

**USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY)
CONTINUOUS (24 HOUR) 1 LANE CLOSURE
DIVERSION ROUTE: BUS 51 - STH 52**

MAY
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 | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 207 | 0.0 | 93 | 0.0 | 3000 | 207 | 0 | 93 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.1 | 31.1 |
| 1-2 AM | 120 | 0.0 | 64 | 0.0 | 3000 | 120 | 0 | 64 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.9 | 31.9 |
| 2-3 AM | 90 | 0.0 | 45 | 0.0 | 3000 | 90 | 0 | 45 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.4 | 32.4 |
| 3-4 AM | 90 | 0.0 | 35 | 0.0 | 3000 | 90 | 0 | 35 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.6 | 32.6 |
| 4-5 AM | 104 | 0.0 | 50 | 0.0 | 3000 | 104 | 0 | 50 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.2 | 32.2 |
| 5-6 AM | 188 | 0.0 | 58 | 0.0 | 3000 | 188 | 0 | 58 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.0 | 32.0 |
| 6-7 AM | 341 | 0.0 | 113 | 0.0 | 3000 | 341 | 0 | 113 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 30.6 | 30.6 |
| 7-8 AM | 530 | 0.0 | 194 | 0.0 | 3000 | 530 | 0 | 194 | 0.36 | 0 | 70.0 | 64.3 | 49.7 | 28.4 | 28.4 |
| 8-9 AM | 888 | 0.0 | 265 | 0.0 | 3000 | 888 | 0 | 265 | 0.35 | 0 | 69.6 | 64.0 | 49.7 | 26.5 | 26.5 |
| 9-10 AM | 1301 | 0.0 | 469 | 0.0 | 3000 | 1301 | 0 | 469 | 0.35 | 0 | 69.1 | 63.7 | 49.7 | 21.2 | 21.2 |
| 10-11 AM | 1796 | 0.0 | 625 | 0.0 | 3000 | 1796 | 0 | 625 | 0.34 | 0 | 68.5 | 63.3 | 49.7 | 18.3 | 18.3 |
| 11A-NOON | 2204 | 0.0 | 788 | 0.0 | 3000 | 2204 | 0 | 788 | 0.33 | 0 | 68.0 | 63.0 | 49.7 | 15.2 | 15.2 |
| NOON-1PM | 2488 | 0.0 | 912 | 0.0 | 3000 | 2488 | 0 | 912+ | 0.39 | 0 | 67.6 | 61.8 | 47.1 | 12.9 | 12.9 |
