

<b>USH 41: STH 29 TO CTH AAA (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	264	0.0	1500	264	0	0.45	0	65.9	59.7	44.4	
1-2 AM	216	0.0	1500	216	0	0.44	0	66.0	59.9	44.6	
2-3 AM	206	0.0	1500	206	0	0.44	0	66.0	59.9	44.6	
3-4 AM	208	0.0	1500	208	0	0.44	0	66.0	59.9	44.6	
4-5 AM	529	0.0	1500	529	0	0.47	0	65.4	59.1	43.4	
5-6 AM	1350	0.0	1499	1350	0	1.19	14	63.8	50.5	36.1	
6-7 AM	2651	0.0	1500	1945	706	12.68+	340	59.4	16.4	31.6	
7-8 AM	3444	0.0	1500	1500	1944	14.67+	400	51.2	14.2	32.4	
8-9 AM	2211	0.0	1499	1441	770	15.52+	395	62.3	14.3	31.6	
9-10 AM	2042	0.0	1500	1500	542	15.78+	400	62.6	14.1	30.8	
10-11 AM	2187	0.0	1500	1500	687	15.76+	400	62.3	14.1	30.8	
11AM-NOON	2485	0.0	1500	1500	985	15.66+	400	61.0	14.1	30.8	
NOON-1PM	2734	0.0	1500	1500	1234	15.46+	400	58.5	14.1	30.8	
1-2 PM	2755	0.0	1500	1500	1255	15.44+	400	58.2	14.1	30.8	
2-3 PM	3064	0.0	1500	1500	1564	15.16+	400	55.1	14.1	30.8	
3-4 PM	3426	0.0	1500	1500	1926	14.78+	400	51.4	14.1	30.8	
4-5 PM	3715	0.0	1500	1500	2215	14.44+	400	48.4	14.1	30.8	
5-6 PM	3265	0.0	1500	1500	1765	14.95+	400	53.0	14.1	30.8	
6-7 PM	2052	0.0	1500	1480	571	15.70+	397	62.5	14.2	30.8	
7-8 PM	1496	0.0	1499	1422	74	15.19+	382	63.6	14.6	30.8	
8-9 PM	1272	0.0	1499	1272	0	9.53	240	64.0	20.5	31.2	
9-10 PM	1218	0.0	1500	1218	0	1.51	27	64.1	48.0	36.6	
10-11 PM	1002	0.0	1500	1002	0	0.52	0	64.5	57.8	41.7	
11PM-MID	645	0.0	1500	645	0	0.48	0	65.2	58.7	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	0.0339
MAIN ROUTE WITH WORKS	0.0197
'DIVERSION'	0.0287
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,381
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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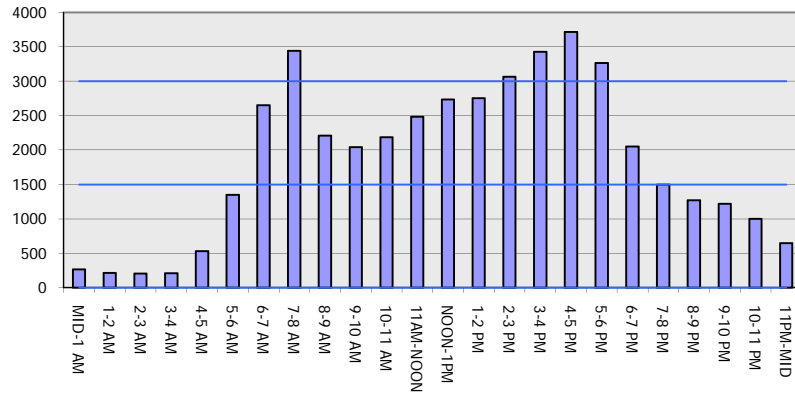
**OCTOBER**

Analyzed for 2009  
Construction Season

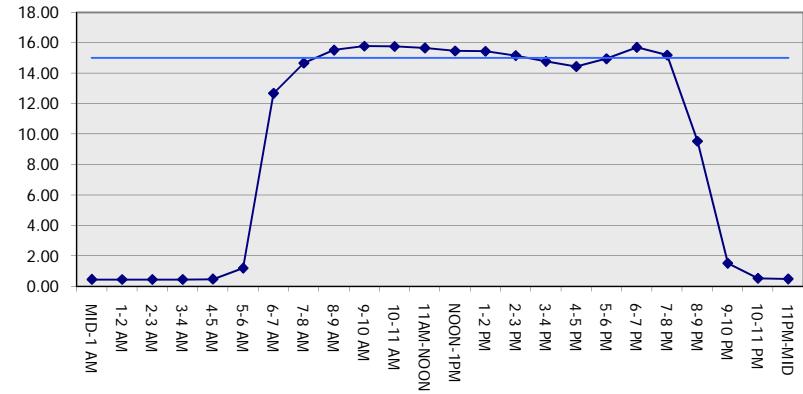
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

