

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

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	436	0.0	1500	436	0	0.46	0	65.6	59.3	43.8	
1-2 AM	301	0.0	1500	301	0	0.45	0	65.8	59.7	44.3	
2-3 AM	274	0.0	1500	274	0	0.45	0	65.9	59.7	44.4	
3-4 AM	225	0.0	1500	225	0	0.44	0	66.0	59.9	44.6	
4-5 AM	304	0.0	1500	304	0	0.45	0	65.8	59.7	44.3	
5-6 AM	448	0.0	1500	448	0	0.47	0	65.6	59.2	43.7	
6-7 AM	754	0.0	1500	754	0	0.50	0	65.0	58.4	42.5	
7-8 AM	1028	0.0	1500	1028	0	0.52	0	64.5	57.7	41.6	
8-9 AM	1327	0.0	1499	1327	0	0.80	0	63.9	54.3	34.9	
9-10 AM	1609	0.0	1499	1609	0	2.11	33	63.4	43.2	30.8	
10-11 AM	1993	0.0	1500	1749	244	11.46+	303	62.7	17.9	30.8	
11AM-NOON	2155	0.0	1499	1500	655	15.76+	399	62.3	14.1	30.8	
NOON-1PM	2219	0.0	1500	1500	719	15.76+	400	62.2	14.1	30.8	
1-2 PM	2160	0.0	1500	1500	660	15.76+	400	62.3	14.1	30.8	
2-3 PM	2115	0.0	1500	1500	615	15.77+	400	62.5	14.1	30.8	
3-4 PM	2132	0.0	1500	1500	632	15.77+	400	62.4	14.1	30.8	
4-5 PM	2165	0.0	1500	1500	665	15.76+	400	62.3	14.1	30.8	
5-6 PM	1994	0.0	1500	1500	494	15.79+	400	62.7	14.1	30.8	
6-7 PM	1730	0.0	1500	1527	203	15.70+	396	63.2	14.2	30.8	
7-8 PM	1509	0.0	1500	1506	3	15.70+	395	63.6	14.2	30.8	
8-9 PM	1506	0.0	1500	1503	2	15.77+	397	63.6	14.2	30.8	
9-10 PM	1351	0.0	1499	1351	0	13.32+	335	63.8	16.1	30.8	
10-11 PM	1040	0.0	1499	1040	0	2.36	74	64.5	42.2	38.7	
11PM-MID	917	0.0	1500	917	0	0.51	0	64.6	58.0	42.0	

+ 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	0.0242
MAIN ROUTE WITH WORKS	0.0187
'DIVERSION'	0.0086
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$100,074
CONGESTED HOURS PER DAY*	12

