

USH 41: STH 29 TO CTH AAA (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	676	0.0	OFF	676	0	0.00	0	65.1	65.1	65.1	
1-2 AM	355	0.0	OFF	355	0	0.00	0	65.7	65.7	65.7	
2-3 AM	297	0.0	OFF	297	0	0.00	0	65.8	65.8	65.8	
3-4 AM	209	0.0	OFF	209	0	0.00	0	66.0	66.0	66.0	
4-5 AM	181	0.0	OFF	181	0	0.00	0	66.1	66.1	66.1	
5-6 AM	229	0.0	OFF	229	0	0.00	0	66.0	66.0	66.0	
6-7 AM	376	0.0	OFF	376	0	0.00	0	65.7	65.7	65.7	
7-8 AM	529	0.0	OFF	529	0	0.00	0	65.4	65.4	65.4	
8-9 AM	893	0.0	OFF	893	0	0.00	0	64.7	64.7	64.7	
9-10 AM	1386	0.0	1499	1386	0	0.98	3	63.8	52.4	34.0	
10-11 AM	2052	0.0	1500	1950	101	8.53+	243	62.5	21.9	30.8	
11AM-NOON	2349	0.0	1500	1500	849	15.74+	400	62.0	14.1	30.8	
NOON-1PM	2559	0.0	1500	1500	1059	15.60+	400	60.3	14.1	30.8	
1-2 PM	2611	0.0	1500	1500	1111	15.56+	400	59.7	14.1	30.8	
2-3 PM	2591	0.0	1500	1500	1091	15.58+	400	59.9	14.1	30.8	
3-4 PM	2587	0.0	1500	1500	1087	15.58+	400	60.0	14.1	30.8	
4-5 PM	2492	0.0	1500	1500	992	15.66+	400	61.0	14.1	30.8	
5-6 PM	2155	0.0	1500	1479	676	15.69+	398	62.3	14.2	30.8	
6-7 PM	1919	0.0	1499	1478	440	15.71+	397	62.8	14.2	30.8	
7-8 PM	1488	0.0	OFF	1488	0	0.59	35	63.6	56.3	56.3	
8-9 PM	1267	0.0	OFF	1267	0	0.00	0	64.0	64.0	64.0	
9-10 PM	891	0.0	OFF	891	0	0.00	0	64.7	64.7	64.7	
10-11 PM	643	0.0	OFF	643	0	0.00	0	65.2	65.2	65.2	
11PM-MID	405	0.0	OFF	405	0	0.00	0	65.6	65.6	65.6	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

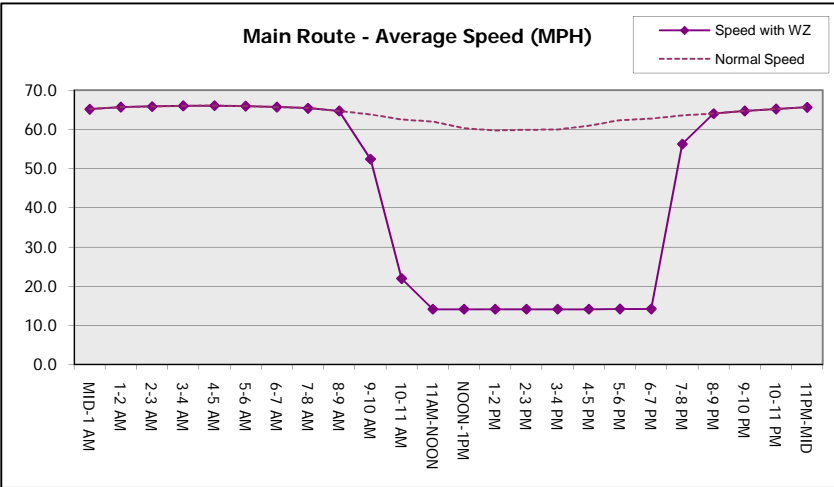
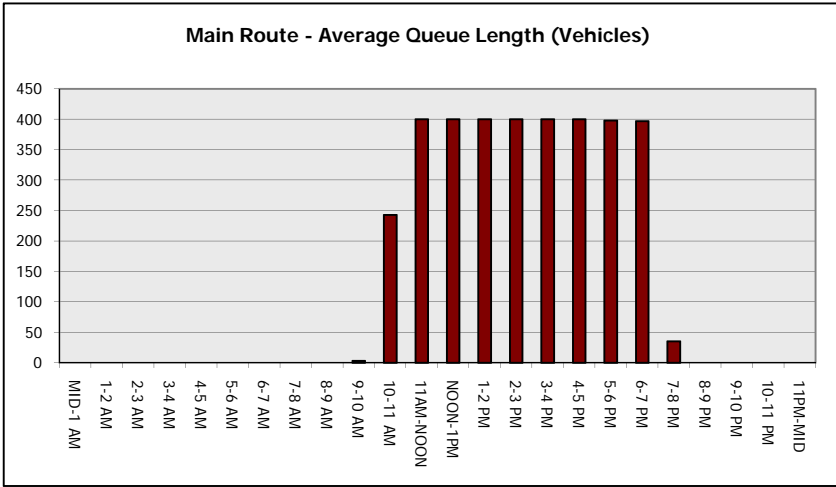
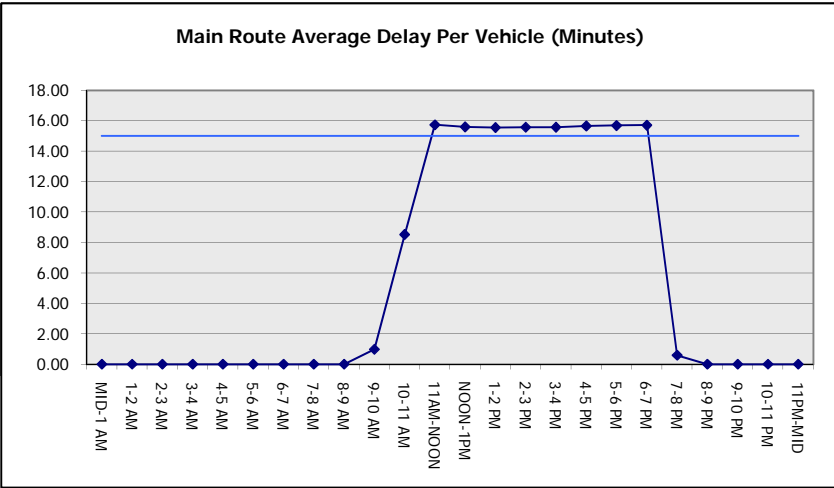
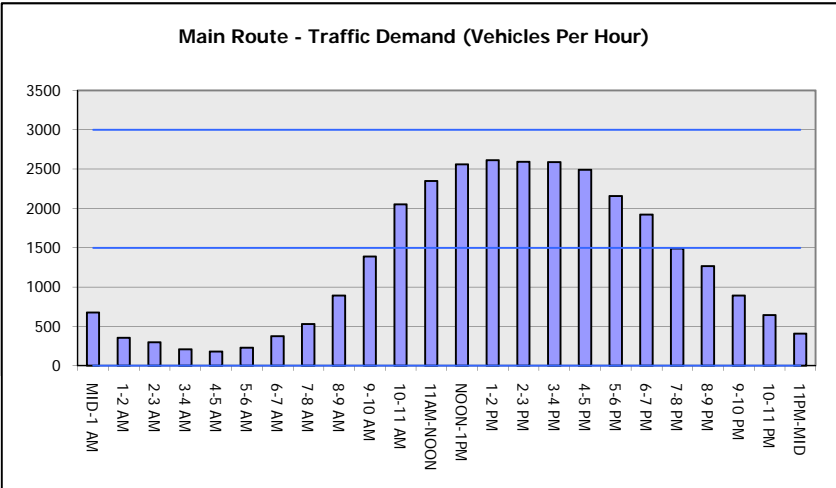
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0238
MAIN ROUTE WITH WORKS	0.0171
'DIVERSION'	0.0131
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$88,633
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

