

USH 41: STH 29 TO CTH AAA (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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		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	367	0.0	1500	367	0	0.46	0	65.7	59.5	44.0	
1-2 AM	188	0.0	1500	188	0	0.44	0	66.0	60.0	44.7	
2-3 AM	164	0.0	1500	164	0	0.44	0	66.1	60.1	44.8	
3-4 AM	207	0.0	1500	207	0	0.44	0	66.0	59.9	44.6	
4-5 AM	506	0.0	1500	506	0	0.47	0	65.5	59.1	43.5	
5-6 AM	1518	0.0	1499	1518	0	1.89	40	63.5	44.8	34.4	
6-7 AM	2929	0.0	1500	1857	1072	14.25+	380	56.5	14.9	32.0	
7-8 AM	3774	0.0	1500	1500	2274	14.23+	400	47.8	14.2	33.3	
8-9 AM	2328	0.0	1499	1430	899	15.45+	394	62.0	14.3	32.0	
9-10 AM	1949	0.0	1500	1487	462	15.74+	398	62.8	14.2	30.8	
10-11 AM	1943	0.0	1499	1500	443	15.79+	399	62.8	14.1	30.8	
11AM-NOON	2094	0.0	1500	1500	594	15.77+	400	62.5	14.1	30.8	
NOON-1PM	2267	0.0	1500	1500	767	15.75+	400	62.2	14.1	30.8	
1-2 PM	2363	0.0	1500	1500	863	15.74+	400	62.0	14.1	30.8	
2-3 PM	2568	0.0	1500	1500	1068	15.60+	400	60.2	14.1	30.8	
3-4 PM	3056	0.0	1500	1500	1556	15.16+	400	55.2	14.1	30.8	
4-5 PM	3676	0.0	1500	1500	2176	14.49+	400	48.8	14.1	30.8	
5-6 PM	3314	0.0	1500	1500	1814	14.90+	400	52.5	14.1	30.8	
6-7 PM	1894	0.0	1500	1463	432	15.65+	396	62.8	14.2	30.8	
7-8 PM	1335	0.0	1499	1335	0	13.39+	337	63.9	16.1	30.8	
8-9 PM	1139	0.0	1499	1139	0	2.71	81	64.3	40.1	37.2	
9-10 PM	1057	0.0	1500	1057	0	0.52	0	64.4	57.6	41.5	
10-11 PM	653	0.0	1500	653	0	0.49	0	65.1	58.7	42.9	
11PM-MID	420	0.0	1500	420	0	0.46	0	65.6	59.3	43.8	

+ 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	0.0318
MAIN ROUTE WITH WORKS	0.0190
'DIVERSION'	0.0255
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,206
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

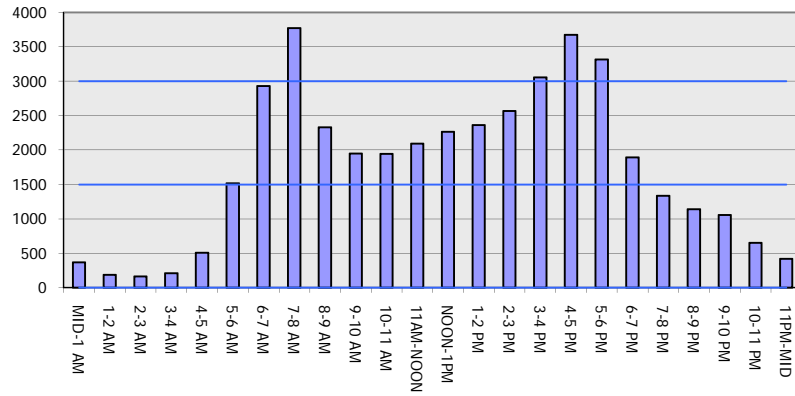
OCTOBER

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Construction Season

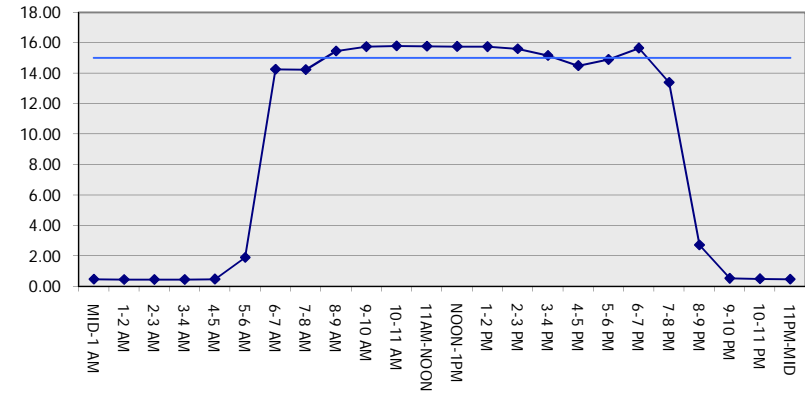
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

