

MEMORANDUM

Date: February 18, 2026

To:

CC:

From:

RE: T202606103 - PAVEMENT & REHABILITATION, NORTH I, SR 1, 2026
Transportation Management Plan

CONCURRENCE FOR IMPLEMENTATION	
DeIDOT Traffic Safety: <u><i>Dave Wynn</i></u>	Date: <u>3/10/2026</u>

Introduction

The SR 1 Pavement Rehabilitation project in New Castle County, Delaware will include concrete patching and an asphalt overlay to maintain and preserve the existing pavement on SR 1 (Korean War Veterans Memorial Highway) between SR 72 (Wrangle Hill Road) and the William V Roth Jr. bridge over the Chesapeake and Delaware Canal. Pavement markings will be replaced in kind at the end of construction to provide three (3) 12-foot-wide travel lanes in each direction along SR 1, similar to existing conditions.

This technical memorandum presents the Transportation Management Plan (TMP) for construction of the SR 1 Pavement Rehabilitation project at the completion of the final design phase (100% plan submittal). The TMP is a “living document” and should be updated by DeIDOT and the contractor during construction, as appropriate. This TMP includes anticipated traffic volumes through the work zone, a construction phasing narrative, an allowable lane closure schedule, and calculated road user costs for failure to re-open the lanes on time per the allowable lane closure schedule.

Traffic Data Collection

The consultant obtained traffic volume and classification data from DeIDOT's Wavetronix detection devices along northbound and southbound SR 1, which use radar sensors to detect vehicles. DeIDOT has three (3) Wavetronix units on SR 1 between SR 72 and the Roth bridge: ND0050, approximately 0.7 miles south of the SR 72 overpass; ND0051, just south of the bridge over Dragon Creek; and ND0052, approximately 0.2 miles south of the Kirkwood St. George's Road overpass. For purposes of this TMP, traffic volume data were obtained from ND0052. Traffic volumes on SR 1 are heavily influenced by beach traffic in the summer months; therefore, volume data for August 2025 was used to evaluate typical non-holiday, summer traffic conditions while data for October 2025 was used to evaluate typical non-holiday, non-summer traffic conditions.

Table 1 summarizes the average traffic volumes on northbound SR 1 between the Roth bridge and SR 72 by hour for each day of the week during the summer (August 2025); **Table 2** summarizes the average summer traffic volumes on southbound SR 1 between the SR 72 and the Roth bridge. Similarly, **Table 3** and **Table 4** summarize average non-summer volumes (October 2025) for northbound SR 1 and southbound SR 1, respectively.

Transportation Management Plan

Table 1. Summer Northbound SR 1 Volumes (August 2025) by Hour and Day of Week

<u>Beginning Hour</u>	<u>Sunday</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>
12:00 AM	672	389	326	305	360	351	436
1:00 AM	380	282	242	227	238	258	302
2:00 AM	286	272	205	251	252	256	251
3:00 AM	285	401	340	329	383	365	270
4:00 AM	282	743	736	731	732	604	312
5:00 AM	446	1,881	1,788	1,631	1,437	1,395	549
6:00 AM	883	3,706	3,007	3,126	3,419	2,834	1,222
7:00 AM	1,213	4,613	4,344	4,040	4,366	3,335	1,604
8:00 AM	2,086	3,865	3,713	3,644	4,083	3,393	2,421
9:00 AM	3,352	3,371	3,404	3,103	3,407	3,142	3,208
10:00 AM	4,236	3,488	3,140	2,964	3,507	3,467	3,762
11:00 AM	3,945	3,243	3,076	2,969	3,324	3,527	4,286
12:00 PM	4,110	3,932	3,151	3,066	3,464	4,126	4,209
1:00 PM	4,010	3,439	2,530	3,071	3,505	3,725	4,212
2:00 PM	4,271	3,707	3,115	2,829	3,456	3,754	4,188
3:00 PM	3,791	3,565	3,517	3,372	2,873	3,552	3,558
4:00 PM	3,651	3,591	3,344	3,191	3,630	3,483	3,252
5:00 PM	3,573	3,244	3,273	3,385	3,567	3,835	3,332
6:00 PM	3,544	2,872	2,667	2,786	3,040	3,052	2,948
7:00 PM	3,464	2,109	1,767	2,037	2,231	2,551	2,502
8:00 PM	3,132	1,568	1,443	1,565	1,829	1,904	2,329
9:00 PM	2,442	1,222	1,146	1,188	1,313	1,445	2,127
10:00 PM	1,548	843	826	855	1,026	1,221	1,737
11:00 PM	852	544	429	529	624	767	1,149

Table 2. Summer Southbound SR 1 Volumes (August 2025) by Hour and Day of Week

<u>Beginning Hour</u>	<u>Sunday</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>
12:00 AM	859	584	477	523	592	659	806
1:00 AM	500	405	320	295	312	433	553
2:00 AM	398	288	234	279	261	307	418
3:00 AM	291	241	255	233	281	308	386
4:00 AM	385	454	497	484	503	482	493
5:00 AM	475	1,098	1,072	1,025	927	1,052	780
6:00 AM	831	2,184	1,859	2,044	2,222	2,136	1,539
7:00 AM	1,394	2,913	2,789	2,828	3,075	2,877	2,561
8:00 AM	1,915	2,689	2,636	2,669	3,001	3,080	3,310
9:00 AM	2,614	2,586	2,615	2,537	2,806	3,090	3,628
10:00 AM	3,121	2,774	2,665	2,591	3,208	3,946	3,585
11:00 AM	3,196	2,795	2,903	2,894	3,373	3,815	3,956
12:00 PM	3,690	3,629	3,212	3,342	3,767	4,364	4,086
1:00 PM	3,750	3,437	2,871	3,537	4,143	4,133	4,418
2:00 PM	4,032	4,072	3,750	3,365	4,100	4,311	4,400
3:00 PM	3,598	4,567	4,637	4,601	3,637	4,327	3,834
4:00 PM	3,024	4,724	4,632	4,609	4,646	4,354	3,507
5:00 PM	2,759	4,164	4,648	4,659	4,917	4,767	3,253
6:00 PM	2,441	3,188	3,527	3,817	4,289	4,249	2,605
7:00 PM	2,459	2,466	2,332	2,864	3,499	4,004	2,392
8:00 PM	2,042	2,030	2,249	2,409	3,442	3,427	2,201
9:00 PM	1,628	1,477	1,631	1,766	2,402	2,311	1,960
10:00 PM	1,188	1,046	1,186	1,199	1,783	1,938	1,697
11:00 PM	858	808	689	886	1,147	1,309	1,222

Note: Cells highlighted in green indicate hours when volumes are less than 1,424 vehicles per hour, which is the capacity of the work zone during an overnight two-lane closure (3 existing lanes → 1 lane open during construction).

