

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

SUNDAY 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	424	0.0	1500	424	0	1.50	55	65.6	47.2	43.5	
1-2 AM	225	0.0	1500	225	0	0.44	0	66.0	59.1	44.6	
2-3 AM	208	0.0	1500	208	0	0.44	0	66.0	59.1	44.6	
3-4 AM	126	0.0	1500	126	0	0.43	0	66.1	59.4	45.0	
4-5 AM	131	0.0	1500	131	0	0.44	0	66.1	59.4	45.0	
5-6 AM	194	0.0	1500	194	0	0.44	0	66.0	59.2	44.7	
6-7 AM	269	0.0	1500	269	0	0.45	0	65.9	59.0	44.4	
7-8 AM	316	0.0	1500	316	0	0.45	0	65.8	58.8	44.2	
8-9 AM	597	0.0	1500	597	0	0.48	0	65.3	58.1	43.2	
9-10 AM	896	0.0	1500	896	0	0.51	0	64.7	57.3	42.0	
10-11 AM	1278	0.0	1499	1278	0	0.74	0	64.0	53.9	36.2	
11AM-NOON	1504	0.0	1499	1504	0	1.22	6	63.6	48.6	31.2	
NOON-1PM	1656	0.0	1500	1656	0	4.41	98	63.3	30.0	30.8	
1-2 PM	1659	0.0	1499	1659	0	10.46	259	63.3	17.5	30.8	
2-3 PM	1702	0.0	1499	1575	127	15.50+	391	63.2	12.9	30.8	
3-4 PM	1746	0.0	1500	1500	246	15.82+	400	63.2	12.7	30.8	
4-5 PM	1707	0.0	1500	1500	207	15.83+	400	63.2	12.7	30.8	
5-6 PM	1488	0.0	1499	1445	43	15.34+	386	63.6	13.0	30.8	
6-7 PM	1269	0.0	1499	1269	0	10.36	264	64.0	17.6	31.4	
7-8 PM	890	0.0	1500	890	0	0.91	16	64.7	52.5	42.0	
8-9 PM	596	0.0	1500	596	0	0.48	0	65.3	58.1	43.2	
9-10 PM	547	0.0	1500	547	0	0.48	0	65.4	58.2	43.3	
10-11 PM	633	0.0	1500	633	0	0.48	0	65.2	57.9	43.0	
11PM-MID	2703	0.0	1499	1792	912	12.90+	339	58.8	14.7	35.1	

+ 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	0.0152
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0024
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,821
CONGESTED HOURS PER DAY*	5

