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|--|--|
| USH 41: STH 441 TO STH 55 (OUTAGMIE AND BROWN COUNTIES) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 171 | 0.0 | 1500 | 171 | 0 | 0.44 | 0 | 66.1 | 59.2 | 44.8 | |
| 1-2 AM | 143 | 0.0 | 1500 | 143 | 0 | 0.44 | 0 | 66.1 | 59.3 | 44.9 | |
| 2-3 AM | 152 | 0.0 | 1500 | 152 | 0 | 0.44 | 0 | 66.1 | 59.3 | 44.9 | |
| 3-4 AM | 130 | 0.0 | 1500 | 130 | 0 | 0.44 | 0 | 66.1 | 59.4 | 45.0 | |
| 4-5 AM | 352 | 0.0 | 1500 | 352 | 0 | 0.46 | 0 | 65.7 | 58.7 | 44.1 | |
| 5-6 AM | 796 | 0.0 | OFF | 796 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | |
| 6-7 AM | 1869 | 0.0 | OFF | 1869 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | |
| 7-8 AM | 2623 | 0.0 | OFF | 2623 | 0 | 0.00 | 0 | 59.6 | 59.6 | 59.6 | |
| 8-9 AM | 1823 | 0.0 | OFF | 1823 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 9-10 AM | 1552 | 0.0 | OFF | 1552 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 10-11 AM | 1636 | 0.0 | OFF | 1636 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | |
| 11AM-NOON | 1682 | 0.0 | OFF | 1682 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | |
| NOON-1PM | 1798 | 0.0 | OFF | 1798 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 1-2 PM | 1862 | 0.0 | OFF | 1862 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | |
| 2-3 PM | 1954 | 0.0 | OFF | 1954 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | |
| 3-4 PM | 2363 | 0.0 | OFF | 2363 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | |
| 4-5 PM | 2703 | 0.0 | OFF | 2703 | 0 | 0.00 | 0 | 58.8 | 58.8 | 58.8 | |
| 5-6 PM | 2323 | 0.0 | OFF | 2323 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | |
| 6-7 PM | 1573 | 0.0 | OFF | 1573 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 7-8 PM | 1033 | 0.0 | 1500 | 1033 | 0 | 0.52 | 0 | 64.5 | 56.9 | 41.5 | |
| 8-9 PM | 758 | 0.0 | 1500 | 758 | 0 | 0.50 | 0 | 65.0 | 57.6 | 42.5 | |
| 9-10 PM | 819 | 0.0 | 1500 | 819 | 0 | 0.50 | 0 | 64.8 | 57.4 | 42.3 | |
| 10-11 PM | 657 | 0.0 | 1500 | 657 | 0 | 0.49 | 0 | 65.1 | 57.9 | 42.9 | |
| 11PM-MID | 422 | 0.0 | 1500 | 422 | 0 | 0.46 | 0 | 65.6 | 58.6 | 43.8 | |

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

| *----- 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 |

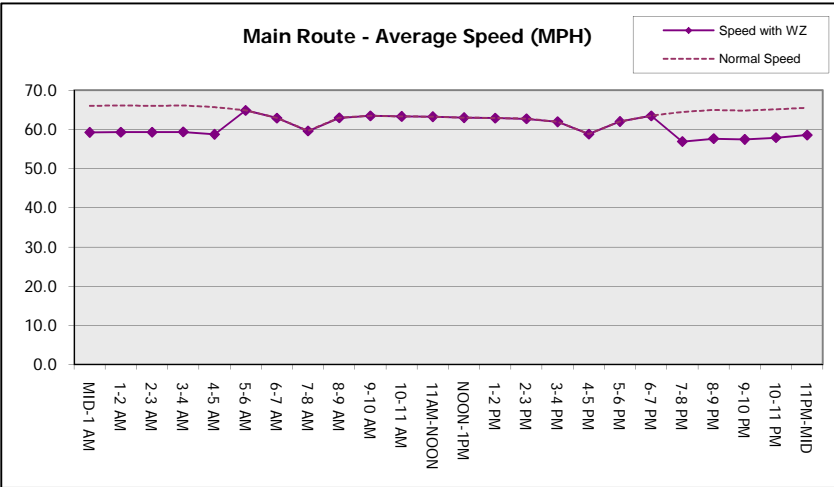
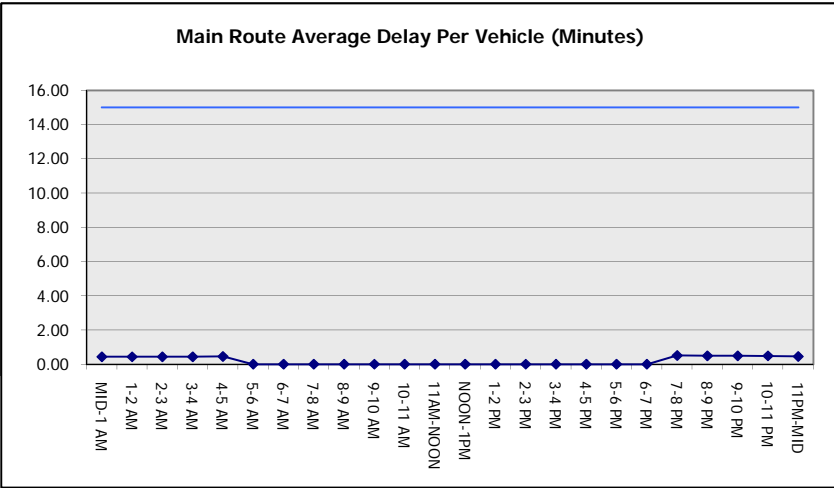
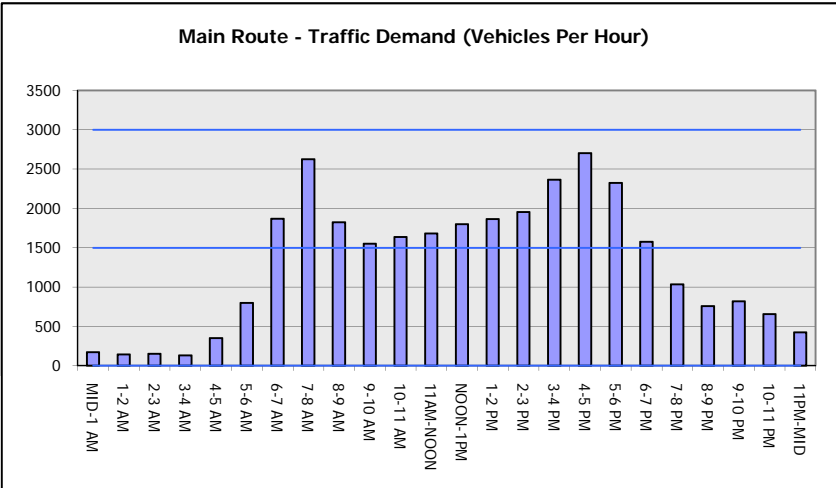
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0209 |
| MAIN ROUTE WITH WORKS | 0.0205 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$492 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**USH 41: STH 441 TO STH 55 (OUTAGMIE AND BROWN COUNTIES)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: STH 441 TO STH 55 (OUTAGMIE AND BROWN COUNTIES) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