| 1-2 PM | 2533 | 0.0 | 885 | 0.0 | 3000 | 2533 | 0 | 885+ | 0.42 | 0 | 67.6 | 61.4 | 46.0 | 13.2 | 13.2 |
| 2-3 PM | 2317 | 0.0 | 940 | 0.0 | 3000 | 2317 | 0 | 940+ | 0.33 | 0 | 67.9 | 62.8 | 49.7 | 12.7 | 12.7 |
| 3-4 PM | 2315 | 0.0 | 938 | 0.0 | 3000 | 2315 | 0 | 938+ | 0.33 | 0 | 67.9 | 62.8 | 49.7 | 12.7 | 12.7 |
| 4-5 PM | 2128 | 0.0 | 849 | 0.0 | 3000 | 2128 | 0 | 849+ | 0.33 | 0 | 68.1 | 63.0 | 49.7 | 13.9 | 13.9 |
| 5-6 PM | 1784 | 0.0 | 748 | 0.0 | 3000 | 1784 | 0 | 748 | 0.34 | 0 | 68.5 | 63.3 | 49.7 | 15.9 | 15.9 |
| 6-7 PM | 1481 | 0.0 | 668 | 0.0 | 3000 | 1481 | 0 | 668 | 0.34 | 0 | 68.9 | 63.6 | 49.7 | 17.5 | 17.5 |
| 7-8 PM | 1246 | 0.0 | 531 | 0.0 | 3000 | 1246 | 0 | 531 | 0.35 | 0 | 69.2 | 63.8 | 49.7 | 20.1 | 20.1 |
| 8-9 PM | 876 | 0.0 | 371 | 0.0 | 3000 | 876 | 0 | 371 | 0.35 | 0 | 69.6 | 64.1 | 49.7 | 23.7 | 23.7 |
| 9-10 PM | 701 | 0.0 | 250 | 0.0 | 3000 | 701 | 0 | 250 | 0.36 | 0 | 69.9 | 64.2 | 49.7 | 26.9 | 26.9 |
| 10-11 PM | 408 | 0.0 | 187 | 0.0 | 3000 | 408 | 0 | 187 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 28.6 | 28.6 |
| 11PM-MID | 244 | 0.0 | 92 | 0.0 | 3000 | 244 | 0 | 92 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.1 | 31.1 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|--|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0197 |
| MAIN ROUTE WITH WORKS | 0.0180 |
| DIVERSION | 0.0966 |

PIA: Personal Injury Accidents

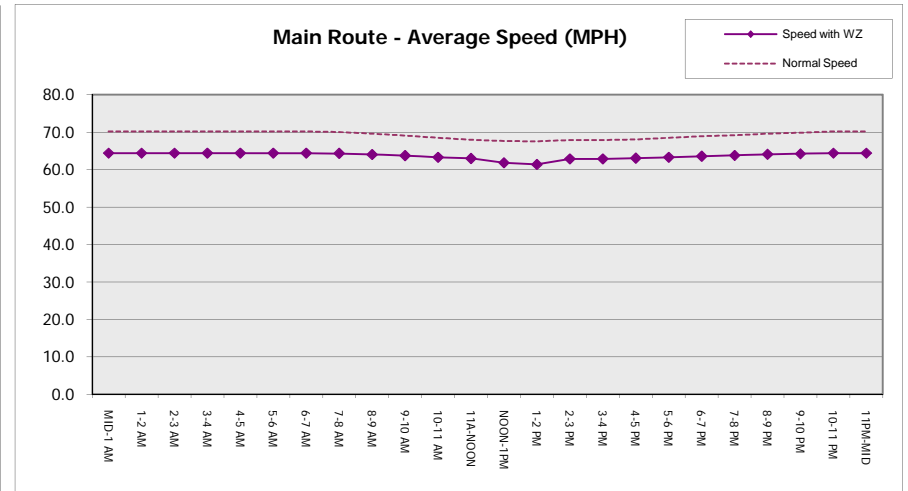
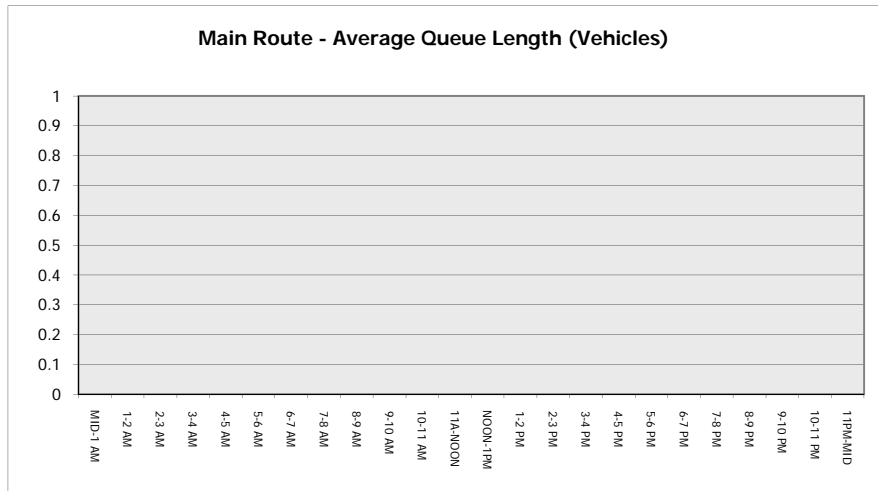
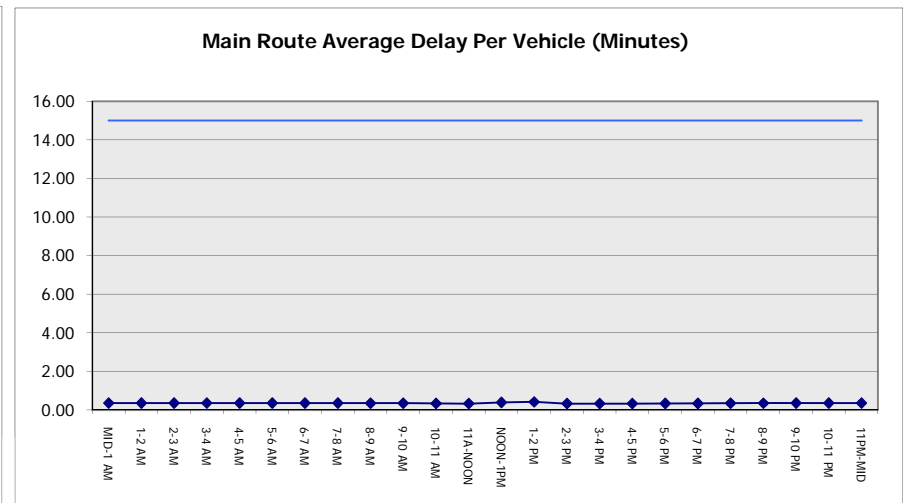
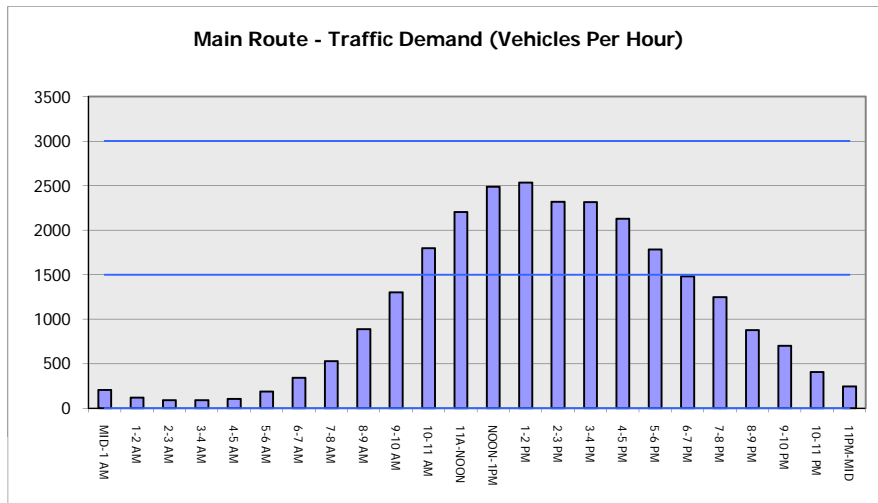
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,313 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY)