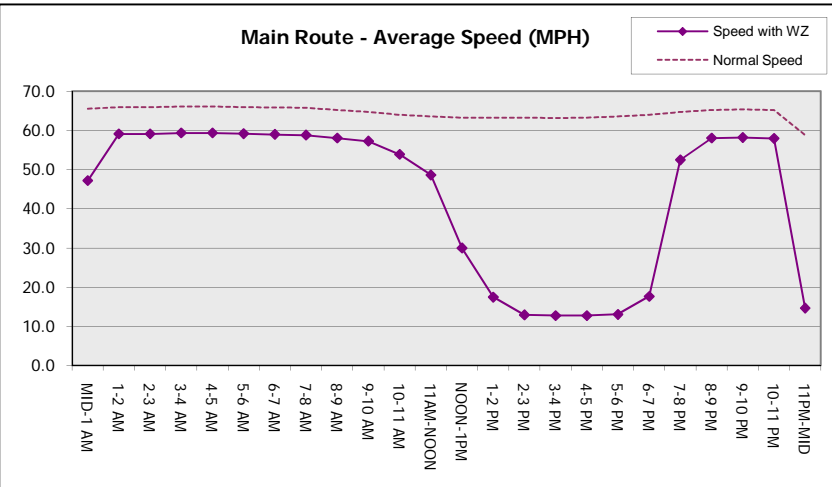
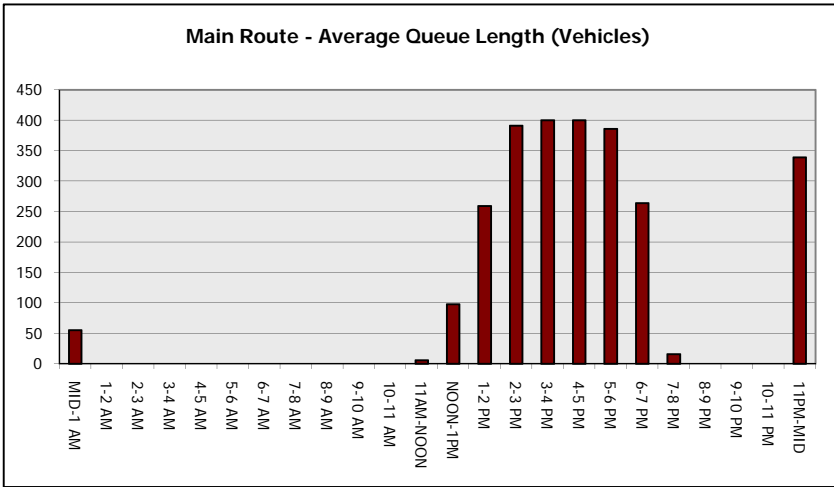
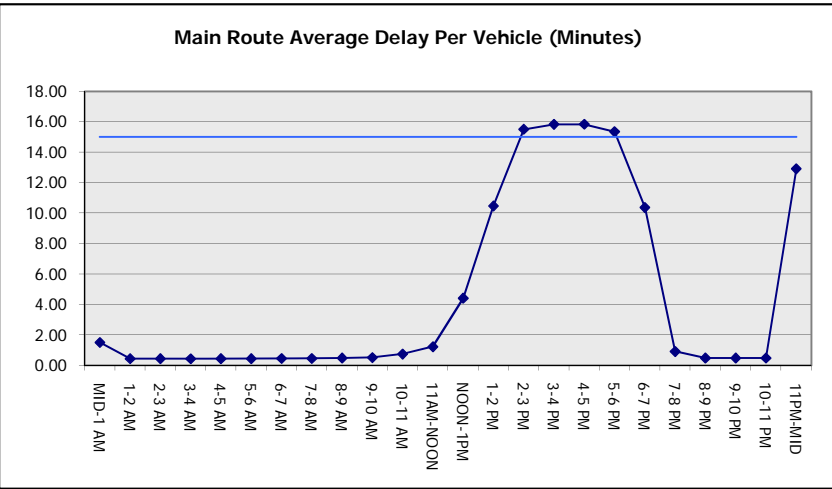
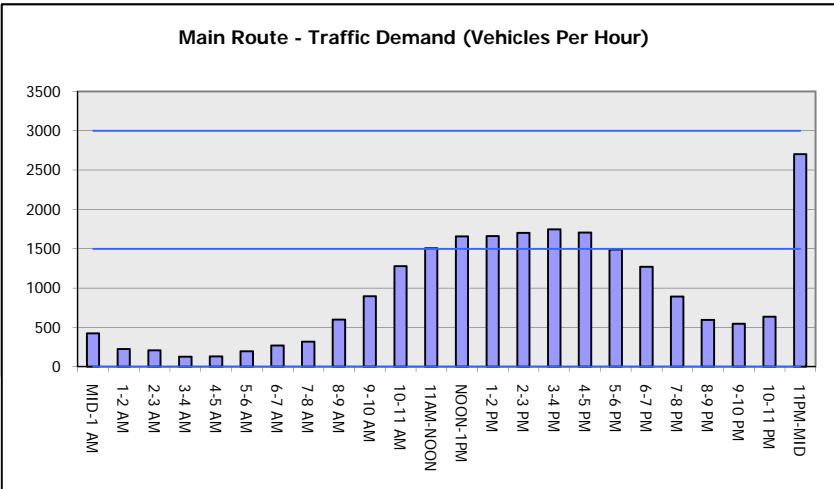
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



USH 41: STH 441 TO STH 55 (OUTAGMIE AND BROWN COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	327	0.0	1500	327	0	0.45	0	65.8	58.8	44.2
1-2 AM	215	0.0	1500	215	0	0.44	0	66.0	59.1	44.6
2-3 AM	224	0.0	1500	224	0	0.44	0	66.0	59.1	44.6
3-4 AM	134	0.0	1500	134	0	0.44	0	66.1	59.4	45.0
4-5 AM	109	0.0	1500	109	0	0.43	0	66.2	59.4	45.0
5-6 AM	151	0.0	1500	151	0	0.44	0	66.1	59.3	44.9
6-7 AM	214	0.0	1500	214	0	0.44	0	66.0	59.1	44.6
7-8 AM	310	0.0	1500	310	0	0.45	0	65.8	58.9	44.2
8-9 AM	552	0.0	1500	552	0	0.48	0	65.3	58.2	43.3
9-10 AM	758	0.0	1500	758	0	0.50	0	65.0	57.6	42.5
10-11 AM	1116	0.0	1499	1116	0	0.58	0	64.3	56.0	39.9
11AM-NOON	1499	0.0	1499	1499	0	1.29	9	63.6	47.9	31.7
NOON-1PM	1744	0.0	1500	1744	0	5.87	145	63.2	25.6	30.8
1-2 PM	1969	0.0	1500	1670	300	15.12+	384	62.7	13.2	30.8
2-3 PM	2697	0.0	1500	1500	1197	15.54+	400	58.9	12.7	30.8
3-4 PM	3383	0.0	1500	1500	1883	14.95+	400	51.9	12.7	30.8
4-5 PM	3274	0.0	1500	1500	1774	15.06+	400	53.0	12.7	30.8
5-6 PM	2166	0.0	1500	1476	689	15.69+	397	62.3	12.8	30.8
6-7 PM	1179	0.0	1499	1165	14	11.02+	298	64.2	16.8	33.3
7-8 PM	793	0.0	1500	793	0	0.68	6	64.9	55.2	42.4
8-9 PM	494	0.0	1500	494	0	0.47	0	65.5	58.3	43.5
9-10 PM	443	0.0	1500	443	0	0.47	0	65.6	58.5	43.7
10-11 PM	300	0.0	1500	300	0	0.45	0	65.8	58.9	44.3
11PM-MID	269	0.0	1500	269	0	0.45	0	65.9	59.0	44.4