Transportation Management Plan

Table 3. Non-Summer Northbound SR 1 Volumes (October 2025) by Hour and Day of Week

<u>Beginning Hour</u>	<u>Sunday</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>
12:00 AM	669	354	260	242	284	331	497
1:00 AM	459	259	195	208	210	258	310
2:00 AM	309	251	239	242	241	265	252
3:00 AM	275	393	388	326	348	378	252
4:00 AM	266	746	795	786	728	644	350
5:00 AM	459	1,822	1,894	1,861	1,486	1,537	568
6:00 AM	808	3,574	3,048	3,818	3,271	2,952	1,064
7:00 AM	1,096	4,437	4,871	4,272	4,296	3,965	1,519
8:00 AM	1,942	3,613	3,899	3,603	3,962	3,473	2,118
9:00 AM	2,894	2,964	3,398	3,234	3,027	3,271	2,330
10:00 AM	3,489	3,181	2,888	2,593	2,642	2,966	3,386
11:00 AM	3,890	3,014	2,341	2,658	2,627	2,979	3,075
12:00 PM	3,618	3,005	2,602	2,664	2,521	2,896	2,819
1:00 PM	3,626	2,704	2,478	2,616	2,897	3,171	2,937
2:00 PM	3,789	3,039	2,871	2,990	2,716	3,384	3,116
3:00 PM	3,200	3,243	2,950	3,059	3,461	3,795	2,845
4:00 PM	3,163	3,081	3,115	3,225	3,638	3,568	3,320
5:00 PM	3,104	2,896	2,540	2,806	3,400	3,399	2,688
6:00 PM	2,698	2,433	2,072	2,610	2,503	3,018	2,696
7:00 PM	2,188	1,632	1,398	1,584	1,685	2,024	2,078
8:00 PM	1,646	1,112	1,149	1,172	1,477	1,461	1,813
9:00 PM	1,127	846	882	857	917	1,172	1,635
10:00 PM	772	583	620	684	717	1,092	1,312
11:00 PM	504	354	379	363	506	742	1,048

Table 4. Non-Summer Southbound SR 1 Volumes (October 2025) by Hour and Day of Week

<u>Beginning Hour</u>	<u>Sunday</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>
12:00 AM	791	431	426	423	471	698	871
1:00 AM	519	263	266	254	261	368	494
2:00 AM	380	209	228	245	227	294	379
3:00 AM	266	215	259	228	242	307	276
4:00 AM	250	435	444	439	450	487	366
5:00 AM	322	1,030	1,097	1,045	946	1,034	542
6:00 AM	504	2,077	1,780	2,143	1,965	1,991	965
7:00 AM	841	2,878	3,130	2,612	2,995	2,936	1,562
8:00 AM	1,275	2,409	2,795	2,576	2,884	2,787	1,872
9:00 AM	1,537	1,916	2,370	2,282	2,270	2,579	2,052
10:00 AM	2,061	2,267	2,233	2,145	2,256	2,615	3,108
11:00 AM	2,440	2,311	2,095	2,339	2,611	3,107	2,971
12:00 PM	2,673	2,581	2,654	2,694	2,823	3,316	2,850
1:00 PM	3,049	2,509	2,698	2,992	3,495	3,939	3,210
2:00 PM	3,252	3,342	3,588	3,724	3,433	4,148	3,452
3:00 PM	3,448	4,376	4,246	4,313	4,860	4,810	3,233
4:00 PM	2,996	4,392	4,572	4,643	5,123	4,707	3,451
5:00 PM	2,985	4,064	3,660	4,028	4,636	4,435	2,816
6:00 PM	2,886	3,006	2,948	3,607	3,604	3,998	2,829
7:00 PM	2,514	2,203	2,189	2,421	2,812	3,044	2,671
8:00 PM	1,971	1,722	1,969	2,171	2,535	2,503	2,024
9:00 PM	1,343	1,254	1,414	1,519	1,522	1,843	1,695
10:00 PM	848	859	908	1,000	1,178	1,648	1,430
11:00 PM	635	615	628	651	1,062	1,184	1,239

Note: Cells highlighted in green indicate hours when volumes are less than 1,424 vehicles per hour, which is the capacity of the work zone during an overnight two-lane closure (3 existing lanes → 1 lane open during construction).

Transportation Management Plan

Crash Analysis

The consultant obtained crash data for the three-year period from January 1, 2022 to December 31, 2024 along the SR 1 corridor between the SR 72 overpass and the southern end of the Roth bridge from DelDOT’s Traffic Safety Engineering Section. During the three-year study period, there were a total of 167 reported crashes within the study period. There were two (2) fatal crashes, both of which involved drivers under the influence of drugs. Additionally, there were 19 injury crashes. The resulting 146 crashes resulted in property damage only (PDO).

