

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

SUNDAY 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	538	0.0	1500	538	0	0.47	0	65.4	59.0	43.3	
1-2 AM	341	0.0	1500	341	0	0.46	0	65.8	59.6	44.2	
2-3 AM	329	0.0	1500	329	0	0.45	0	65.8	59.6	44.2	
3-4 AM	212	0.0	1500	212	0	0.44	0	66.0	59.9	44.6	
4-5 AM	182	0.0	1500	182	0	0.44	0	66.1	60.0	44.8	
5-6 AM	232	0.0	1500	232	0	0.45	0	66.0	59.9	44.5	
6-7 AM	371	0.0	1500	371	0	0.46	0	65.7	59.5	44.0	
7-8 AM	453	0.0	1500	453	0	0.47	0	65.5	59.2	43.7	
8-9 AM	809	0.0	1500	809	0	0.50	0	64.9	58.3	42.4	
9-10 AM	1238	0.0	1499	1238	0	0.68	0	64.1	55.6	37.6	
10-11 AM	1827	0.0	1499	1827	0	5.13	136	63.0	29.7	30.8	
11AM-NOON	2114	0.0	1499	1525	590	15.67+	397	62.5	14.2	30.8	
NOON-1PM	2318	0.0	1500	1500	818	15.74+	400	62.0	14.1	30.8	
1-2 PM	2378	0.0	1500	1500	878	15.73+	400	62.0	14.1	30.8	
2-3 PM	2513	0.0	1500	1500	1013	15.64+	400	60.7	14.1	30.8	
3-4 PM	2872	0.0	1500	1500	1372	15.34+	400	57.1	14.1	30.8	
4-5 PM	2730	0.0	1500	1500	1230	15.46+	400	58.6	14.1	30.8	
5-6 PM	2511	0.0	1500	1500	1011	15.64+	400	60.8	14.1	30.8	
6-7 PM	1893	0.0	1500	1536	357	15.64+	395	62.8	14.2	30.8	
7-8 PM	1395	0.0	1500	1395	0	14.42+	363	63.8	15.2	30.8	
8-9 PM	1015	0.0	1499	1015	0	2.85	96	64.5	39.3	38.3	
9-10 PM	754	0.0	1500	754	0	0.50	0	65.0	58.4	42.5	
10-11 PM	748	0.0	1500	748	0	0.49	0	65.0	58.4	42.6	
11PM-MID	1412	0.0	1500	1412	0	0.91	0	63.8	53.0	32.7	

+ 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	0.0238
MAIN ROUTE WITH WORKS	0.0167
'DIVERSION'	0.0129
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$95,703
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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OCTOBER

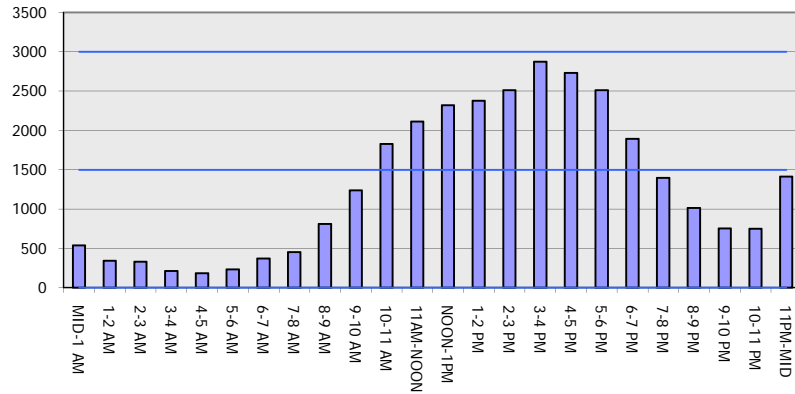
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

