

USH 41: STH 55 TO CTH F (BROWN COUNTY) OFF-PEAK DAY 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	166	0.0	OFF	166	0	0.00	0	66.1	66.1	66.1	
1-2 AM	135	0.0	OFF	135	0	0.00	0	66.1	66.1	66.1	
2-3 AM	120	0.0	OFF	120	0	0.00	0	66.1	66.1	66.1	
3-4 AM	122	0.0	OFF	122	0	0.00	0	66.1	66.1	66.1	
4-5 AM	246	0.0	OFF	246	0	0.00	0	66.0	66.0	66.0	
5-6 AM	661	0.0	OFF	661	0	0.00	0	65.1	65.1	65.1	
6-7 AM	1347	0.0	OFF	1347	0	0.00	0	63.9	63.9	63.9	
7-8 AM	1883	0.0	OFF	1883	0	0.00	0	62.9	62.9	62.9	
8-9 AM	1238	0.0	OFF	1238	0	0.00	0	64.1	64.1	64.1	
9-10 AM	1262	0.0	OFF	1262	0	0.00	0	64.0	64.0	64.0	
10-11 AM	1334	0.0	1499	1334	0	0.81	0	63.9	59.7	34.6	
11AM-NOON	1495	0.0	1499	1495	0	1.12	3	63.6	58.0	31.2	
NOON-1PM	1599	0.0	1500	1599	0	3.11	58	63.4	50.1	30.8	
1-2 PM	1646	0.0	1499	1646	0	7.44	176	63.3	38.8	30.8	
2-3 PM	1867	0.0	1500	1653	215	14.44+	367	62.9	28.3	30.8	
3-4 PM	2140	0.0	OFF	2140	0	1.08	45	62.4	57.2	57.2	
4-5 PM	2431	0.0	OFF	2431	0	0.00	0	61.6	61.6	61.6	
5-6 PM	2153	0.0	OFF	2153	0	0.00	0	62.3	62.3	62.3	
6-7 PM	1323	0.0	OFF	1323	0	0.00	0	63.9	63.9	63.9	
7-8 PM	867	0.0	OFF	867	0	0.00	0	64.8	64.8	64.8	
8-9 PM	760	0.0	OFF	760	0	0.00	0	65.0	65.0	65.0	
9-10 PM	728	0.0	OFF	728	0	0.00	0	65.0	65.0	65.0	
10-11 PM	636	0.0	OFF	636	0	0.00	0	65.2	65.2	65.2	
11PM-MID	398	0.0	OFF	398	0	0.00	0	65.6	65.6	65.6	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0524
MAIN ROUTE WITH WORKS	0.0515
'DIVERSION'	0.0010
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$8,526
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

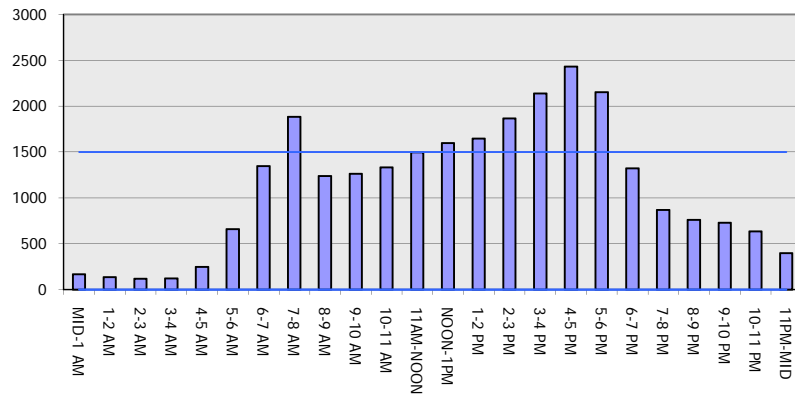
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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

