

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

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	365	0.0	1500	365	0	0.46	0	65.7	58.7	44.0	
1-2 AM	209	0.0	1500	209	0	0.44	0	66.0	59.1	44.6	
2-3 AM	166	0.0	1500	166	0	0.44	0	66.1	59.2	44.8	
3-4 AM	145	0.0	1500	145	0	0.44	0	66.1	59.3	44.9	
4-5 AM	223	0.0	1500	223	0	0.44	0	66.0	59.1	44.6	
5-6 AM	321	0.0	1500	321	0	0.45	0	65.8	58.8	44.2	
6-7 AM	543	0.0	1500	543	0	0.48	0	65.4	58.2	43.3	
7-8 AM	737	0.0	1500	737	0	0.49	0	65.0	57.7	42.6	
8-9 AM	1082	0.0	1500	1082	0	0.53	0	64.4	56.8	41.4	
9-10 AM	1263	0.0	1499	1263	0	0.72	0	64.0	54.2	36.6	
10-11 AM	1527	0.0	1499	1527	0	1.28	7	63.5	48.0	30.9	
11AM-NOON	1540	0.0	1499	1540	0	2.77	47	63.5	37.4	30.8	
NOON-1PM	1610	0.0	1500	1610	0	5.52	124	63.4	26.5	30.8	
1-2 PM	1560	0.0	1499	1560	0	8.93	214	63.5	19.6	30.8	
2-3 PM	1496	0.0	1499	1496	0	10.03	242	63.6	18.0	30.8	
3-4 PM	1423	0.0	1499	1423	0	8.35	198	63.7	20.5	30.8	
4-5 PM	1464	0.0	1500	1464	0	6.26	141	63.7	24.7	30.8	
5-6 PM	1399	0.0	1499	1399	0	3.70	76	63.8	33.0	31.2	
6-7 PM	1334	0.0	1500	1334	0	0.88	1	63.9	52.3	34.5	
7-8 PM	1042	0.0	1500	1042	0	0.52	0	64.5	56.8	41.5	
8-9 PM	930	0.0	1500	930	0	0.51	0	64.6	57.1	41.9	
9-10 PM	889	0.0	1500	889	0	0.51	0	64.7	57.3	42.0	
10-11 PM	749	0.0	1500	749	0	0.50	0	65.0	57.6	42.6	
11PM-MID	634	0.0	1500	634	0	0.48	0	65.2	57.9	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	0.0151
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$21,258
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

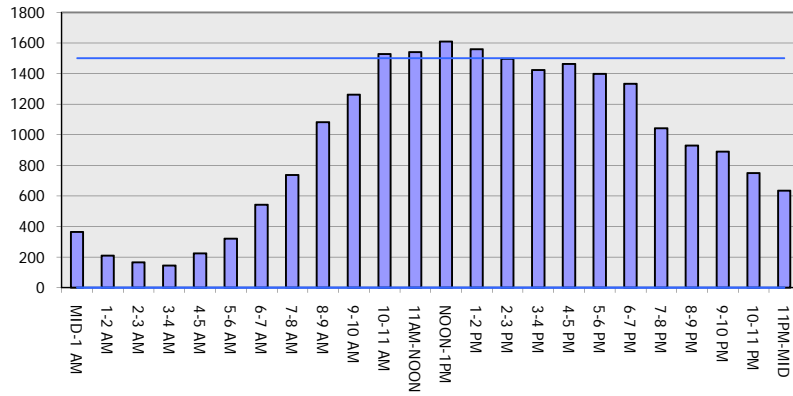
OCTOBER

Analyzed for 2009
Construction Season

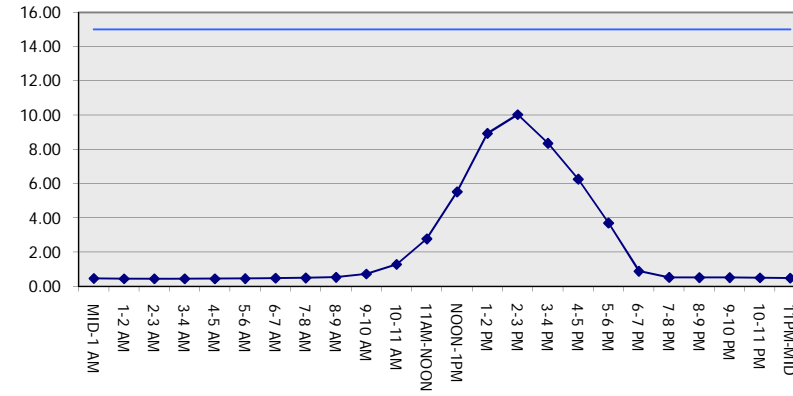
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