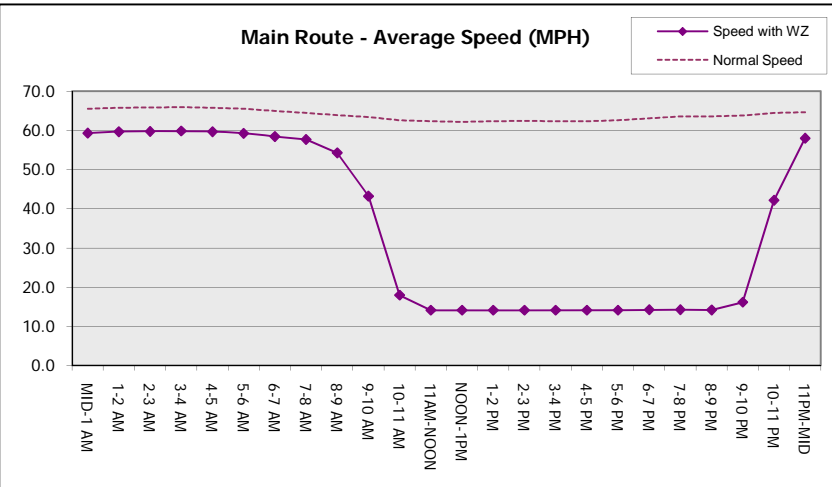
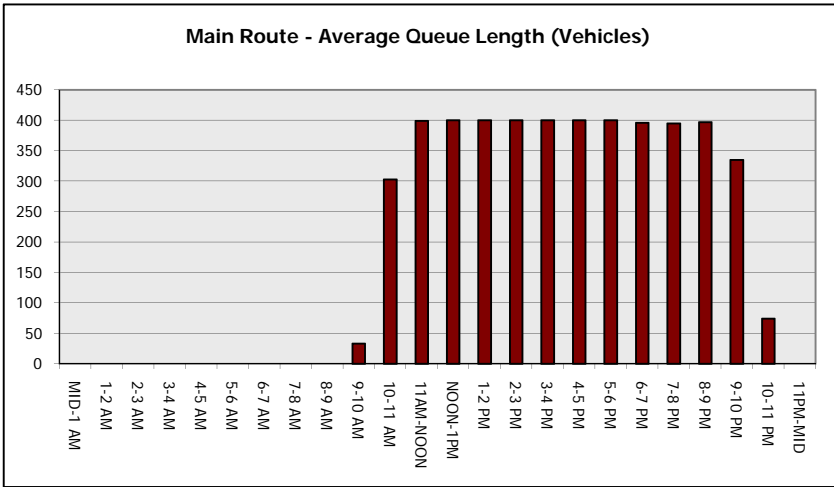
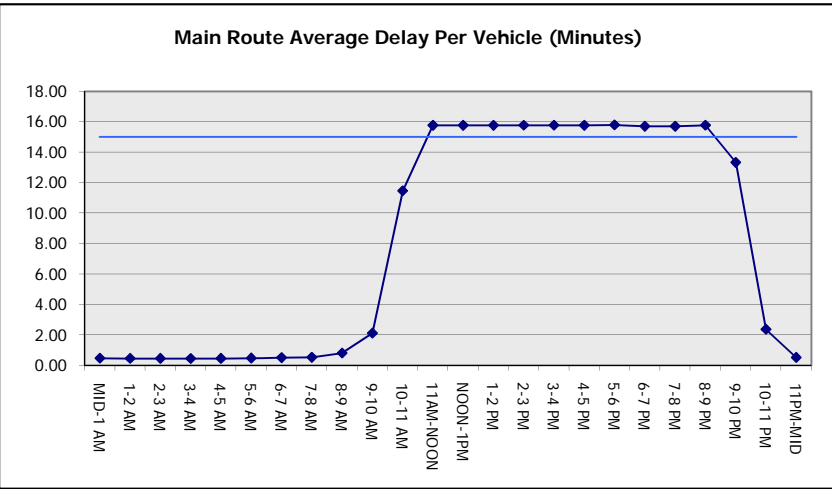
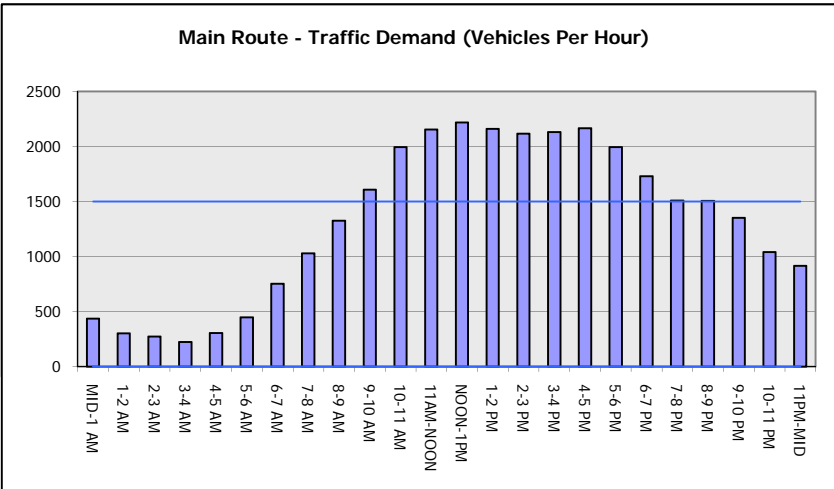
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION



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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	363	0.0	1500	363	0	0.46	0	65.7	59.5	44.0
1-2 AM	204	0.0	1500	204	0	0.44	0	66.0	59.9	44.6
2-3 AM	202	0.0	1500	202	0	0.44	0	66.0	59.9	44.6
3-4 AM	170	0.0	1500	170	0	0.44	0	66.1	60.0	44.8
4-5 AM	241	0.0	1500	241	0	0.45	0	66.0	59.8	44.5
5-6 AM	385	0.0	1500	385	0	0.46	0	65.6	59.4	44.0
6-7 AM	658	0.0	1500	658	0	0.49	0	65.1	58.7	42.9
7-8 AM	1117	0.0	1499	1117	0	0.60	0	64.3	56.7	39.4
8-9 AM	1646	0.0	1499	1646	0	2.48	46	63.3	41.0	30.8
9-10 AM	1957	0.0	1500	1697	260	12.32+	322	62.7	17.0	30.8
10-11 AM	2155	0.0	1500	1500	655	15.76+	400	62.3	14.1	30.8
11AM-NOON	2393	0.0	1500	1500	893	15.73+	400	61.9	14.1	30.8
NOON-1PM	2373	0.0	1500	1500	873	15.73+	400	62.0	14.1	30.8
1-2 PM	2186	0.0	1500	1500	686	15.76+	400	62.3	14.1	30.8
2-3 PM	2118	0.0	1500	1500	618	15.77+	400	62.4	14.1	30.8
3-4 PM	2184	0.0	1500	1500	684	15.76+	400	62.3	14.1	30.8
4-5 PM	2327	0.0	1500	1500	827	15.74+	400	62.0	14.1	30.8
5-6 PM	2240	0.0	1500	1500	740	15.75+	400	62.2	14.1	30.8
6-7 PM	2123	0.0	1500	1500	623	15.77+	400	62.4	14.1	30.8
7-8 PM	1560	0.0	1500	1528	33	15.30+	385	63.5	14.5	30.8
8-9 PM	1268	0.0	1499	1268	0	10.58	268	64.0	19.1	31.2
9-10 PM	1099	0.0	1500	1099	0	1.35	28	64.3	49.4	39.2
10-11 PM	787	0.0	1500	787	0	0.50	0	64.9	58.4	42.4
11PM-MID	544	0.0	1500	544	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	0.0247
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0122

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$107,218
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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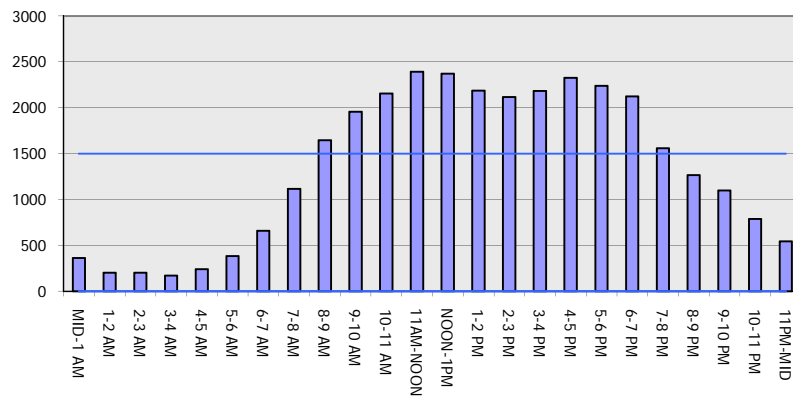
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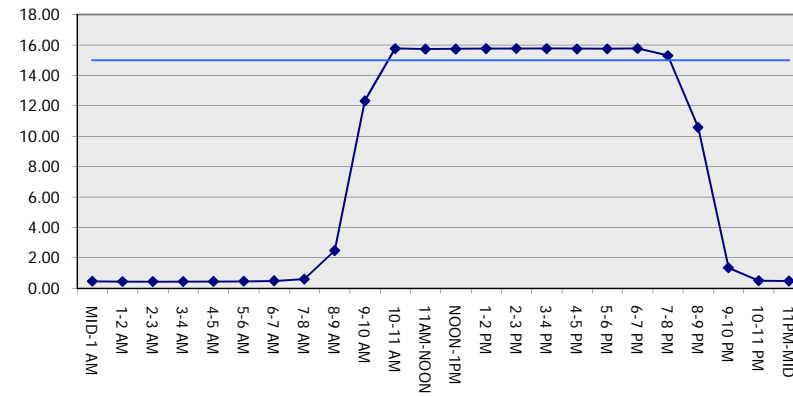
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

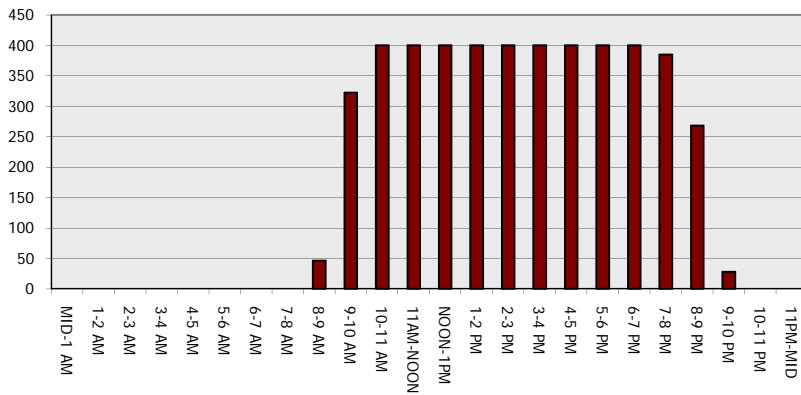
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