A review of the crash data indicated the following trends:

- Rear-end crashes were the most common (51 crashes, 31%), followed by sideswipe, same direction crashes (49 crashes, 29%) and single vehicle crashes (49 crashes, 29%).
- Crashes decreased each year from a high of 62 crashes in 2022 to 54 crashes in 2023 and 51 crashes in 2024.
- 141 crashes (84%) occurred on dry pavement.
- 107 crashes (64%) occurred during daylight hours.
- Four (4) crashes (2%) were alcohol related.
- There were 40 crashes reported on the Roth bridge and 42 crashes reported in the vicinity of the Kirkwood St. George’s Road overpass.
- Additional details of the two (2) fatal crashes are below:
 - The first fatal crash occurred on 10/30/2022 in the southbound direction on the Roth bridge. There was an initial crash between a passenger car and a truck tractor/semi-trailer. The tractor/semi-trailer stopped in the middle lane following the first crash and was struck again by a second passenger car. The second car was engulfed in flames and both the driver and passenger in the second car suffered fatal injuries. A blood test performed on the driver of the second car indicated amphetamines.
 - The second fatal crash occurred on 4/27/2023 in the northbound direction under the Kirkwood St. George’s Road overpass. The left and center lanes of northbound SR 1 were closed due to construction. A passenger vehicle initially traveling in the right lane began to travel in the center lane, struck a construction barrel, then a parked construction vehicle. The driver of the passenger vehicle suffered fatal injuries. A blood test performed on the driver indicated amphetamines.
- Seven (7) crashes (4%) indicated work zone activities as a contributing roadway circumstance.

A summary of the crash data by year is shown in **Table 5** below. The full set of crash data is attached.

Table 5. SR 1 from SR 72 to Roth Bridge Crash Summary, 2022 - 2024

Year	Severity			Manner of Impact						Surface Condition				Light Condition				Total	
	Fatal	Injury	PDO	Rear-end	Angle	Sideswipe	Single Vehicle	Unknown/other	Alcohol-Related	Dry	Wet	Snow	Ice/Frost	Daylight	Dawn	Dusk	Dark-Lighted		Dark-Not Lighted
2022	1	5	56	18	5	17	20	2	3	49	10	2	1	39	1	1	12	9	62
2023	1	8	45	17	6	16	13	2	0	51	3	0	0	31	2	1	11	9	54
2024	0	6	45	16	3	16	16	0	1	41	7	3	0	37	1	0	7	6	51
Total	2	19	146	51	14	49	49	4	4	141	20	5	1	107	4	2	30	24	167

Transportation Management Plan**Construction Phasing Narrative**

Construction of the SR 1 Pavement Rehabilitation project is proposed to be completed in a single phase using overnight lane closures. To allow sufficient time for setup and curing of concrete patching, as well as to provide buffer space for work activities, it is anticipated that 12-hour two-lane closures will be necessary for construction of the SR 1 Pavement Rehabilitation project. The Traffic Control Plans for the SR 1 Pavement Rehabilitation project are attached.

Allowable Closure Schedule and Road User Costs

As shown in **Tables 1 through 4**, there are fewer than 12 hours each night, during both summer and non-summer periods, when hourly volumes are expected to be less than the work zone capacity of 1,424 vehicles per hour for a two-lane closure (3 existing lanes → 1 lane open during construction). Therefore, the allowable lane closure schedule for planned overnight two-lane closures was developed by performing a queue analysis to determine the 12-hour periods that would result in the lowest road user costs, or additional costs to the public due to delays through the work zone.

User Cost Analysis Results

Due to the way queues propagate and dissipate based on the available capacity, when the work zone is either set up or lanes are re-opened, the period with the lowest road user costs is not necessarily the 12-hour period with the lowest volume. Iterative analysis was performed to identify the 12-hour period with the lowest overall road user cost for each night of the week during both summer and non-summer periods. Road user costs were calculated in 2026 dollars using DelDOT's user cost methodology (summarized in DelDOT DGM 1-24) based on the following assumptions:

- Heavy truck percentage of 9%
- Work zone capacity of 1,424 vehicles per hour (provided by DelDOT Traffic Safety Section)
- Typical non-work zone capacity of 6,272 vehicles per hour, estimated using Highway Capacity Software (HCS)
- Queue speed of approximately 4 mph (based on Figure 3.1 from the New Jersey Road User Cost Manual, 2015)
- Typical non-work zone speed of 70 mph
- Delay costs (2026 values) per DGM 1-24:
 - \$27.15 per hour for automobiles
 - \$37.99 per hour for trucks (average value of light and heavy trucks)
- There are no detours planned; therefore, there are no additional vehicle operating costs anticipated during construction

Table 6 and **Table 7** summarize the 12-hour two-lane closure periods along northbound and southbound SR 1, respectively, with the lowest total user cost (rounded to the nearest \$1,000), for each day of the week during both summer and non-summer periods. The tables also indicate the total road user cost and maximum queue length, in miles, during the 12-hour period. Finally, the tables indicate the times of day when queues are projected to 1) initially dissipate in the evening after volumes drop below the work zone capacity, and 2) finally dissipate in the morning after all lanes are re-opened to traffic.

User cost calculation worksheets that include projected queues and delays are attached. The worksheets also include charts that show queue propagation and dissipation by hour of the day.