 CONTINUOUS (24 HOUR) 1 LANE CLOSURE
 DIVERSION ROUTE: BUS 51 - STH 52**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY) CONTINUOUS (24 HOUR) 1 LANE CLOSURE DIVERSION ROUTE: BUS 51 - STH 52 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY NORTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 260 | 0.0 | 102 | 0.0 | 3000 | 260 | 0 | 102 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 30.8 | 30.8 |
| 1-2 AM | 137 | 0.0 | 86 | 0.0 | 3000 | 137 | 0 | 86 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.2 | 31.2 |
| 2-3 AM | 108 | 0.0 | 79 | 0.0 | 3000 | 108 | 0 | 79 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.4 | 31.4 |
| 3-4 AM | 77 | 0.0 | 45 | 0.0 | 3000 | 77 | 0 | 45 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.4 | 32.4 |
| 4-5 AM | 74 | 0.0 | 50 | 0.0 | 3000 | 74 | 0 | 50 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 32.2 | 32.2 |
| 5-6 AM | 146 | 0.0 | 93 | 0.0 | 3000 | 146 | 0 | 93 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.1 | 31.1 |
| 6-7 AM | 299 | 0.0 | 151 | 0.0 | 3000 | 299 | 0 | 151 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 29.5 | 29.5 |
| 7-8 AM | 421 | 0.0 | 250 | 0.0 | 3000 | 421 | 0 | 250 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 26.9 | 26.9 |
| 8-9 AM | 638 | 0.0 | 441 | 0.0 | 3000 | 638 | 0 | 441 | 0.36 | 0 | 69.9 | 64.3 | 49.7 | 21.9 | 21.9 |
| 9-10 AM | 1032 | 0.0 | 625 | 0.0 | 3000 | 1032 | 0 | 625 | 0.35 | 0 | 69.4 | 63.9 | 49.7 | 18.3 | 18.3 |
| 10-11 AM | 1249 | 0.0 | 756 | 0.0 | 3000 | 1249 | 0 | 756 | 0.35 | 0 | 69.2 | 63.8 | 49.7 | 15.8 | 15.8 |
| 11A-NOON | 1500 | 0.0 | 881 | 0.0 | 3000 | 1500 | 0 | 881+ | 0.34 | 0 | 68.9 | 63.5 | 49.7 | 13.2 | 13.2 |