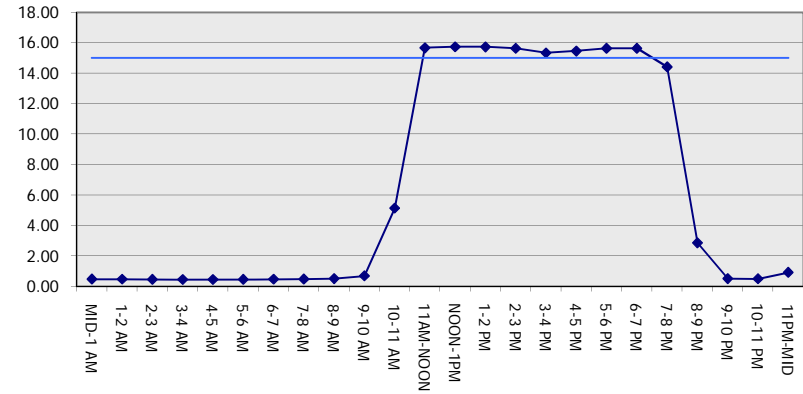
SUNDAY

SOUTHBOUND DIRECTION

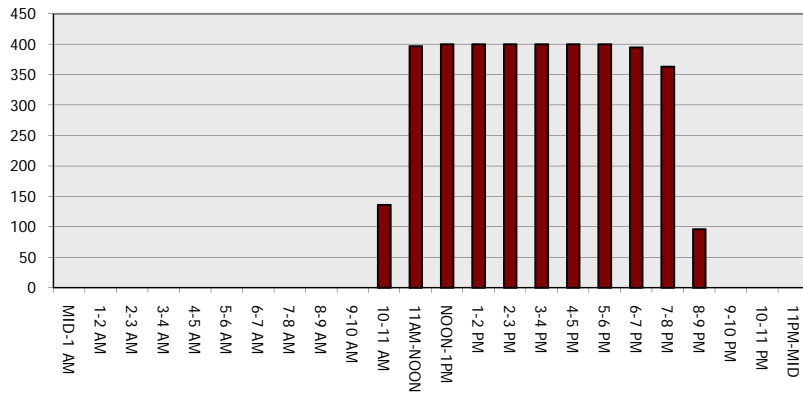
Main Route - Traffic Demand (Vehicles Per Hour)



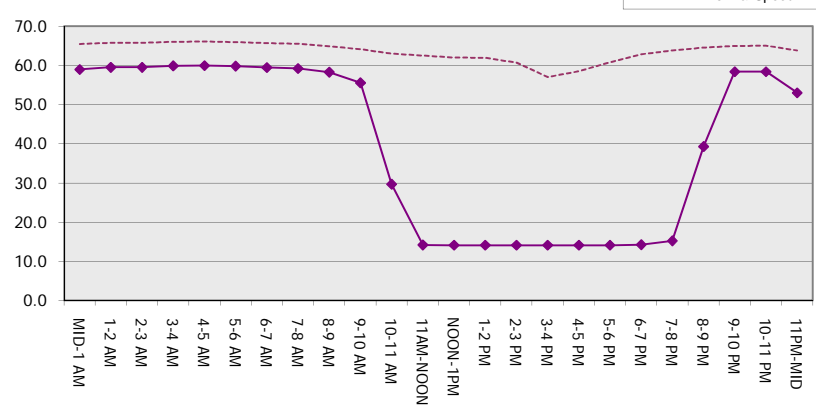
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	369	0.0	1500	369	0	0.46	0	65.7	59.5	44.0
1-2 AM	221	0.0	1500	221	0	0.44	0	66.0	59.9	44.6
2-3 AM	236	0.0	1500	236	0	0.45	0	66.0	59.9	44.5
3-4 AM	172	0.0	1500	172	0	0.44	0	66.1	60.0	44.8
4-5 AM	142	0.0	1500	142	0	0.44	0	66.1	60.1	44.9
5-6 AM	272	0.0	1500	272	0	0.45	0	65.9	59.7	44.4
6-7 AM	379	0.0	1500	379	0	0.46	0	65.7	59.4	44.0
7-8 AM	676	0.0	1500	676	0	0.49	0	65.1	58.6	42.8
8-9 AM	1285	0.0	1499	1285	0	0.74	0	64.0	55.0	36.5
9-10 AM	1974	0.0	1499	1974	0	7.18	208	62.7	24.5	30.8
10-11 AM	2197	0.0	1500	1477	720	15.68+	397	62.3	14.2	30.8
11AM-NOON	2061	0.0	1500	1499	561	15.78+	399	62.5	14.1	30.8
NOON-1PM	1835	0.0	1499	1470	366	15.69+	396	63.0	14.2	30.8
1-2 PM	1874	0.0	1500	1500	374	15.80+	400	62.9	14.1	30.8
2-3 PM	2100	0.0	1500	1500	600	15.77+	400	62.5	14.1	30.8
3-4 PM	2340	0.0	1500	1500	840	15.74+	400	62.0	14.1	30.8
4-5 PM	2387	0.0	1500	1500	887	15.73+	400	61.9	14.1	30.8
5-6 PM	1988	0.0	1500	1500	488	15.79+	400	62.7	14.1	30.8
6-7 PM	1576	0.0	1499	1455	121	15.65+	394	63.5	14.2	30.8
7-8 PM	1163	0.0	1499	1163	0	8.36	229	64.2	22.4	33.5
8-9 PM	848	0.0	1500	848	0	0.54	1	64.8	57.8	42.2
9-10 PM	563	0.0	1500	563	0	0.48	0	65.3	58.9	43.3
10-11 PM	407	0.0	1500	407	0	0.46	0	65.6	59.4	43.8
11PM-MID	291	0.0	1500	291	0	0.45	0	65.8	59.7	44.3