Transportation Management Plan

Table 6. Northbound SR 1 Road User Costs, 12-Hour Two-Lane Closure

12-hour Closure Period With Lowest Road User Cost	Total User Cost Per Day	Maximum Queue (miles)	Time Queue Dissipates	
			During Overnight Work Zone Closure	After All Lanes Re-Open
Summer: 9 PM Sat - 9 AM Sun	\$132,000	4.20	12:00 AM	9:00 AM
Summer: 8 PM Sun - 8 AM Mon	\$1,102,000	24.47	2:00 AM	10:00 AM
Summer: 7 PM Mon - 7 AM Tues	\$191,000	8.04	11:00 PM	8:00 AM
Summer: 7 PM Tues - 7 AM Wed	\$123,000	7.88	10:00 PM	7:00 AM
Summer: 7 PM Wed - 7 AM Thurs	\$171,000	8.29	10:00 PM	8:00 AM
Summer: 7 PM Thurs - 7 AM Fri	\$221,000	5.82	11:00 PM	7:00 AM
Summer: 9 PM Fri - 9 AM Sat	\$58,000	4.86	10:00 PM	9:00 AM
Non-summer: 9 PM Sat - 9 AM Sun	\$35,000	2.14	11:00 PM	9:00 AM
Non-summer: 7 PM Sun - 7 AM Mon	\$273,000	10.52	11:00 PM	8:00 AM
Non-summer: 7 PM Mon - 7 AM Tues	\$160,000	8.64	8:00 PM	8:00 AM
Non-summer: 6 PM Tues - 6 AM Wed	\$87,000	2.67	9:00 PM	6:00 AM
Non-summer: 7 PM Wed - 7 AM Thurs	\$90,000	7.88	8:00 PM	7:00 AM
Non-summer: 7 PM Thurs - 7 AM Fri	\$98,000	6.77	9:00 PM	7:00 AM
Non-summer: 8 PM Fri - 8 AM Sat	\$6,000	0.39	9:00 PM	8:00 AM

Table 7. Southbound SR 1 Road User Costs, 12-Hour Two-Lane Closure

12-hour Closure Period With Lowest Road User Cost	Total User Cost Per Day	Maximum Queue (miles)	Time Queue Dissipates	
			During Overnight Work Zone Closure	After All Lanes Re-Open
Summer: 9 PM Sat - 9 AM Sun	\$105,000	3.34	1:00 AM	9:00 AM
Summer: 8 PM Sun - 8 AM Mon	\$213,000	9.28	12:00 AM	8:00 AM
Summer: 8 PM Mon - 8 AM Tues	\$160,000	7.43	11:00 PM	8:00 AM
Summer: 8 PM Tues - 8 AM Wed	\$226,000	8.35	12:00 AM	8:00 AM
Summer: 8 PM Wed - 8 AM Thurs	\$305,000	10.11	12:00 AM	8:00 AM
Summer: 9 PM Thurs - 9 AM Fri	\$477,000	15.78	1:00 AM	10:00 AM
Summer: 9 PM Fri - 9 AM Sat	\$400,000	12.96	1:00 AM	10:00 AM
Non-summer: 10 PM Sat - 10 AM Sun	\$5,000	0.47	11:00 PM	10:00 AM
Non-summer: 8 PM Sun - 8 AM Mon	\$159,000	8.70	10:00 PM	8:00 AM
Non-summer: 8 PM Mon - 8 AM Tues	\$120,000	8.51	10:00 PM	8:00 AM
Non-summer: 8 PM Tues - 8 AM Wed	\$157,000	7.88	11:00 PM	8:00 AM
Non-summer: 8 PM Wed - 8 AM Thurs	\$197,000	8.72	11:00 PM	8:00 AM
Non-summer: 9 PM Thurs - 9 AM Fri	\$261,000	14.21	10:00 PM	9:00 AM
Non-summer: 10 PM Fri - 10 AM Sat	\$91,000	5.01	11:00 PM	10:00 AM

As shown in **Table 6** and **Table 7**, road user costs for 12-hour two-lane closures along northbound and southbound SR 1 range from \$5,000 per night to more than \$1.1 million per night, depending on the day of the week and the season. Due to the excessive costs during the summer weekends, it is recommended that overnight closures be prohibited along northbound SR 1 on Sunday evenings and along southbound SR 1 on Thursday and Friday evenings during summer months.

Additionally, there is a concert planned at Dover Downs during the weekend of September 17-19, 2026. Lane closures should be prohibited during the weekend of the concert and during other high-volume times at the direction of DeIDOT Traffic Safety Section. Lane closures should also be prohibited during holiday weekends, including Memorial Day, July 4th, and Labor Day weekends.

Recommended Allowable Two-Lane Closure Schedule

Based on the road user costs shown above, and to avoid excessive costs on summer weekends, separate allowable lane closure schedules by season and by direction of travel are recommended, as shown in **Tables 8 through 11**.

Transportation Management Plan

Table 8. Allowable Two-Lane Closure Schedule, Northbound SR 1, May 1st – September 30th (Summer)

Hour Beginning	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

Two-lane closure allowed
 No travel lane closure allowed
 No travel lane closure permitted between September 17-19, 2026
 No travel lane closure permitted Thursday through Tuesday surrounding Memorial Day, July 4th, and Labor Day holidays

Table 9. Allowable Two-Lane Closure Schedule, Southbound SR 1, May 1st – September 30th (Summer)

Hour Beginning	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

Two-lane closure allowed
 No travel lane closure allowed
 No travel lane closure permitted between September 17-19, 2026
 No travel lane closure permitted Thursday through Tuesday surrounding Memorial Day, July 4th, and Labor Day holidays

Table 10. Allowable Two-Lane Closure Schedule, Northbound SR 1, October 1st – April 30th (Non-Summer)

Hour Beginning	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

Two-lane closure allowed
 No travel lane closure allowed

Transportation Management Plan

Table 11. Allowable Two-Lane Closure Schedule, Southbound SR 1, October 1st – April 30th (Non-Summer)

Hour Beginning	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

Two-lane closure allowed
 No travel lane closure allowed

Failure to Re-Open Lanes

The road user costs presented in **Table 6** and **Table 7** summarize the road user costs anticipated during the allowable two-lane closure hours identified in **Tables 8 through 11**. However, additional costs are anticipated if the contractor fails to re-open lanes on time. To simplify the potential penalty structure for failure to re-open lanes, additional road user costs were estimated based on the time after the allowable lane closure schedule in which lanes are re-opened rather than as a set schedule by day of the week. Due to the high volumes on SR 1, if lanes are not re-opened in time for the morning peak period, queues would continue to propagate throughout the day and would not dissipate until long after lanes are re-opened. However, in practice, if the queues continue to build, motorists are likely to seek alternate routes such as US 13, which runs parallel to SR 1. Therefore, road user costs were estimated using typical summer and non-summer Thursday volumes for the first four hours (240 minutes) beyond the allowable lane closure schedule and then capped between \$2.5 and approximately \$3.5 million per day. While the additional road user costs listed below are capped, if the closure extends more than four to five hours beyond the allowable lane closure schedule, the additional road user costs would be even higher. Finally, the road user costs for failure to re-open are rounded down to the nearest \$25,000 to provide a conservative estimate of the additional road user costs that could be used as penalties for failure to re-open on time.