| NOON-1PM | 1628 | 0.0 | 855 | 0.0 | 3000 | 1628 | 0 | 855+ | 0.34 | 0 | 68.7 | 63.5 | 49.7 | 13.8 | 13.8 |
| 1-2 PM | 1714 | 0.0 | 878 | 0.0 | 3000 | 1714 | 0 | 878+ | 0.34 | 0 | 68.6 | 63.3 | 49.7 | 13.3 | 13.3 |
| 2-3 PM | 1685 | 0.0 | 879 | 0.0 | 3000 | 1685 | 0 | 879+ | 0.34 | 0 | 68.6 | 63.4 | 49.7 | 13.3 | 13.3 |
| 3-4 PM | 1596 | 0.0 | 845 | 0.0 | 3000 | 1596 | 0 | 845+ | 0.34 | 0 | 68.7 | 63.5 | 49.7 | 14.0 | 14.0 |
| 4-5 PM | 1566 | 0.0 | 785 | 0.0 | 3000 | 1566 | 0 | 785 | 0.34 | 0 | 68.8 | 63.5 | 49.7 | 15.2 | 15.2 |
| 5-6 PM | 1385 | 0.0 | 695 | 0.0 | 3000 | 1385 | 0 | 695 | 0.34 | 0 | 69.0 | 63.7 | 49.7 | 17.0 | 17.0 |
| 6-7 PM | 1181 | 0.0 | 563 | 0.0 | 3000 | 1181 | 0 | 563 | 0.35 | 0 | 69.2 | 63.8 | 49.7 | 19.5 | 19.5 |
| 7-8 PM | 1092 | 0.0 | 432 | 0.0 | 3000 | 1092 | 0 | 432 | 0.35 | 0 | 69.4 | 63.9 | 49.7 | 22.0 | 22.0 |
| 8-9 PM | 904 | 0.0 | 336 | 0.0 | 3000 | 904 | 0 | 336 | 0.35 | 0 | 69.6 | 64.0 | 49.7 | 24.7 | 24.7 |
| 9-10 PM | 648 | 0.0 | 237 | 0.0 | 3000 | 648 | 0 | 237 | 0.36 | 0 | 69.9 | 64.3 | 49.7 | 27.3 | 27.3 |
| 10-11 PM | 512 | 0.0 | 166 | 0.0 | 3000 | 512 | 0 | 166 | 0.36 | 0 | 70.1 | 64.3 | 49.7 | 29.1 | 29.1 |
| 11PM-MID | 318 | 0.0 | 67 | 0.0 | 3000 | 318 | 0 | 67 | 0.36 | 0 | 70.2 | 64.4 | 49.7 | 31.7 | 31.7 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0151 |
| MAIN ROUTE WITH WORKS | 0.0137 |
| DIVERSION | 0.0978 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,736 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY)
 CONTINUOUS (24 HOUR) 1 LANE CLOSURE
 DIVERSION ROUTE: BUS 51 - STH 52**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