+ 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	0.0163
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0091

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,982
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

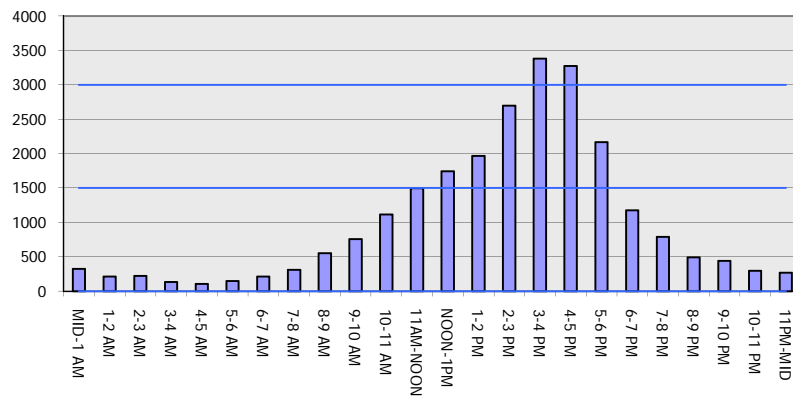
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OCTOBER

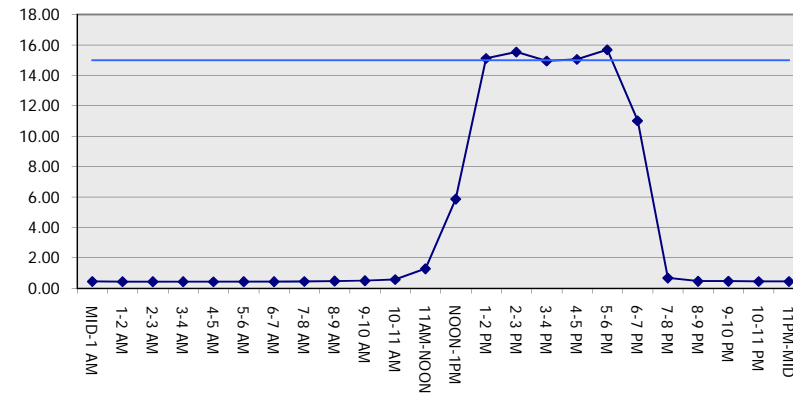
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

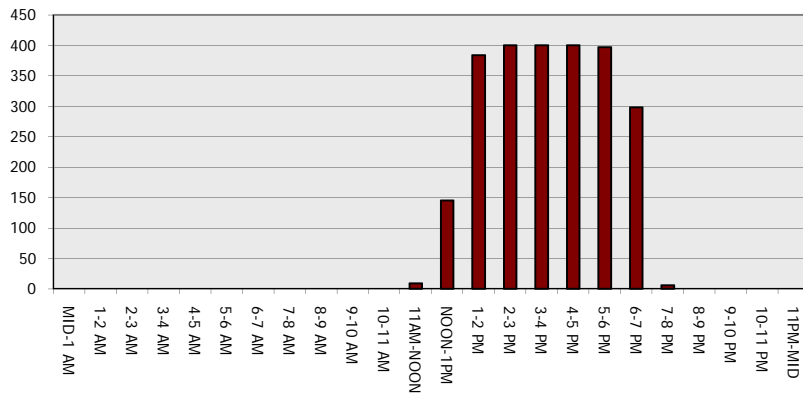
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