Note, the road user costs shown in **Table 12** and **Table 13** are the *additional* costs beyond the anticipated road user costs for the allowable 12-hour two-lane closures shown in **Table 6** and **Table 7** above; the road user costs for the allowable hours were subtracted from the total estimated costs so that the values shown in **Table 12** and **Table 13** can be used directly to establish a penalty structure.

Table 12 outlines the additional hourly road user costs, rounded down to the nearest \$25,000, associated with failure to re-open three (3) lanes on northbound SR 1 per the allowable lane closure schedules shown in **Table 8** and **Table 10**.

Table 12. Hourly User Costs for Failure to Re-open Northbound SR 1 Lanes

Open between	Additional Road User Cost
Summer: Within 60 minutes	\$350,000
Summer: Between 60 and 120 minutes	\$925,000
Summer: Between 120 and 180 minutes	\$1,650,000
Summer: Between 180 and 240 minutes	\$2,525,000
Summer: More than 240 minutes	\$3,575,000
Non-summer: Within 60 minutes	\$350,000
Non-summer: Between 60 and 120 minutes	\$775,000
Non-summer: Between 120 and 180 minutes	\$1,300,000
Non-summer: Between 180 and 240 minutes	\$1,875,000
Non-summer: More than 240 minutes	\$2,550,000

Transportation Management Plan

Table 13 outlines the additional hourly road user costs, rounded down to the nearest \$25,000, associated with failure to re-open three (3) lanes on southbound SR 1 per the allowable lane closure schedules shown in **Table 9** and **Table 11**.

Table 13. Hourly User Costs for Failure to Re-open Southbound SR 1 Lanes

Open between	Additional Road User Cost
Summer: Within 60 minutes	\$200,000
Summer: Between 60 and 120 minutes	\$525,000
Summer: Between 120 and 180 minutes	\$1,075,000
Summer: Between 180 and 240 minutes	\$1,900,000
Summer: More than 240 minutes	\$3,150,000
Non-summer: Within 60 minutes	\$275,000
Non-summer: Between 60 and 120 minutes	\$575,000
Non-summer: Between 120 and 180 minutes	\$925,000
Non-summer: Between 180 and 240 minutes	\$1,575,000
Non-summer: More than 240 minutes	\$2,725,000

User cost calculation worksheets for failure to re-open lanes on time are attached.

Public Outreach

As noted above, it is anticipated that the 12-hour two-lane closures on SR 1 will lead to queues and delays for the traveling public, even during overnight hours. A strong public outreach campaign should be considered to mitigate the substantial operational impacts of the two-lane overnight lane closures during construction of the SR 1 Pavement Rehabilitation project. The intent of the public outreach campaign is to reduce traffic volumes on SR 1 and encourage commuters to travel at different times of day and/or use alternate routes during construction. The strategies should be implemented far enough in advance for travelers to make alternate plans. The following general communication strategies are recommended for this project:

- Press releases
- Coordination with Waze and other real-time navigation providers
- Messages on existing permanent Dynamic Message Signs (DMS) in the project area
- Portable Changeable Message Signs (PCMS) placed within and approaching the work zone
- Announcements on DeIDOT’s website

The DeIDOT Pavement Rehabilitation Section and Traffic Safety Section should coordinate with the Division of Community Relations to reach out to various media outlets to introduce the SR 1 Pavement Rehabilitation project and to update the public on anticipated construction impacts. Press releases and/or briefings should be held at advertisement and prior to the first overnight two-lane closure to inform stakeholders of anticipated delays.

TMP Monitoring

During construction, field conditions should be monitored to identify potential safety and operational issues, and DeIDOT and the contractor should adjust the TMP as necessary. The DeIDOT Canal District Safety Officer will provide documentation of any issues with the deployment of the Traffic Control Plan or of any crashes within the work zone. Additionally, the DeIDOT TMC will use available traffic cameras, Wavetronix units, and other detection devices to monitor travel times and queues on both SR 1 and US 13, which runs parallel to SR 1. DeIDOT TMC staff should monitor traffic signal conditions at intersections along US 13 adjacent to the project study area and adjust signal timings, as necessary, to maximize the efficiency of traffic flow through the entire network during construction. The DeIDOT TMC should also broadcast any delay information via the internet and consider using press releases to news outlets and/or public radio advertisements as appropriate.

Transportation Management Plan

Summary and Recommendations

This Transportation Management Plan (TMP) was developed to determine anticipated traffic volumes through the work zone, an allowable lane closure schedule, and associated road user costs, for construction of the SR 1 Pavement Rehabilitation project. The following summarizes key points of the plan:

- Construction will occur in a single phase using 12-hour overnight two-lane closures.
- Late-night and early-morning volumes are expected to exceed the available work zone capacity; therefore, queues and delays are anticipated during the 12-hour overnight two-lane closures.
- Allowable two-lane closure hours were established to minimize the anticipated road user costs during construction. Allowable lane closure hours are presented in **Tables 8 through 11** above.
- In addition to the anticipated road user costs during the allowable closure hours, additional road user costs for failure to re-open lanes on-time were calculated, which may be imposed by DeIDOT as penalties if a contractor fails to re-open all lanes in accordance with the allowable lane closure hours.
- A strong public outreach campaign should be implemented to mitigate projected traffic impacts during the overnight lane closures.