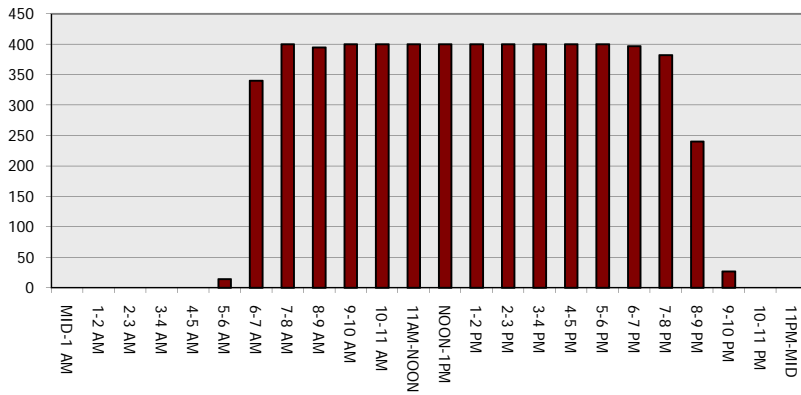
**Main Route - Traffic Demand (Vehicles Per Hour)**



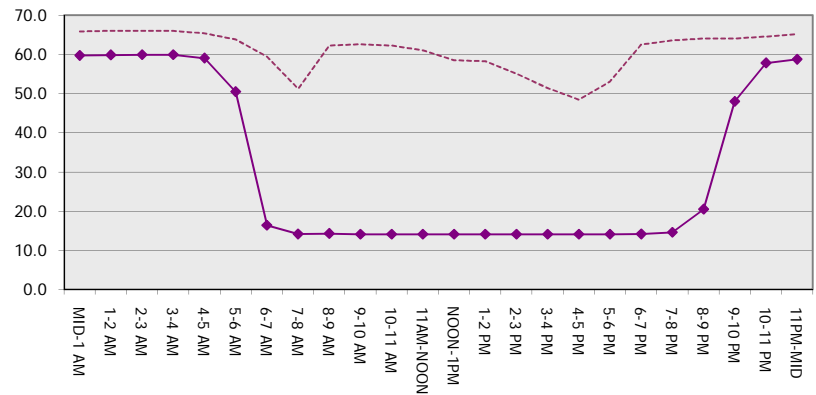
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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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	270	0.0	1500	270	0	0.45	0	65.9	59.7	44.4
1-2 AM	180	0.0	1500	180	0	0.44	0	66.1	60.0	44.8
2-3 AM	188	0.0	1500	188	0	0.44	0	66.0	60.0	44.7
3-4 AM	202	0.0	1500	202	0	0.44	0	66.0	59.9	44.6
4-5 AM	370	0.0	1500	370	0	0.46	0	65.7	59.5	44.0
5-6 AM	889	0.0	1500	889	0	0.51	0	64.7	58.1	42.0
6-7 AM	2188	0.0	1499	2003	186	7.36+	224	62.3	24.0	30.8
7-8 AM	3571	0.0	1500	1500	2071	14.52+	400	49.9	14.2	32.4
8-9 AM	2666	0.0	1500	1459	1207	15.29+	396	59.2	14.3	32.4
9-10 AM	2234	0.0	1499	1500	734	15.75+	399	62.2	14.1	30.8
10-11 AM	2356	0.0	1500	1500	856	15.74+	400	62.0	14.1	30.8
11AM-NOON	2614	0.0	1500	1500	1114	15.56+	400	59.7	14.1	30.8
NOON-1PM	2760	0.0	1500	1500	1260	15.44+	400	58.2	14.1	30.8
1-2 PM	2755	0.0	1500	1500	1255	15.44+	400	58.2	14.1	30.8
2-3 PM	3215	0.0	1500	1500	1715	15.01+	400	53.5	14.1	30.8
3-4 PM	3758	0.0	1500	1500	2258	14.38+	400	48.0	14.1	30.8
4-5 PM	4236	0.0	1500	1500	2736	13.70+	400	43.1	14.1	30.8
5-6 PM	3893	0.0	1500	1500	2393	14.21+	400	46.6	14.1	30.8
6-7 PM	2883	0.0	1500	1500	1383	15.33+	400	56.9	14.1	30.8
7-8 PM	1868	0.0	1499	1433	434	15.55+	393	62.9	14.3	30.8
8-9 PM	1450	0.0	1499	1433	16	15.12+	381	63.7	14.7	30.8
9-10 PM	1194	0.0	1499	1194	0	7.17	193	64.1	24.7	33.2
10-11 PM	888	0.0	1500	888	0	0.52	0	64.7	57.9	42.1
11PM-MID	638	0.0	1500	638	0	0.48	0	65.2	58.7	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	0.0361
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0347

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$141,066
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY NORTHBOUND DIRECTION**