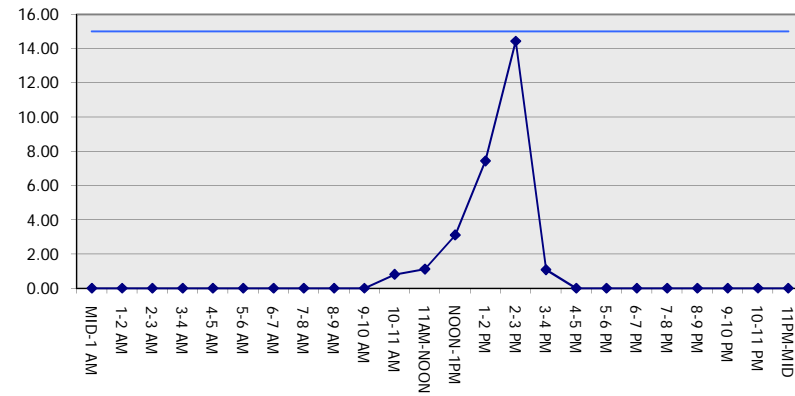
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

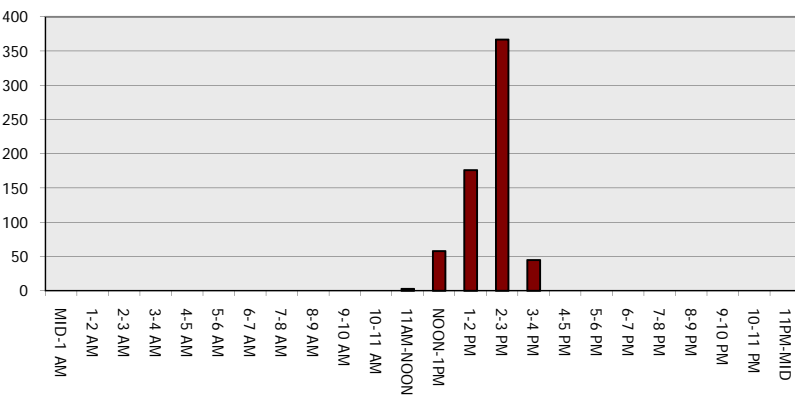
Main Route - Traffic Demand (Vehicles Per Hour)



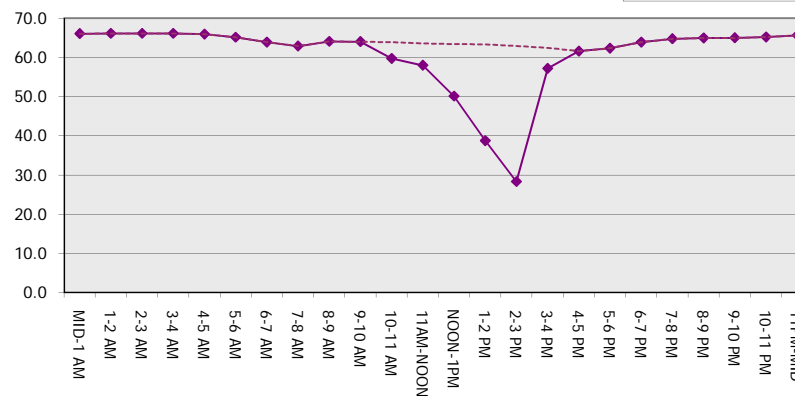
Main Route Average Delay Per Vehicle (Minutes)



