

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

SATURDAY 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	443	0.0	1500	443	0	0.47	0	65.6	59.2	43.7	
1-2 AM	330	0.0	1500	330	0	0.45	0	65.8	59.6	44.2	
2-3 AM	279	0.0	1500	279	0	0.45	0	65.9	59.7	44.3	
3-4 AM	211	0.0	1500	211	0	0.44	0	66.0	59.9	44.6	
4-5 AM	242	0.0	1500	242	0	0.45	0	66.0	59.8	44.5	
5-6 AM	407	0.0	1500	407	0	0.46	0	65.6	59.4	43.8	
6-7 AM	690	0.0	1500	690	0	0.49	0	65.1	58.6	42.8	
7-8 AM	1089	0.0	1500	1089	0	0.53	0	64.3	57.6	41.4	
8-9 AM	1343	0.0	1499	1343	0	0.82	0	63.9	54.0	34.5	
9-10 AM	1613	0.0	1499	1613	0	2.32	39	63.4	42.0	30.8	
10-11 AM	1891	0.0	1500	1818	73	10.82+	285	62.8	18.7	30.8	
11AM-NOON	1991	0.0	1500	1500	491	15.79+	400	62.7	14.1	30.8	
NOON-1PM	2070	0.0	1500	1500	570	15.78+	400	62.5	14.1	30.8	
1-2 PM	1992	0.0	1500	1500	492	15.79+	400	62.7	14.1	30.8	
2-3 PM	2034	0.0	1500	1500	534	15.78+	400	62.6	14.1	30.8	
3-4 PM	2106	0.0	1500	1500	606	15.77+	400	62.5	14.1	30.8	
4-5 PM	2065	0.0	1500	1500	565	15.78+	400	62.5	14.1	30.8	
5-6 PM	1907	0.0	1500	1500	407	15.80+	400	62.8	14.1	30.8	
6-7 PM	1643	0.0	1499	1468	174	15.70+	396	63.3	14.2	30.8	
7-8 PM	1296	0.0	1499	1296	0	12.32+	311	64.0	17.1	30.8	
8-9 PM	1179	0.0	1499	1179	0	2.39	65	64.2	41.9	36.6	
9-10 PM	1032	0.0	1500	1032	0	0.52	0	64.5	57.7	41.5	
10-11 PM	828	0.0	1500	828	0	0.50	0	64.8	58.2	42.3	
11PM-MID	659	0.0	1500	659	0	0.49	0	65.1	58.7	42.9	

+ 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

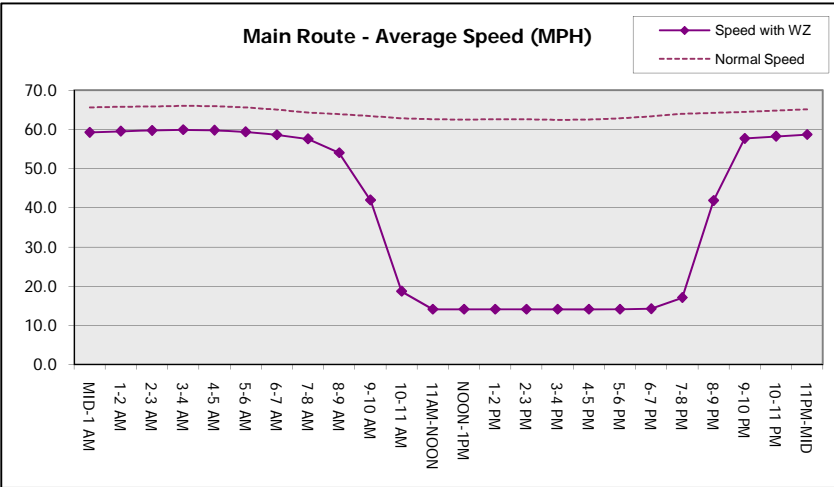
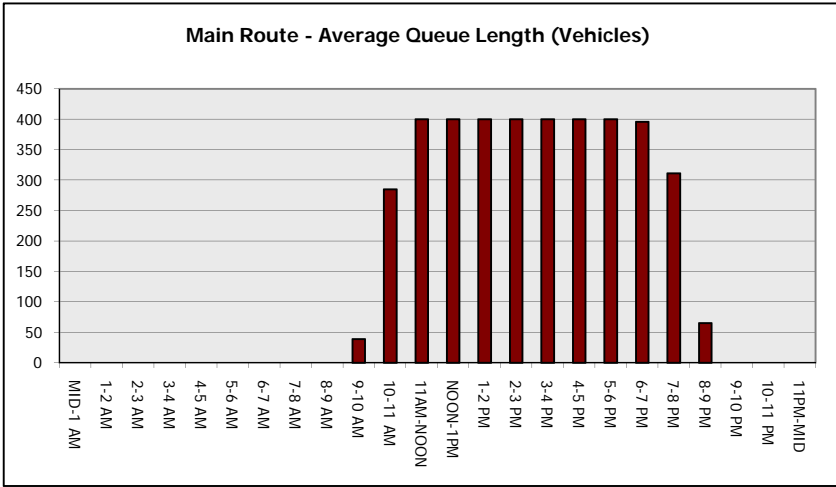
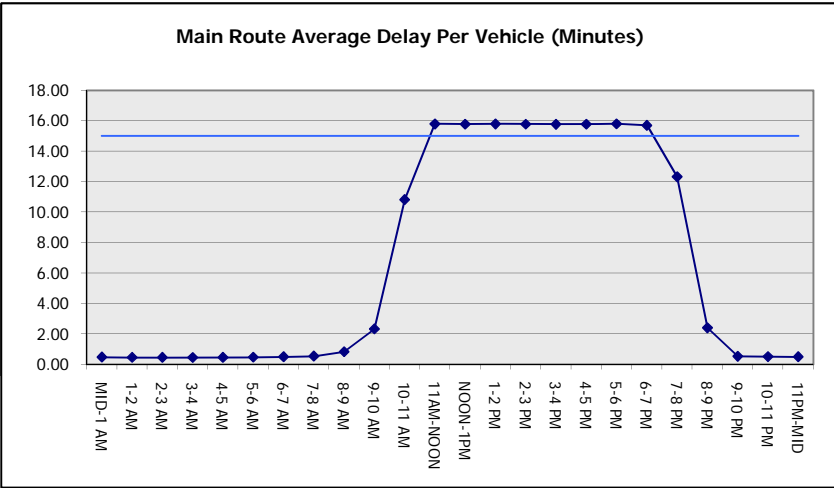
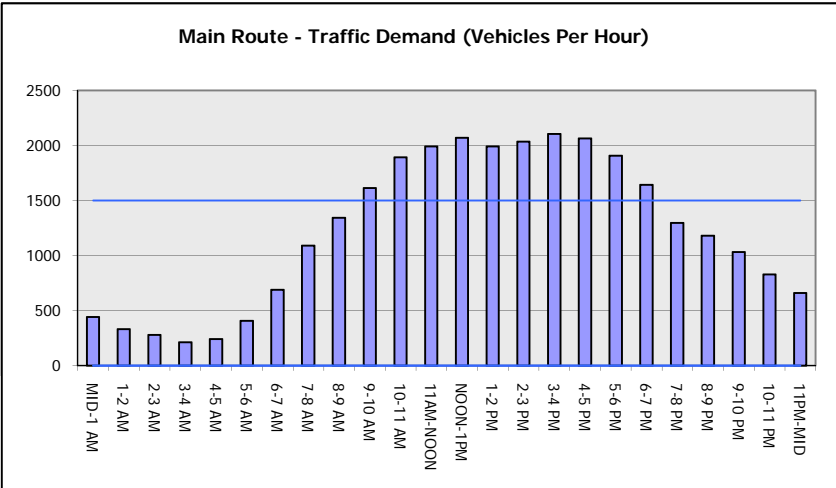
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0224
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0069
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,933
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