Attachments:

- Traffic Control Plans
- Crash Data
- User Cost Calculation Worksheets

Attachment 1
Traffic Control Plans

GENERAL MOT NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATIONS 5A, 37, 42, AND 44 OF THE DELAWARE MUTCD.
2. AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

()	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT AND THAT PERSON'S SOLE RESPONSIBILITY SHALL BE THE MANAGEMENT AND SUPERVISION OF THE PROJECT'S TEMPORARY TRAFFIC CONTROL ACTIVITIES. THIS PERSON SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR ARE DEFINED IN SECTION 812 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

3. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER. PAYMENT FOR COLD PATCH, BITUMINOUS CONCRETE OR BITUMINOUS CONCRETE WEDGE SHALL BE PAID AS NOTED IN THE CONTRACT DOCUMENTS. TAPER MILL BITUMINOUS CONCRETE SHALL BE PAID UNDER THE BITUMINOUS CONCRETE MILLING ITEM.

MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:

- a. DRIVEWAYS
- b. ENTRANCES
- c. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
- d. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
- e. EDGE OF ROADWAY DROP-OFF

GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN TABLE 6G-1 AND SHALL BE COMPACTED. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR MILLINGS OR GABC TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM.

VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

TWO-LANE CLOSURE ALLOWED
 NO TRAVEL LANE CLOSURE ALLOWED

*NO TRAVEL LANE CLOSURE PERMITTED BETWEEN SEPTEMBER 17-19, 2026
 **NO TRAVEL LANE CLOSURE PERMITTED THURSDAY THROUGH TUESDAY SURROUNDING MEMORIAL DAY, JULY 4TH, AND LABOR DAY HOLIDAY

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

TWO-LANE CLOSURE ALLOWED
 NO TRAVEL LANE CLOSURE ALLOWED

*NO TRAVEL LANE CLOSURE PERMITTED BETWEEN SEPTEMBER 17-19, 2026
 **NO TRAVEL LANE CLOSURE PERMITTED THURSDAY THROUGH TUESDAY SURROUNDING MEMORIAL DAY, JULY 4TH, AND LABOR DAY HOLIDAY

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

TWO-LANE CLOSURE ALLOWED
 NO TRAVEL LANE CLOSURE ALLOWED

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

TWO-LANE CLOSURE ALLOWED
 NO TRAVEL LANE CLOSURE ALLOWED

	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
	WORK AREA - PREVIOUSLY CONSTRUCTED

ADDENDA / REVISIONS

NOT TO SCALE

PAVEMENT & REHABILITATION NORTH I, SR 1, 2026

CONTRACT
T202606103
COUNTY
NEW CASTLE

BRIDGE NO. 901N, 901S
DESIGNED BY:
CHECKED BY:

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN

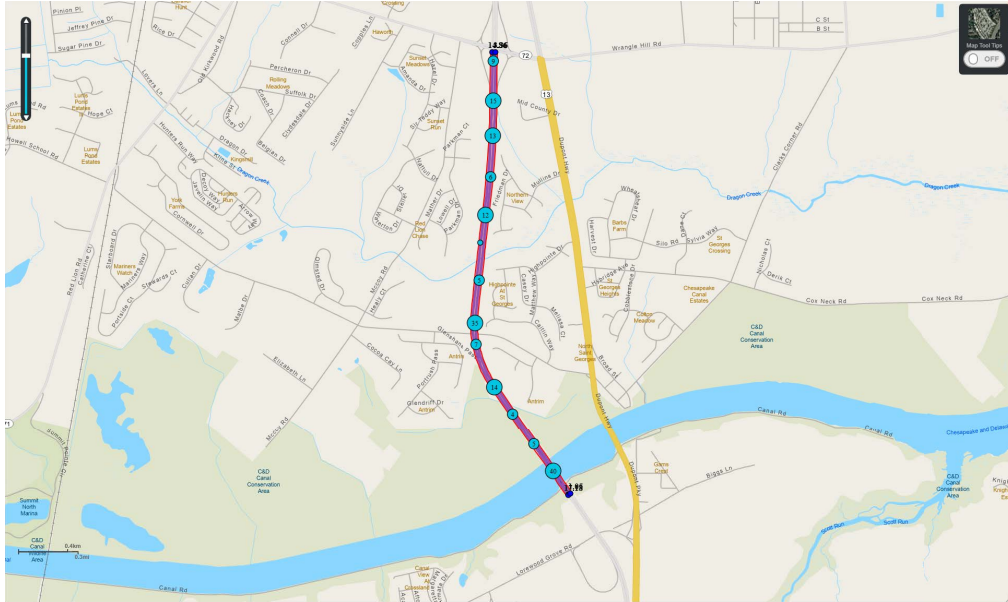
SECTION
SHEET NO.
13

Attachment 2

Crash Data

Delaware Crash Analysis Reporting System

Crash Study Time Period: 01/01/2022 - 12/31/2024
Query Type: AdvancedQueryTool
Description: Pave & Rehab - SR 1 TMP (T202506001)
Study Requested By: =
Study Generated By: TDTSCJM
Number of Crashes: 167
Includes Non-Reportable Crashes: N
Study Code:



Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

State of Delaware Crash Study

Summary		Classification			Manner of Impact		
	# of Crashes		# of Crashes	% of Total Crashes		# of Crashes	% of Total Crashes
Total Crashes	167	Non-Reportable	0	0.00%	Front to rear	51	30.54%
Fatal Crashes	2	Reportable	146	87.43%	Front to front	1	0.60%
Total Alcohol-Related Crashes	4	Personal Injury	19	11.38%	Angle	14	8.38%
Total Non Alcohol-Related Crashes	163	Fatality	2	1.20%	Sideswipe, same direction	49	29.34%
Total Fatalities	3	Total	167		Sideswipe, opposite direction	1	0.60%
Total Pedestrian Fatalities	0				Rear to side	0	0.00%
Total Pedestrian Injuries	1				Rear to rear	0	0.00%
Total Pedestrian Crashes	1				Other	0	0.00%
Total Motorcycle Crashes	0				Unknown	2	1.20%
Total Pedalcyclist Crashes	0				Not a collision between two vehicles	49	29.34%
					Total	167	