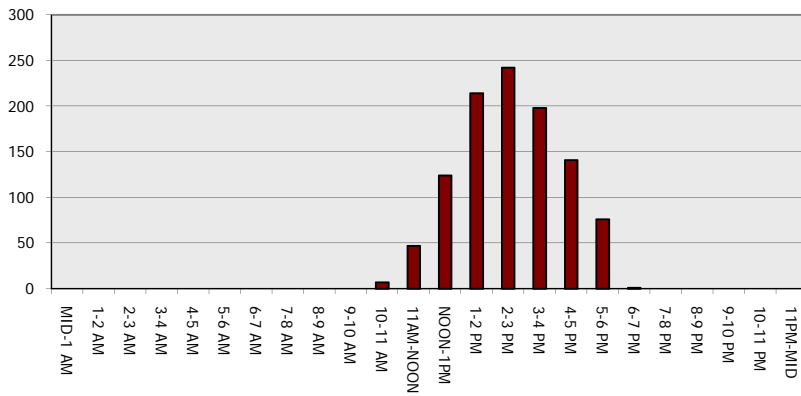
Main Route - Traffic Demand (Vehicles Per Hour)



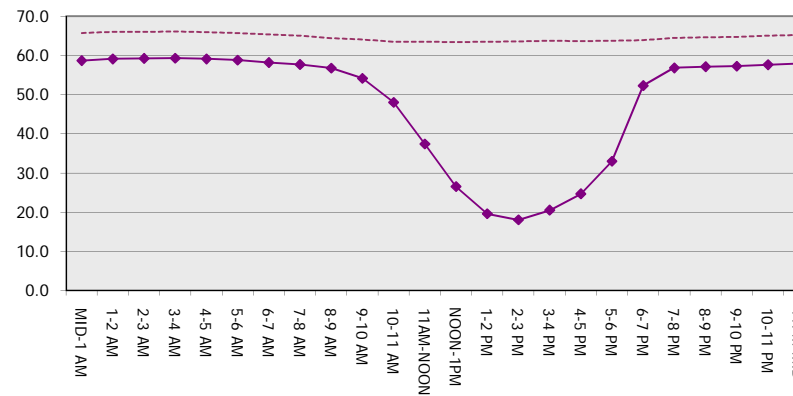
Main Route Average Delay Per Vehicle (Minutes)



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	275	0.0	1500	275	0	0.45	0	65.9	58.9	44.4
1-2 AM	168	0.0	1500	168	0	0.44	0	66.1	59.2	44.8
2-3 AM	172	0.0	1500	172	0	0.44	0	66.1	59.2	44.8
3-4 AM	119	0.0	1500	119	0	0.43	0	66.1	59.4	45.0
4-5 AM	182	0.0	1500	182	0	0.44	0	66.1	59.2	44.8
5-6 AM	275	0.0	1500	275	0	0.45	0	65.9	58.9	44.4
6-7 AM	471	0.0	1500	471	0	0.47	0	65.5	58.4	43.6
7-8 AM	772	0.0	1500	772	0	0.50	0	65.0	57.6	42.5
8-9 AM	1213	0.0	1500	1213	0	0.65	0	64.1	55.0	38.1
9-10 AM	1388	0.0	1499	1388	0	0.88	0	63.8	52.2	33.3
10-11 AM	1557	0.0	1499	1557	0	1.63	17	63.5	45.0	30.8
11AM-NOON	1739	0.0	1500	1739	0	6.83	170	63.2	23.3	30.8
NOON-1PM	1764	0.0	1500	1621	143	15.05+	380	63.1	13.2	30.8
1-2 PM	1624	0.0	1499	1491	133	15.80+	398	63.3	12.7	30.8
2-3 PM	1598	0.0	1499	1500	98	15.84+	399	63.4	12.7	30.8
3-4 PM	1609	0.0	1500	1500	109	15.84+	400	63.4	12.7	30.8
4-5 PM	1714	0.0	1500	1500	214	15.83+	400	63.2	12.7	30.8
5-6 PM	1572	0.0	1500	1485	87	15.78+	398	63.5	12.7	30.8
6-7 PM	1165	0.0	1499	1165	0	8.79	238	64.2	19.8	32.9
7-8 PM	1145	0.0	1500	1145	0	0.72	4	64.3	54.3	40.1
8-9 PM	1044	0.0	1500	1044	0	0.52	0	64.5	56.8	41.5
9-10 PM	813	0.0	1500	813	0	0.50	0	64.9	57.4	42.4
10-11 PM	576	0.0	1500	576	0	0.48	0	65.3	58.1	43.2
11PM-MID	400	0.0	1500	400	0	0.46	0	65.6	58.6	43.9

+ 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	0.0156
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0012

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,517
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

