2	12.7	30.8
4-5 PM	2989	0.0	1500	1500	1489	15.31+	400	55.9	12.7	30.8
5-6 PM	2813	0.0	1500	1500	1313	15.45+	400	57.7	12.7	30.8
6-7 PM	2021	0.0	1500	1500	521	15.79+	400	62.6	12.7	30.8
7-8 PM	1452	0.0	1500	1420	33	15.02+	378	63.7	13.3	30.8
8-9 PM	1116	0.0	1499	1116	0	4.43	144	64.3	30.2	35.8
9-10 PM	997	0.0	1500	997	0	0.52	0	64.5	56.9	41.7
10-11 PM	696	0.0	1500	696	0	0.49	0	65.1	57.8	42.8
11PM-MID	440	0.0	1500	440	0	0.47	0	65.6	58.5	43.7

+ 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	0.0231
MAIN ROUTE WITH WORKS	0.0157
'DIVERSION'	0.0130

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,416
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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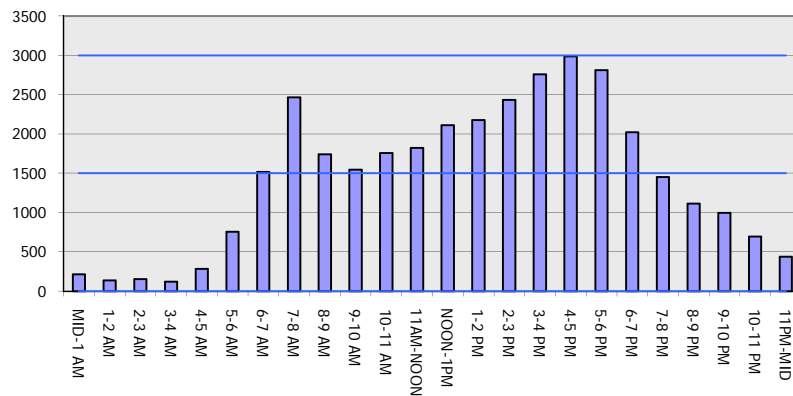
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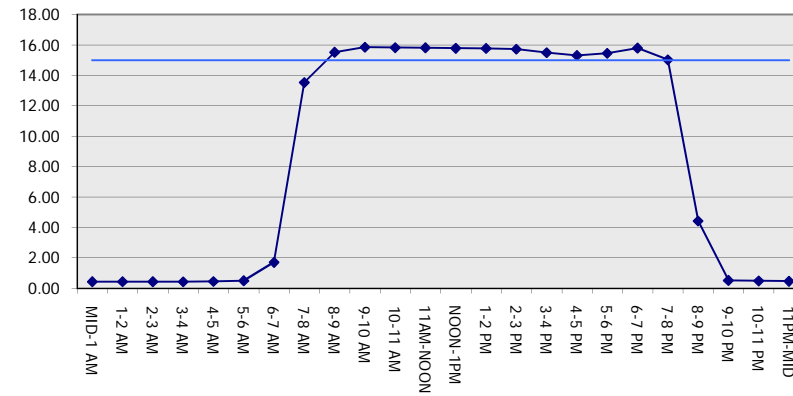
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FRIDAY NORTHBOUND DIRECTION

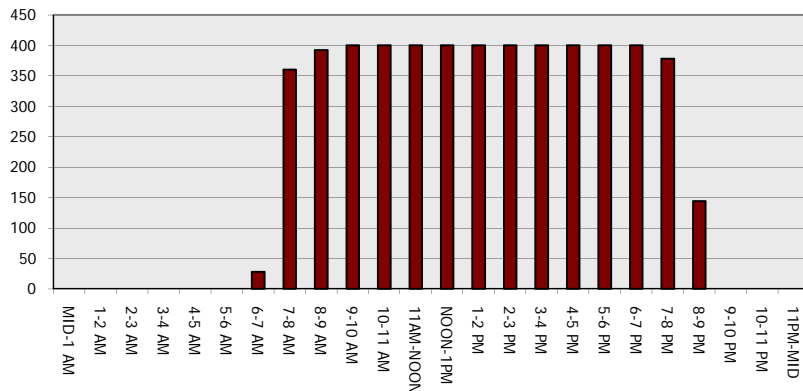
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