Alcohol Related Crashes By Classification

	Non-reportable	Reportable	Personal Injury	Fatality	Total
Alcohol Related	0	3	1	0	4
Non-Alcohol Related	0	143	18	2	163
Total	0	146	19	2	167

Manner of Impact By Classification

	Non-Reportable	Reportable	Personal Injury	Fatality	Total
Front to rear	0	39	10	2	51
Front to front	0	0	1	0	1
Angle	0	12	2	0	14
Sideswipe, same direction	0	47	2	0	49
Sideswipe, opposite direction	0	1	0	0	1
Rear to side	0	0	0	0	0
Rear to rear	0	0	0	0	0
Other	0	0	0	0	0
Unknown	0	1	1	0	2
Not a collision between two vehicles	0	46	3	0	49
Total	0	146	19	2	167

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Day Of Week		
	# of Crashes	% of Total Crashes
Sunday	21	12.57%
Monday	29	17.37%
Tuesday	23	13.77%
Wednesday	23	13.77%
Thursday	27	16.17%
Friday	27	16.17%
Saturday	17	10.18%
Total	167	

Time Of Day (AM)		
	# of Crashes	% of Total Crashes
00:00 - 00:59	10	5.99%
01:00 - 01:59	2	1.20%
02:00 - 02:59	3	1.80%
03:00 - 03:59	2	1.20%
04:00 - 04:59	2	1.20%
05:00 - 05:59	5	2.99%
06:00 - 06:59	7	4.19%
07:00 - 07:59	10	5.99%
08:00 - 08:59	9	5.39%
09:00 - 09:59	7	4.19%
10:00 - 10:59	9	5.39%
11:00 - 11:59	1	0.60%
Total	67	

Time Of Day (PM)		
	# of Crashes	% of Total Crashes
12:00 - 12:59	11	6.59%
13:00 - 13:59	8	4.79%
14:00 - 14:59	7	4.19%
15:00 - 15:59	9	5.39%
16:00 - 16:59	10	5.99%
17:00 - 17:59	16	9.58%
18:00 - 18:59	8	4.79%
19:00 - 19:59	7	4.19%
20:00 - 20:59	5	2.99%
21:00 - 21:59	7	4.19%
22:00 - 22:59	8	4.79%
23:00 - 23:59	4	2.40%
Total	100	
Unknown Time	0	

Surface Conditions		
	# of Crashes	% of Total Crashes
Dry	141	84.43%
Wet	19	11.38%
Snow	5	2.99%
Ice/Frost	1	0.60%
Sand	0	0.00%
Water (standing, moving)	1	0.60%
Slush	0	0.00%
Oil	0	0.00%
Mud, Dirt, Gravel	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	167	

Lighting Conditions		
	# of Crashes	% of Total Crashes
Daylight	107	64.07%
Dawn	4	2.40%
Dusk	2	1.20%
Dark-Lighted	30	17.96%
Dark-Not Lighted	24	14.37%
Dark-Unknown Lighting	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	167	

Weather Conditions		
	# of Crashes	% of Total Crashes
Clear	119	71.26%
Cloudy	27	16.17%
Fog, Smog, Smoke	3	1.80%
Rain	14	8.38%
Sleet, Hail (freezing rain or drizzle)	1	0.60%
Snow	9	5.39%
Blowing Snow	0	0.00%
Severe Crosswinds	0	0.00%
Blowing Sand, Soil, Dirt	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	173	

Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police.

First Harmful Event		
	# of Crashes	% of Total Crashes
Overturn/Rollover, Non-Collision	1	0.60%
Fire/Explosion, Non-Collision	3	1.80%
Immersion, Non-Collision	1	0.60%
Jackknife, Non-Collision	0	0.00%
Cargo/Equipment Loss or Shift, Non-Collision	0	0.00%
Fell/Jumped From Motor Vehicle, Non-Collision	0	0.00%
Thrown or Falling Object, Non-Collision	3	1.80%
Other Non-Collision, Non-Collision	5	2.99%
Pedestrian, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Pedalcycle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Railway Vehicle (train, engine), Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Animal, Collision With Person, Motor Vehicle, or Non-Fixed Object	5	2.99%
Motor Vehicle in Transport, Collision With Person, Motor Vehicle, or Non-Fixed Object	111	66.47%
Legally Parked Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Struck by Anything Set in Motion by Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	2	1.20%
Work Zone / Maintenance Equipment, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Other Non-Fixed Object, Collision With Person, Motor Vehicle, or Non-Fixed Object	6	3.59%
Impact Attenuator/Crash Cushion, Collision With Fixed Object	0	0.00%
Bridge Overhead Structure, Collision With Fixed Object	0	0.00%
Bridge Pier or Support, Collision With Fixed Object	0	0.00%
Bridge Rail, Collision With Fixed Object	0	0.00%
Cable Barrier, Collision With Fixed Object	3	1.80%
Culvert, Collision With Fixed Object	0	0.00%
Curb, Collision With Fixed Object	0	0.00%
Ditch, Collision With Fixed Object	1	0.60%
Embankment, Collision With Fixed Object	2	1.20%

Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police.

Guardrail Face, Collision With Fixed Object	12	7.19%
Guardrail End, Collision With Fixed Object	1	0.60%
Concrete Traffic Barrier, Collision With Fixed Object	1	0.60%
Other Traffic Barrier, Collision With Fixed Object	1	0.60%
Tree (standing), Collision With Fixed Object	0	0.00%
Utility Pole, Collision With Fixed Object	1	0.60%
Light Support, Collision With Fixed Object	1	0.60%
Traffic Sign Support, Collision With Fixed Object	0	0.00%
Overhead Sign Support, Collision With Fixed Object	0	0.00%
Traffic Signal Support, Collision With Fixed Object	0	0.00%
Fence, Collision With Fixed Object	0	0.00%
Mailbox, Collision With Fixed Object	0	0.00%
Other Post, Pole or Support, Collision With Fixed Object	1	0.60%
Other Fixed Object (wall, building, tunnel, etc.), Collision With Fixed Object	0	0.00%
Illegally Parked Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Stopped Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	6	3.59%
Unknown, Collision With Fixed Object	0	0.00%
Total	162	

Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police.