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

SATURDAY 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	365	0.0	1500	365	0	0.46	0	65.7	59.5	44.0
1-2 AM	229	0.0	1500	229	0	0.44	0	66.0	59.9	44.6
2-3 AM	211	0.0	1500	211	0	0.44	0	66.0	59.9	44.6
3-4 AM	161	0.0	1500	161	0	0.44	0	66.1	60.1	44.8
4-5 AM	197	0.0	1500	197	0	0.44	0	66.0	59.9	44.7
5-6 AM	361	0.0	1500	361	0	0.46	0	65.7	59.5	44.0
6-7 AM	647	0.0	1500	647	0	0.49	0	65.2	58.7	43.0
7-8 AM	1153	0.0	1499	1153	0	0.63	0	64.2	56.3	38.8
8-9 AM	1695	0.0	1499	1695	0	3.37	74	63.2	36.3	30.8
9-10 AM	1886	0.0	1500	1669	217	13.23+	340	62.8	16.1	30.8
10-11 AM	2078	0.0	1500	1500	578	15.77+	400	62.5	14.1	30.8
11AM-NOON	2219	0.0	1500	1500	719	15.76+	400	62.2	14.1	30.8
NOON-1PM	2244	0.0	1500	1500	744	15.75+	400	62.2	14.1	30.8
1-2 PM	2098	0.0	1500	1500	598	15.77+	400	62.5	14.1	30.8
2-3 PM	2063	0.0	1500	1500	563	15.78+	400	62.5	14.1	30.8
3-4 PM	2100	0.0	1500	1500	600	15.77+	400	62.5	14.1	30.8
4-5 PM	1996	0.0	1500	1500	496	15.79+	400	62.7	14.1	30.8
5-6 PM	1914	0.0	1500	1500	414	15.80+	400	62.8	14.1	30.8
6-7 PM	1666	0.0	1500	1537	129	15.66+	395	63.3	14.2	30.8
7-8 PM	1298	0.0	1499	1298	0	12.49+	315	64.0	17.0	30.8
8-9 PM	1153	0.0	1499	1153	0	2.26	63	64.2	42.7	37.5
9-10 PM	999	0.0	1500	999	0	0.52	0	64.5	57.8	41.7
10-11 PM	874	0.0	1500	874	0	0.51	0	64.8	58.1	42.1
11PM-MID	549	0.0	1500	549	0	0.48	0	65.4	59.0	43.3

+ 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	0.0230
MAIN ROUTE WITH WORKS	0.0175
'DIVERSION'	0.0089

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$95,687
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