**USH 41: STH 29 TO CTH AAA (BROWN COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



USH 41: STH 29 TO CTH AAA (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	418	0.0	OFF	418	0	0.00	0	65.6	65.6	65.6
1-2 AM	231	0.0	OFF	231	0	0.00	0	66.0	66.0	66.0
2-3 AM	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0
3-4 AM	176	0.0	OFF	176	0	0.00	0	66.1	66.1	66.1
4-5 AM	124	0.0	OFF	124	0	0.00	0	66.1	66.1	66.1
5-6 AM	236	0.0	OFF	236	0	0.00	0	66.0	66.0	66.0
6-7 AM	349	0.0	OFF	349	0	0.00	0	65.8	65.8	65.8
7-8 AM	510	0.0	OFF	510	0	0.00	0	65.5	65.5	65.5
8-9 AM	753	0.0	OFF	753	0	0.00	0	65.0	65.0	65.0
9-10 AM	1161	0.0	1499	1161	0	0.62	0	64.2	56.4	39.0
10-11 AM	1589	0.0	1499	1589	0	1.74	22	63.4	45.8	30.8
11AM-NOON	1886	0.0	1500	1878	8	10.00+	268	62.8	19.7	30.8
NOON-1PM	2005	0.0	1500	1456	549	15.63+	395	62.7	14.2	30.8
1-2 PM	2001	0.0	1500	1500	501	15.79+	399	62.7	14.1	30.8
2-3 PM	1954	0.0	1500	1500	454	15.79+	399	62.7	14.1	30.8
3-4 PM	1974	0.0	1500	1500	474	15.79+	400	62.7	14.1	30.8
4-5 PM	1931	0.0	1500	1500	431	15.79+	400	62.8	14.1	30.8
5-6 PM	1827	0.0	1500	1500	327	15.81+	400	63.0	14.1	30.8
6-7 PM	1560	0.0	1499	1468	92	15.71+	396	63.5	14.2	30.8
7-8 PM	1248	0.0	OFF	1248	0	0.47	27	64.1	58.0	58.0
8-9 PM	1027	0.0	OFF	1027	0	0.00	0	64.5	64.5	64.5
9-10 PM	732	0.0	OFF	732	0	0.00	0	65.0	65.0	65.0
10-11 PM	541	0.0	OFF	541	0	0.00	0	65.4	65.4	65.4
11PM-MID	320	0.0	OFF	320	0	0.00	0	65.8	65.8	65.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0189
MAIN ROUTE WITH WORKS	0.0158
'DIVERSION'	0.0050

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,012
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

**USH 41: STH 29 TO CTH AAA (BROWN COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

