

USH 41: STH 29 TO CTH AAA (BROWN COUNTY) CONTINUOUS (24 HOUR) 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	288	0.0	1500	288	0	0.45	0	65.8	59.7	44.3	
1-2 AM	233	0.0	1500	233	0	0.45	0	66.0	59.9	44.5	
2-3 AM	227	0.0	1500	227	0	0.44	0	66.0	59.9	44.6	
3-4 AM	224	0.0	1500	224	0	0.44	0	66.0	59.9	44.6	
4-5 AM	471	0.0	1500	471	0	0.47	0	65.5	59.2	43.6	
5-6 AM	1257	0.0	1499	1257	0	0.89	4	64.0	53.5	36.3	
6-7 AM	2684	0.0	1500	1956	727	12.01+	322	59.0	17.0	30.8	
7-8 AM	3425	0.0	1500	1500	1925	14.78+	400	51.4	14.1	30.8	
8-9 AM	2290	0.0	1500	1466	824	15.63+	396	62.1	14.2	30.8	
9-10 AM	1973	0.0	1499	1500	473	15.79+	399	62.7	14.1	30.8	
10-11 AM	1998	0.0	1500	1500	498	15.79+	400	62.7	14.1	30.8	
11AM-NOON	2349	0.0	1500	1500	849	15.74+	400	62.0	14.1	30.8	
NOON-1PM	2549	0.0	1500	1500	1049	15.61+	400	60.4	14.1	30.8	
1-2 PM	2661	0.0	1500	1500	1161	15.52+	399	59.2	14.1	30.8	
2-3 PM	2748	0.0	1500	1500	1248	15.45+	400	58.4	14.1	30.8	
3-4 PM	3143	0.0	1500	1500	1643	15.08+	400	54.3	14.1	30.8	
4-5 PM	3664	0.0	1500	1500	2164	14.50+	400	48.9	14.1	30.8	
5-6 PM	3141	0.0	1500	1500	1641	15.08+	400	54.3	14.1	30.8	
6-7 PM	2039	0.0	1500	1488	551	15.73+	398	62.6	14.2	30.8	
7-8 PM	1403	0.0	1499	1346	57	14.13+	356	63.8	15.4	30.8	
8-9 PM	1208	0.0	1499	1208	0	4.97	137	64.1	30.4	33.6	
9-10 PM	1130	0.0	1500	1130	0	0.55	0	64.3	57.3	40.8	
10-11 PM	1044	0.0	1500	1044	0	0.52	0	64.5	57.7	41.5	
11PM-MID	674	0.0	1500	674	0	0.49	0	65.1	58.6	42.8	

