

| | |
|---|--|
| USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY) NIGHTTIME 2 LANE CLOSURE DIVERSION ROUTE: BUS 51 - STH 52 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 150 | 0.0 | 76 | 0.0 | 1500 | 150 | 0 | 76 | 0.49 | 0 | 70.2 | 62.5 | 44.9 | 31.5 | 31.5 |
| 1-2 AM | 112 | 0.0 | 50 | 0.0 | 1500 | 112 | 0 | 50 | 0.49 | 0 | 70.2 | 62.6 | 45.0 | 32.2 | 32.2 |
| 2-3 AM | 119 | 0.0 | 44 | 0.0 | 1500 | 119 | 0 | 44 | 0.49 | 0 | 70.2 | 62.6 | 45.0 | 32.4 | 32.4 |
| 3-4 AM | 207 | 0.0 | 58 | 0.0 | 1500 | 207 | 0 | 58 | 0.50 | 0 | 70.2 | 62.4 | 44.6 | 32.0 | 32.0 |
| 4-5 AM | 490 | 0.0 | 135 | 0.0 | 1500 | 490 | 0 | 135 | 0.53 | 0 | 70.1 | 61.9 | 43.5 | 29.9 | 29.9 |
| 5-6 AM | 1232 | 0.0 | 288 | 0.0 | OFF | 1232 | 0 | 288 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 25.9 | 25.9 |
| 6-7 AM | 1721 | 0.0 | 658 | 0.0 | OFF | 1721 | 0 | 658 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 17.6 | 17.6 |
| 7-8 AM | 1761 | 0.0 | 755 | 0.0 | OFF | 1761 | 0 | 755 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 15.8 | 15.8 |
| 8-9 AM | 1583 | 0.0 | 603 | 0.0 | OFF | 1583 | 0 | 603 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 18.7 | 18.7 |
| 9-10 AM | 1669 | 0.0 | 602 | 0.0 | OFF | 1669 | 0 | 602 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 18.7 | 18.7 |
| 10-11 AM | 1877 | 0.0 | 670 | 0.0 | OFF | 1877 | 0 | 670 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 17.4 | 17.4 |
| 11A-NOON | 1999 | 0.0 | 728 | 0.0 | OFF | 1999 | 0 | 728 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 16.3 | 16.3 |
| NOON-1PM | 2077 | 0.0 | 798 | 0.0 | OFF | 2077 | 0 | 798 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 15.0 | 15.0 |
| 1-2 PM | 2204 | 0.0 | 870 | 0.0 | OFF | 2204 | 0 | 870+ | 0.00 | 0 | 68.0 | 68.0 | 68.0 | 13.5 | 13.5 |
| 2-3 PM | 2410 | 0.0 | 1040 | 0.0 | OFF | 2410 | 0 | 1040+ | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 11.6 | 11.6 |
| 3-4 PM | 2644 | 0.0 | 1195 | 0.0 | OFF | 2644 | 0 | 1195+ | 0.00 | 0 | 67.4 | 67.4 | 67.4 | 11.2 | 11.2 |
| 4-5 PM | 2840 | 0.0 | 1290 | 0.0 | OFF | 2840 | 0 | 1290+ | 0.00 | 0 | 67.2 | 67.2 | 67.2 | 11.2 | 11.2 |
| 5-6 PM | 2236 | 0.0 | 1168 | 0.0 | OFF | 2236 | 0 | 1168+ | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 11.2 | 11.2 |
| 6-7 PM | 1504 | 0.0 | 718 | 0.0 | OFF | 1504 | 0 | 718 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | 16.5 | 16.5 |
| 7-8 PM | 1161 | 0.0 | 584 | 0.0 | 1500 | 1161 | 0 | 584 | 0.66 | 0 | 69.3 | 59.7 | 39.7 | 19.1 | 19.1 |
| 8-9 PM | 1004 | 0.0 | 488 | 0.0 | 1500 | 1004 | 0 | 488 | 0.59 | 0 | 69.5 | 60.7 | 41.7 | 20.9 | 20.9 |
| 9-10 PM | 774 | 0.0 | 364 | 0.0 | 1500 | 774 | 0 | 364 | 0.56 | 0 | 69.8 | 61.2 | 42.5 | 23.8 | 23.8 |
| 10-11 PM | 554 | 0.0 | 250 | 0.0 | 1500 | 554 | 0 | 250 | 0.54 | 0 | 70.0 | 61.8 | 43.3 | 26.9 | 26.9 |
| 11PM-MID | 287 | 0.0 | 177 | 0.0 | 1500 | 287 | 0 | 177 | 0.51 | 0 | 70.2 | 62.3 | 44.3 | 28.8 | 28.8 |