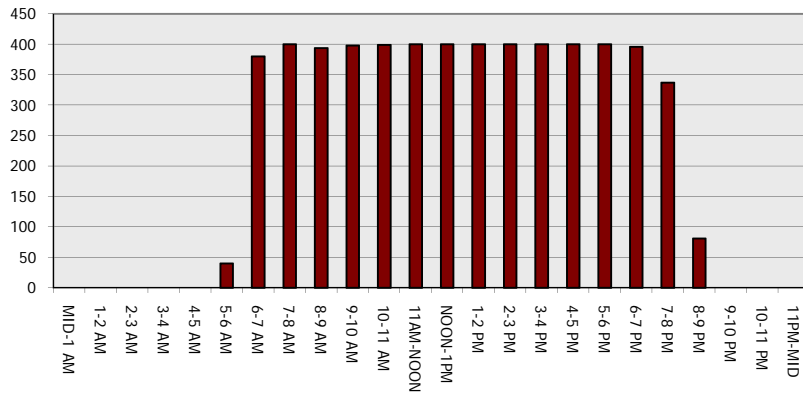
Main Route - Traffic Demand (Vehicles Per Hour)



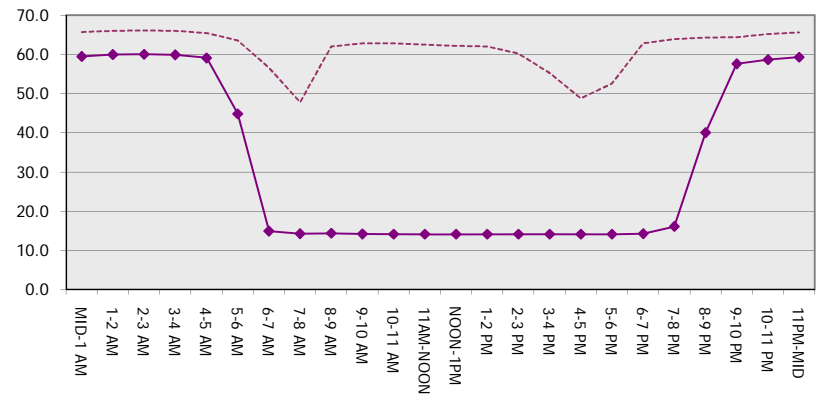
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	221	0.0	1500	221	0	0.44	0	66.0	59.9	44.6	
1-2 AM	137	0.0	1500	137	0	0.44	0	66.1	60.1	45.0	
2-3 AM	157	0.0	1500	157	0	0.44	0	66.1	60.1	44.8	
3-4 AM	171	0.0	1500	171	0	0.44	0	66.1	60.0	44.8	
4-5 AM	350	0.0	1500	350	0	0.46	0	65.7	59.6	44.1	
5-6 AM	957	0.0	1499	957	0	0.57	0	64.6	57.3	40.5	
6-7 AM	2357	0.0	1499	1854	503	8.73+	252	62.0	21.5	30.8	
7-8 AM	3886	0.0	1499	1500	2386	14.22+	399	46.7	14.1	30.8	
8-9 AM	2720	0.0	1500	1500	1220	15.47+	400	58.6	14.1	30.8	
9-10 AM	2068	0.0	1500	1500	568	15.78+	400	62.5	14.1	30.8	
10-11 AM	1976	0.0	1500	1500	476	15.79+	400	62.7	14.1	30.8	
11AM-NOON	2139	0.0	1499	1500	639	15.77+	400	62.4	14.1	30.8	
NOON-1PM	2180	0.0	1500	1500	680	15.76+	400	62.3	14.1	30.8	
1-2 PM	2162	0.0	1500	1500	662	15.76+	400	62.3	14.1	30.8	
2-3 PM	2553	0.0	1500	1500	1053	15.61+	400	60.4	14.1	30.8	
3-4 PM	3174	0.0	1500	1500	1674	15.05+	400	54.0	14.1	30.8	
4-5 PM	3950	0.0	1500	1500	2450	14.13+	400	46.0	14.1	30.8	
5-6 PM	3536	0.0	1499	1500	2036	14.65+	400	50.3	14.1	30.8	
6-7 PM	2097	0.0	1500	1515	582	15.70+	398	62.5	14.2	30.8	
7-8 PM	1323	0.0	1500	1323	0	12.48	315	63.9	17.0	31.0	
8-9 PM	998	0.0	1500	998	0	1.59	41	64.5	47.6	40.2	
9-10 PM	855	0.0	1500	855	0	0.51	0	64.8	58.2	42.2	
10-11 PM	612	0.0	1500	612	0	0.48	0	65.3	58.8	43.1	
11PM-MID	384	0.0	1500	384	0	0.46	0	65.6	59.4	44.0	