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 | 207 | 0.0 | 1500 | 207 | 0 | 0.44 | 0 | 66.0 | 59.1 | 44.6 |
| 1-2 AM | 122 | 0.0 | 1500 | 122 | 0 | 0.43 | 0 | 66.1 | 59.4 | 45.0 |
| 2-3 AM | 181 | 0.0 | 1500 | 181 | 0 | 0.44 | 0 | 66.1 | 59.2 | 44.8 |
| 3-4 AM | 125 | 0.0 | 1500 | 125 | 0 | 0.43 | 0 | 66.1 | 59.4 | 45.0 |
| 4-5 AM | 251 | 0.0 | 1500 | 251 | 0 | 0.45 | 0 | 65.9 | 59.0 | 44.5 |
| 5-6 AM | 740 | 0.0 | OFF | 740 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 6-7 AM | 1588 | 0.0 | OFF | 1588 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 |
| 7-8 AM | 2318 | 0.0 | OFF | 2318 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 |
| 8-9 AM | 1635 | 0.0 | OFF | 1635 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 9-10 AM | 1471 | 0.0 | OFF | 1471 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 |
| 10-11 AM | 1706 | 0.0 | OFF | 1706 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 11AM-NOON | 1772 | 0.0 | OFF | 1772 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 |
| NOON-1PM | 1898 | 0.0 | OFF | 1898 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 |
| 1-2 PM | 2084 | 0.0 | OFF | 2084 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 |
| 2-3 PM | 2320 | 0.0 | OFF | 2320 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 |
| 3-4 PM | 2719 | 0.0 | OFF | 2719 | 0 | 0.00 | 0 | 58.6 | 58.6 | 58.6 |
| 4-5 PM | 2897 | 0.0 | OFF | 2897 | 0 | 0.00 | 0 | 56.8 | 56.8 | 56.8 |
| 5-6 PM | 2571 | 0.0 | OFF | 2571 | 0 | 0.00 | 0 | 60.2 | 60.2 | 60.2 |
| 6-7 PM | 1810 | 0.0 | OFF | 1810 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 7-8 PM | 1441 | 0.0 | 1499 | 1441 | 0 | 1.03 | 2 | 63.7 | 50.5 | 32.3 |
| 8-9 PM | 1186 | 0.0 | 1500 | 1186 | 0 | 0.62 | 0 | 64.1 | 55.5 | 38.9 |
| 9-10 PM | 1024 | 0.0 | 1500 | 1024 | 0 | 0.52 | 0 | 64.5 | 56.9 | 41.6 |
| 10-11 PM | 700 | 0.0 | 1500 | 700 | 0 | 0.49 | 0 | 65.1 | 57.8 | 42.8 |
| 11PM-MID | 438 | 0.0 | 1500 | 438 | 0 | 0.46 | 0 | 65.6 | 58.5 | 43.7 |

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

| *----- 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 | 0.0222 |
| MAIN ROUTE WITH WORKS | 0.0218 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$800 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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