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	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1
1-2 AM	112	0.0	OFF	112	0	0.00	0	66.2	66.2	66.2
2-3 AM	131	0.0	OFF	131	0	0.00	0	66.1	66.1	66.1
3-4 AM	131	0.0	OFF	131	0	0.00	0	66.1	66.1	66.1
4-5 AM	246	0.0	OFF	246	0	0.00	0	66.0	66.0	66.0
5-6 AM	595	0.0	OFF	595	0	0.00	0	65.3	65.3	65.3
6-7 AM	1472	0.0	OFF	1472	0	0.00	0	63.7	63.7	63.7
7-8 AM	2315	0.0	OFF	2315	0	0.00	0	62.1	62.1	62.1
8-9 AM	1647	0.0	OFF	1647	0	0.00	0	63.3	63.3	63.3
9-10 AM	1371	0.0	OFF	1371	0	0.00	0	63.8	63.8	63.8
10-11 AM	1462	0.0	1499	1462	0	0.97	0	63.7	58.7	31.6
11AM-NOON	1494	0.0	1499	1494	0	1.06	1	63.6	58.3	31.1
NOON-1PM	1603	0.0	1500	1603	0	2.86	51	63.4	51.0	30.8
1-2 PM	1660	0.0	1500	1660	0	7.53	179	63.3	38.6	30.8
2-3 PM	1876	0.0	1500	1658	217	14.70+	373	62.9	28.1	30.8
3-4 PM	2130	0.0	OFF	2130	0	1.15	48	62.4	56.9	56.9
4-5 PM	2491	0.0	OFF	2491	0	0.00	0	61.0	61.0	61.0
5-6 PM	2392	0.0	OFF	2392	0	0.00	0	61.9	61.9	61.9
6-7 PM	1754	0.0	OFF	1754	0	0.00	0	63.1	63.1	63.1
7-8 PM	1171	0.0	OFF	1171	0	0.00	0	64.2	64.2	64.2
8-9 PM	948	0.0	OFF	948	0	0.00	0	64.6	64.6	64.6
9-10 PM	784	0.0	OFF	784	0	0.00	0	64.9	64.9	64.9
10-11 PM	549	0.0	OFF	549	0	0.00	0	65.4	65.4	65.4
11PM-MID	362	0.0	OFF	362	0	0.00	0	65.7	65.7	65.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0569
MAIN ROUTE WITH WORKS	0.0560
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$8,677
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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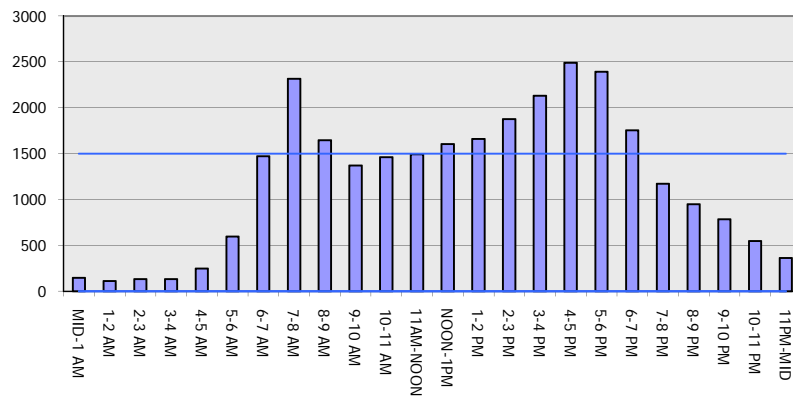
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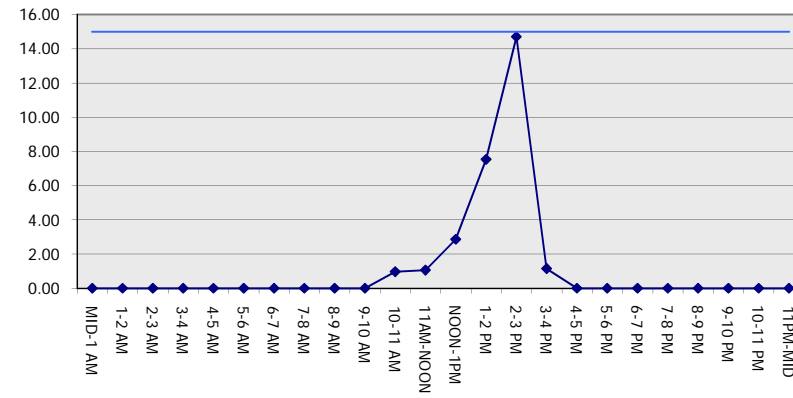
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

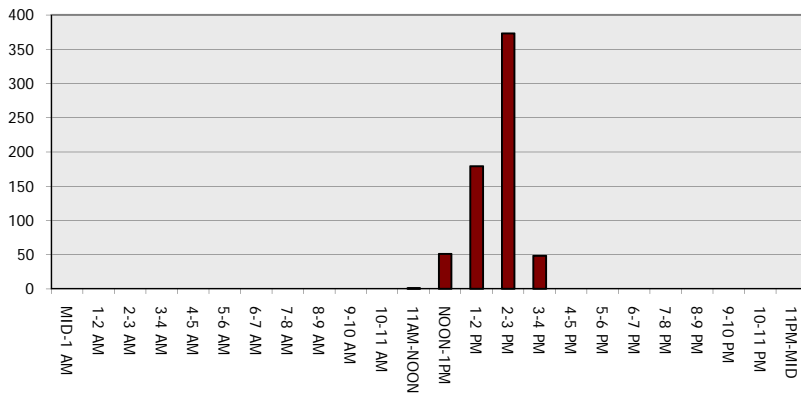
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