+ 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	0.0313
MAIN ROUTE WITH WORKS	0.0182
'DIVERSION'	0.0264

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$115,848
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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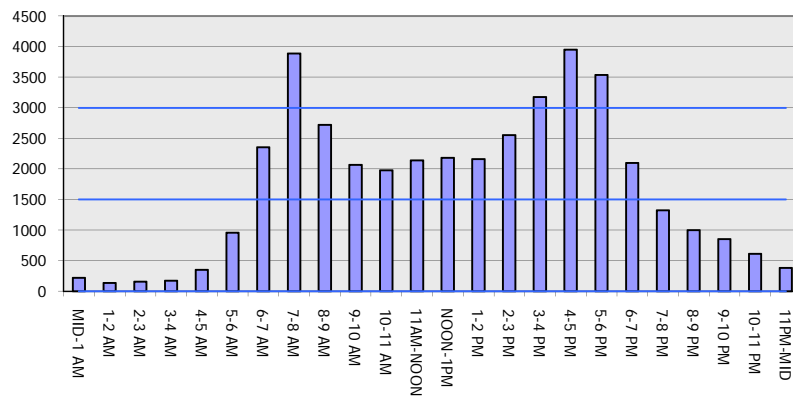
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

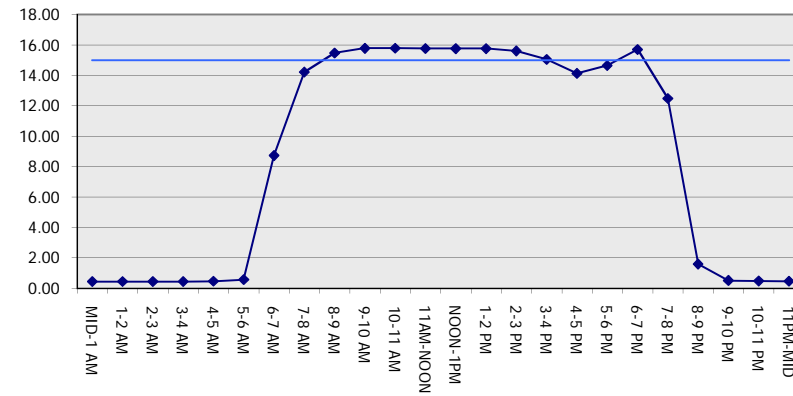
MON-THUR

NORTHBOUND DIRECTION

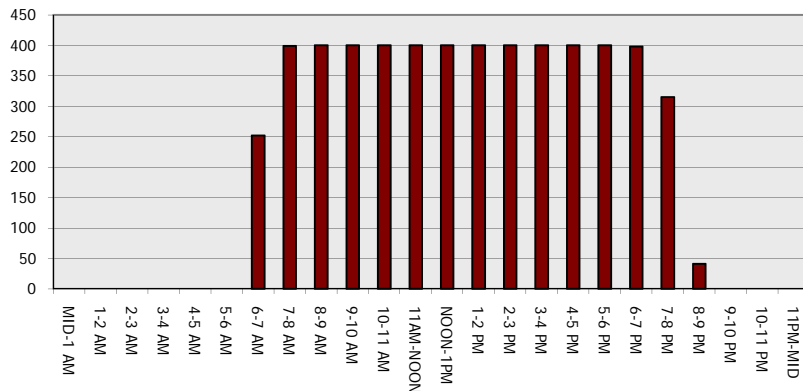
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