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

+ 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 | 0.0244 |
| MAIN ROUTE WITH WORKS | 0.0241 |
| DIVERSION | 0.1293 |

PIA: Personal Injury Accidents

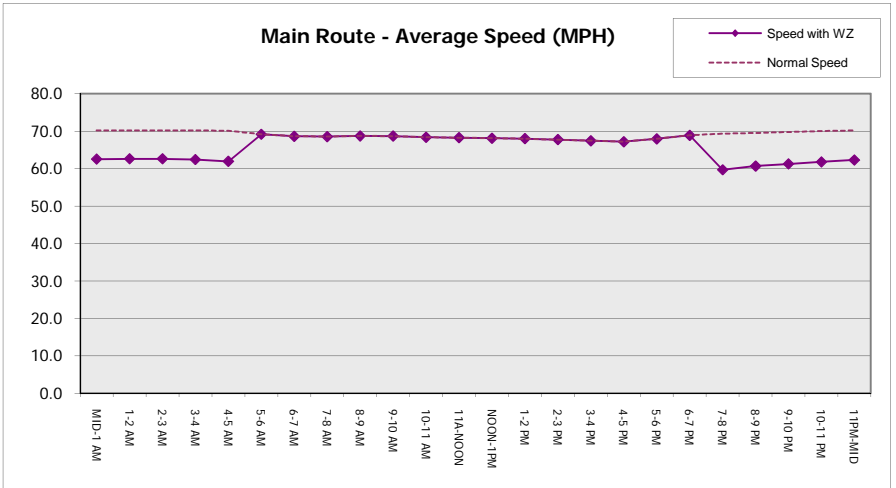
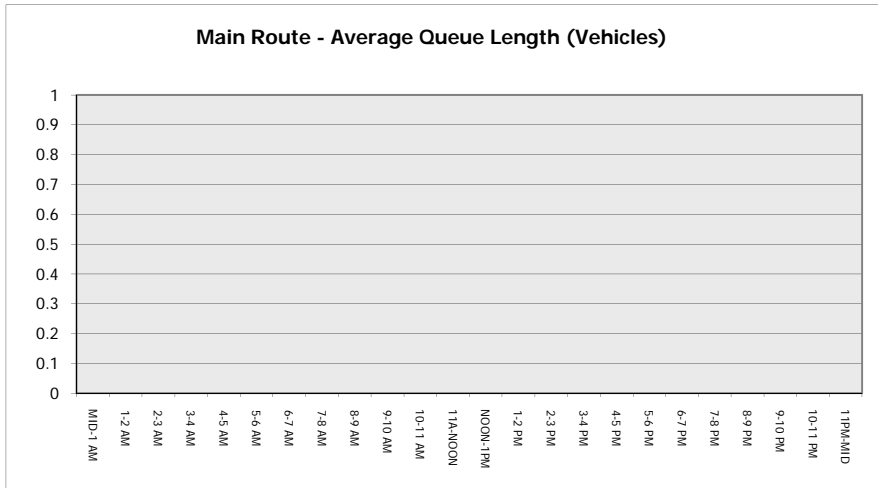
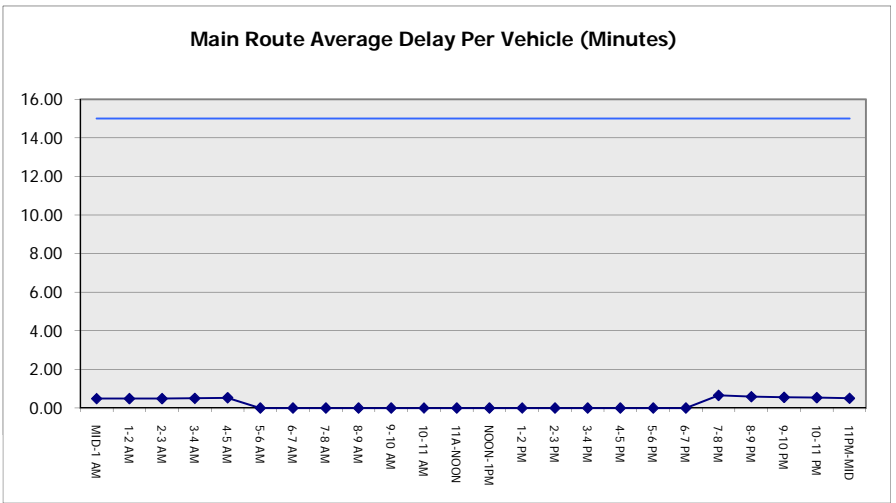
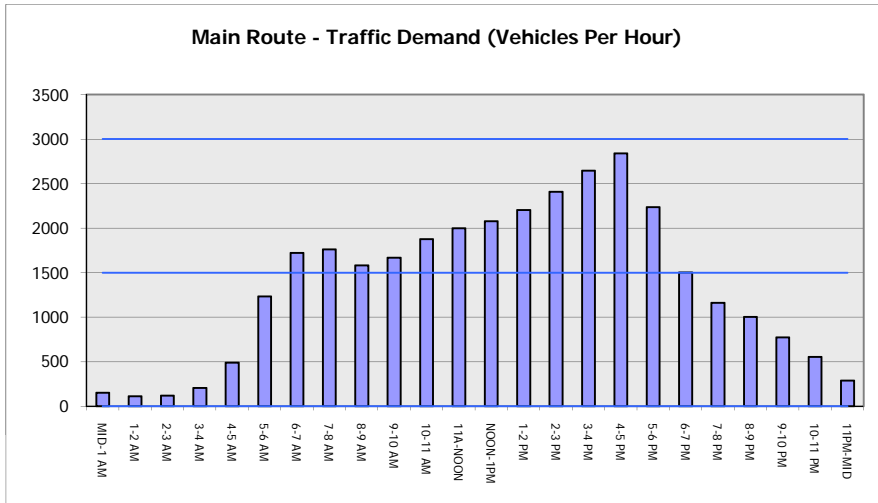
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$573 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY)
 NIGHTTIME 2 LANE CLOSURE
 DIVERSION ROUTE: BUS 51 - STH 52**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY) NIGHTTIME 2 LANE CLOSURE DIVERSION ROUTE: BUS 51 - STH 52 | AUGUST |
| | Analyzed for 2009 Construction Season |