+ 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	0.0209
MAIN ROUTE WITH WORKS	0.0156
'DIVERSION'	0.0088

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$89,372
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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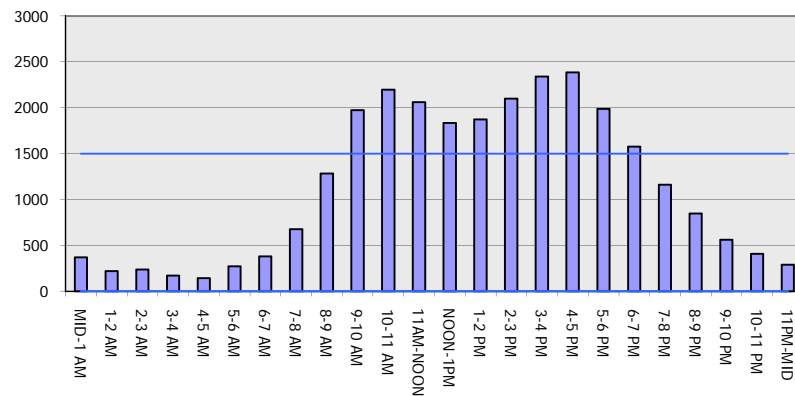
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

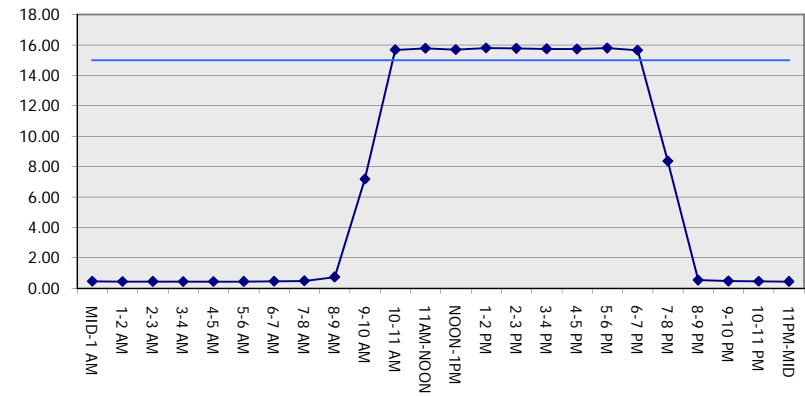
SUNDAY

NORTHBOUND DIRECTION

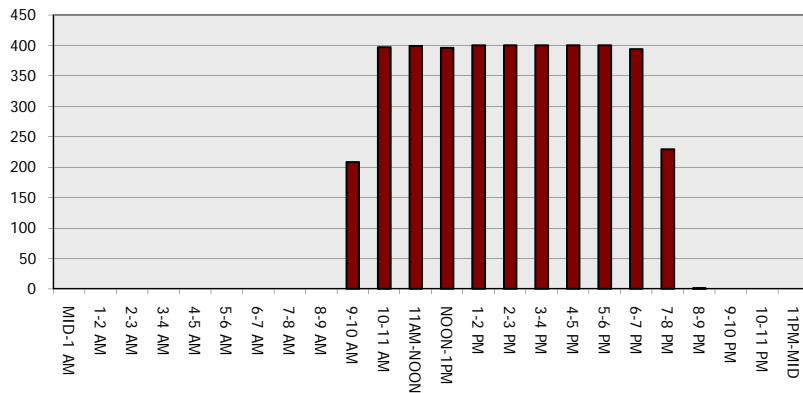
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