+ 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

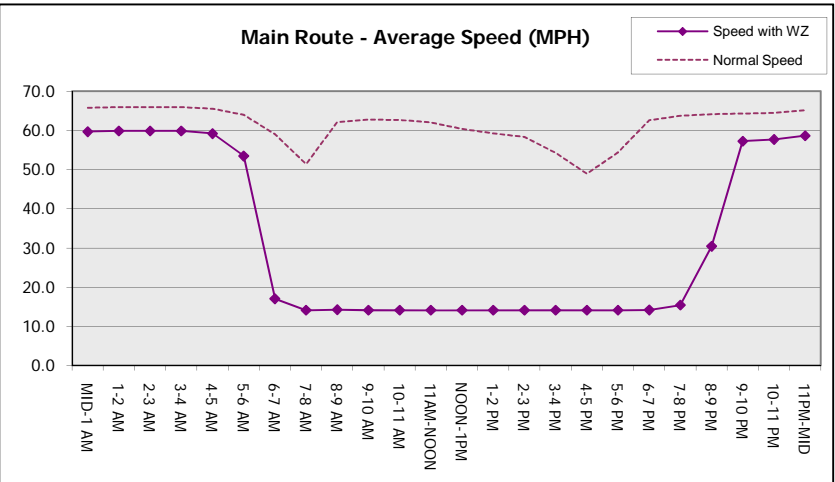
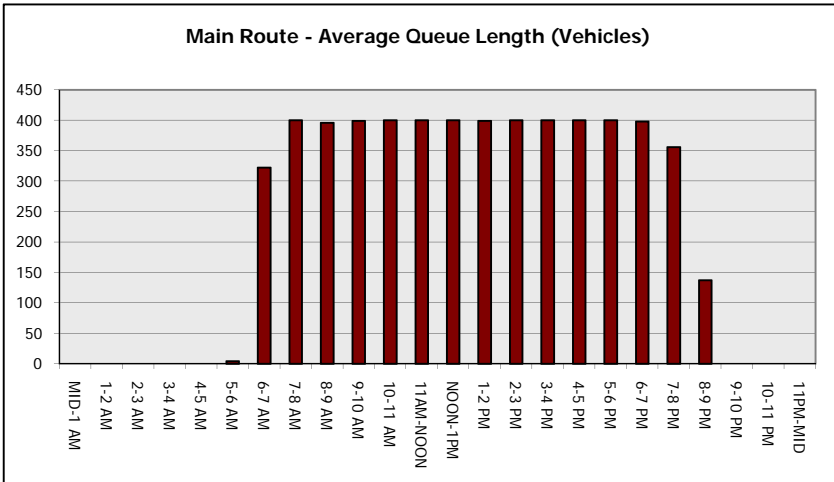
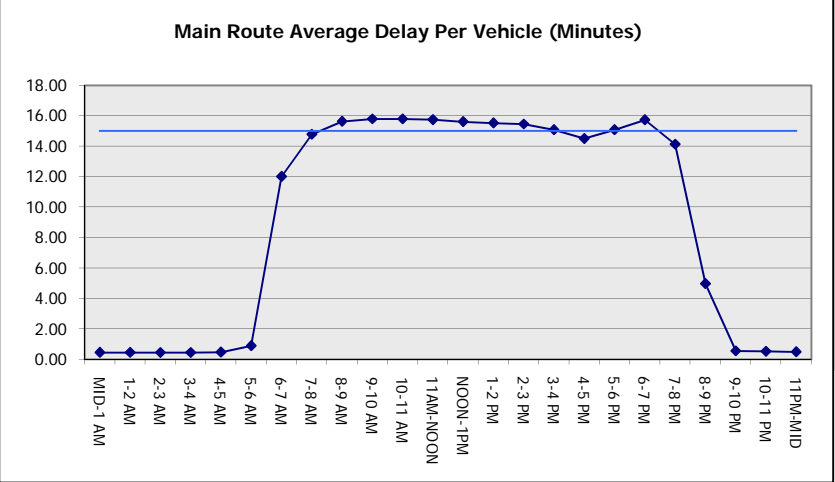
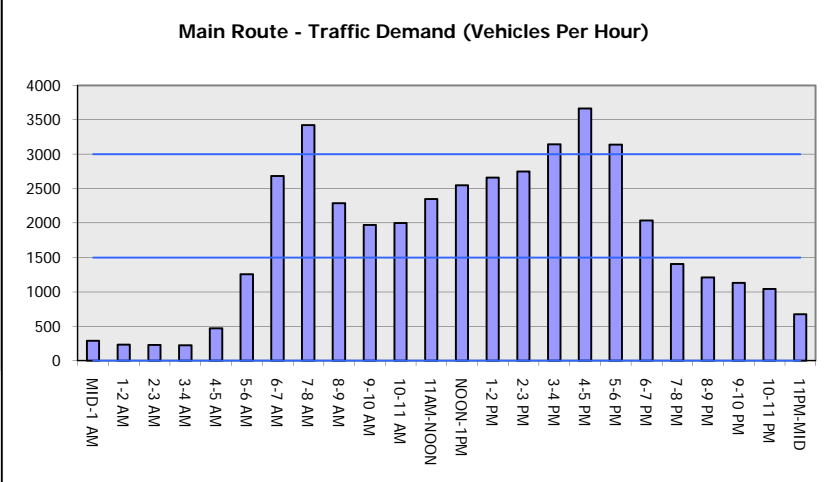
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0327
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0262
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$123,907
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: STH 29 TO CTH AAA (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	240	0.0	1500	240	0	0.45	0	66.0	59.8	44.5	
1-2 AM	161	0.0	1500	161	0	0.44	0	66.1	60.1	44.8	
2-3 AM	195	0.0	1500	195	0	0.44	0	66.0	59.9	44.7	
3-4 AM	191	0.0	1500	191	0	0.44	0	66.0	60.0	44.7	
4-5 AM	319	0.0	1500	319	0	0.45	0	65.8	59.6	44.2	
5-6 AM	872	0.0	1500	872	0	0.51	0	64.8	58.1	42.1	
6-7 AM	2115	0.0	1499	2078	37	6.57+	213	62.5	25.7	30.8	
7-8 AM	3633	0.0	1500	1380	2253	14.10+	393	49.3	14.4	34.3	
8-9 AM	2656	0.0	1500	1500	1156	15.52+	400	59.3	14.1	30.8	
9-10 AM	2243	0.0	1500	1500	743	15.75+	400	62.2	14.1	30.8	
10-11 AM	2187	0.0	1500	1500	687	15.76+	400	62.3	14.1	30.8	
11AM-NOON	2510	0.0	1500	1500	1010	15.64+	400	60.8	14.1	30.8	
NOON-1PM	2785	0.0	1500	1500	1285	15.41+	400	57.9	14.1	30.8	
1-2 PM	2697	0.0	1500	1500	1197	15.49+	400	58.9	14.1	30.8	
2-3 PM	2995	0.0	1500	1500	1495	15.22+	400	55.8	14.1	30.8	
3-4 PM	3641	0.0	1500	1500	2141	14.53+	400	49.2	14.1	30.8	
4-5 PM	4114	0.0	1500	1500	2614	13.89+	400	44.3	14.1	30.8	
5-6 PM	3632	0.0	1500	1500	2132	14.54+	400	49.3	14.1	30.8	
6-7 PM	2622	0.0	1500	1500	1122	15.55+	400	59.6	14.1	30.8	
7-8 PM	2029	0.0	1500	1459	570	15.63+	396	62.6	14.2	30.8	
8-9 PM	1508	0.0	1499	1445	63	15.49+	390	63.6	14.3	30.8	
9-10 PM	1282	0.0	1499	1282	0	10.65	269	64.0	19.0	31.1	
10-11 PM	1000	0.0	1500	1000	0	1.19	25	64.5	50.9	40.7	
11PM-MID	621	0.0	1500	621	0	0.48	0	65.2	58.8	43.0	

+ 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	0.0353
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0327

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$139,543
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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