| | |
|--|----------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| MON-THUR | 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 | 202 | 0.0 | 99 | 0.0 | 1500 | 202 | 0 | 99 | 0.50 | 0 | 70.2 | 62.5 | 44.6 | 30.9 | 30.9 |
| 1-2 AM | 141 | 0.0 | 52 | 0.0 | 1500 | 141 | 0 | 52 | 0.49 | 0 | 70.2 | 62.5 | 44.9 | 32.2 | 32.2 |
| 2-3 AM | 127 | 0.0 | 51 | 0.0 | 1500 | 127 | 0 | 51 | 0.49 | 0 | 70.2 | 62.6 | 45.0 | 32.2 | 32.2 |
| 3-4 AM | 188 | 0.0 | 68 | 0.0 | 1500 | 188 | 0 | 68 | 0.50 | 0 | 70.2 | 62.5 | 44.7 | 31.7 | 31.7 |
| 4-5 AM | 379 | 0.0 | 145 | 0.0 | 1500 | 379 | 0 | 145 | 0.52 | 0 | 70.2 | 62.2 | 44.0 | 29.7 | 29.7 |
| 5-6 AM | 1037 | 0.0 | 417 | 0.0 | OFF | 1037 | 0 | 417 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | 22.5 | 22.5 |
| 6-7 AM | 1939 | 0.0 | 892 | 0.0 | OFF | 1939 | 0 | 892+ | 0.00 | 0 | 68.3 | 68.3 | 68.3 | 13.0 | 13.0 |
| 7-8 AM | 2218 | 0.0 | 1136 | 0.0 | OFF | 2218 | 0 | 1136+ | 0.00 | 0 | 68.0 | 68.0 | 68.0 | 11.2 | 11.2 |
| 8-9 AM | 1645 | 0.0 | 794 | 0.0 | OFF | 1645 | 0 | 794 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 15.0 | 15.0 |
| 9-10 AM | 1675 | 0.0 | 679 | 0.0 | OFF | 1675 | 0 | 679 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 17.3 | 17.3 |
| 10-11 AM | 1792 | 0.0 | 685 | 0.0 | OFF | 1792 | 0 | 685 | 0.00 | 0 | 68.5 | 68.5 | 68.5 | 17.1 | 17.1 |
| 11A-NOON | 1845 | 0.0 | 727 | 0.0 | OFF | 1845 | 0 | 727 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 16.3 | 16.3 |
| NOON-1PM | 1895 | 0.0 | 733 | 0.0 | OFF | 1895 | 0 | 733 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 16.2 | 16.2 |
| 1-2 PM | 2001 | 0.0 | 759 | 0.0 | OFF | 2001 | 0 | 759 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 15.7 | 15.7 |
| 2-3 PM | 2342 | 0.0 | 844 | 0.0 | OFF | 2342 | 0 | 844+ | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 14.0 | 14.0 |
| 3-4 PM | 2390 | 0.0 | 976 | 0.0 | OFF | 2390 | 0 | 976+ | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 12.4 | 12.4 |
| 4-5 PM | 2603 | 0.0 | 985 | 0.0 | OFF | 2603 | 0 | 985+ | 0.00 | 0 | 67.5 | 67.5 | 67.5 | 12.4 | 12.4 |
| 5-6 PM | 2250 | 0.0 | 890 | 0.0 | OFF | 2250 | 0 | 890+ | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 13.0 | 13.0 |
| 6-7 PM | 1555 | 0.0 | 614 | 0.0 | OFF | 1555 | 0 | 614 | 0.00 | 0 | 68.8 | 68.8 | 68.8 | 18.5 | 18.5 |
| 7-8 PM | 1176 | 0.0 | 428 | 0.0 | 1500 | 1176 | 0 | 428 | 0.67 | 0 | 69.2 | 59.4 | 39.2 | 22.2 | 22.2 |
| 8-9 PM | 972 | 0.0 | 346 | 0.0 | 1500 | 972 | 0 | 346 | 0.58 | 0 | 69.6 | 60.8 | 41.8 | 24.3 | 24.3 |
| 9-10 PM | 770 | 0.0 | 261 | 0.0 | 1500 | 770 | 0 | 261 | 0.56 | 0 | 69.8 | 61.2 | 42.5 | 26.6 | 26.6 |
| 10-11 PM | 585 | 0.0 | 222 | 0.0 | 1500 | 585 | 0 | 222 | 0.54 | 0 | 70.0 | 61.7 | 43.2 | 27.6 | 27.6 |
| 11PM-MID | 363 | 0.0 | 159 | 0.0 | 1500 | 363 | 0 | 159 | 0.52 | 0 | 70.2 | 62.2 | 44.0 | 29.3 | 29.3 |

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

+ 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 | 0.0240 |
| MAIN ROUTE WITH WORKS | 0.0237 |
| DIVERSION | 0.1231 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$578 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 51: STH 29 W TO STH 29 E (MARATHON COUNTY)
 NIGHTTIME 2 LANE CLOSURE
 DIVERSION ROUTE: BUS 51 - STH 52**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