Primary Contributing Circumstance		
	# of Crashes	% of Total Crashes
Speeding	0	0.00%
Failed to yield right of way	4	2.40%
Passed Stop Sign	0	0.00%
Disregard Traffic Signal	0	0.00%
Wrong side or wrong way	0	0.00%
Improper passing	1	0.60%
Improper lane change	29	17.37%
Following too close	19	11.38%
Made improper turn	0	0.00%
Driving under the influence	3	1.80%
Driver inattention, distraction, or fatigue	34	20.36%
Driving in a careless or reckless manner	13	7.78%
Driving in an aggressive manner	3	1.80%
Improper backing	1	0.60%
Other improper driving	1	0.60%
Mechanical defects	12	7.19%
Animal in Roadway - Deer	5	2.99%
Animal in Roadway - Other Animal	0	0.00%
Other environmental circumstances - weather, glare	9	5.39%
Roadway circumstances - debris, holes, work zone,	7	4.19%
Other	19	11.38%
Unknown	7	4.19%
Total	167	

Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police.

Driver Action		
	# of Drivers	% of Total Crashes
No Contributing Action	154	50.49%
Failed to yield right of way	4	1.31%
Ran Red Light	0	0.00%
Ran Stop Sign	0	0.00%
Disregard other traffic sign	1	0.33%
Disregard other road markings	0	0.00%
Exceeded authorized speed limit	1	0.33%
Driving too fast for conditions	10	3.28%
Made an improper turn	0	0.00%
Improper backing	0	0.00%
Wrong side or wrong way	1	0.33%
Followed too closely	21	6.89%
Failure to keep in proper lane	28	9.18%
Ran off roadway	0	0.00%
Operating vehicle in erratic, reckless, careless, negligent or aggressive manner	38	12.46%
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	5	1.64%
Over-correcting/over-steering	3	0.98%
Improper Passing	4	1.31%
Other Contributing Action	15	4.92%
Unknown	20	6.56%
Total	305	

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
01/03/2022	10:19	N	00082	5.77	14.74	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Other environmental circumstances - weather, glare	Daylight	Snow	Snow	0	0	N
01/03/2022	11:48	N	00082	5.86	14.83	Property Damage Only	Angle	Stopped Motor Vehicle	Other environmental circumstances - weather, glare	Daylight	Snow	Snow	0	0	N
01/04/2022	05:50	N	00082	3.01	3.01	Property Damage Only	Not a collision between two vehicles	Other Non-Collision	Mechanical defects	Dark-Lighted	Clear	Dry	0	0	N
01/05/2022	14:39	N	00082	2.16	2.16	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Cloudy	Dry	0	0	N
01/07/2022	17:10	N	00082	6.07	15.04	Property Damage Only	Not a collision between two vehicles	Light Support	Other	Dark-Lighted	Clear	Dry	0	0	N
01/14/2022	10:21	N	00082	1.81	1.81	Property Damage Only	Front to rear	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
01/17/2022	14:00	N	00082	7.12	16.09	Property Damage Only	Not a collision between two vehicles	Thrown or Falling Object	Other	Daylight	Cloudy	Dry	0	0	N
01/28/2022	22:16	N	00082	6.13	15.10	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Other environmental circumstances - weather, glare	Dark-Lighted	Snow	Ice/Frost	0	0	N
02/02/2022	17:55	N	00082	2.54	2.54	Property Damage Only	Not a collision between two vehicles	Animal	Animal in Roadway - Deer	Dark-Not Lighted	Clear	Dry	0	0	N
02/09/2022	09:32	N	00082	2.95	2.95	Property Damage Only	Front to rear	Motor Vehicle in Transport	Unknown	Daylight	Clear	Dry	0	0	N
02/13/2022	02:38	N	00082	6.13	15.10	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Mechanical defects	Dark-Lighted	Snow	Wet	0	0	N
02/24/2022	16:01	N	00082	7.42	16.39	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Other	Daylight	Cloudy	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
03/06/2022	17:41	N	00082	7.03	16.00	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
03/21/2022	18:48	N	00082	5.91	14.88	Property Damage Only	Not a collision between two vehicles	Cable Barrier	Other	Dusk	Clear	Dry	0	0	N
03/27/2022	06:45	N	00082	3.28	3.28	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dawn	Clear	Dry	0	0	N
04/06/2022	05:04	N				Property Damage Only	Sideswipe, same direction	Guardrail Face	Driving in a careless or reckless manner	Dark-Not Lighted	Rain	Water (standing, moving)	0	0	N
04/07/2022	12:14	N	00082	7.47	16.44	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Rain	Wet	0	0	N
05/06/2022	15:42	N	00082	2.09	2.09	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Rain	Wet	0	0	N
05/15/2022	12:21	N				Property Damage Only	Not a collision between two vehicles	Guardrail End	Other	Daylight	Cloudy	Dry	0	0	N
05/17/2022	10:25	N	00082	7.15	16.12	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
05/21/2022	18:45	N	00082	3.08	3.08	Property Damage Only	Not a collision between two vehicles	Other Non-Fixed Object	Other	Daylight	Clear	Dry	0	0	N
05/26/2022	00:00	N	00082	1.97	1.97	Property Damage Only	Angle	Motor Vehicle in Transport	Driving under the influence	Daylight	Rain	Wet	0	0	N
05/26/2022	22:00	N	00082	3.26	3.26	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Dark-Not Lighted	Rain	Wet	0	0	N
06/04/2022	00:00	N	00082	1.89	1.89	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
06/24/2022	09:50	N	00082	1.16	1.16	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Cloudy	Dry	0	0	N
07/10/2022	09:11	N	00082	3.05	3.05	Property Damage Only	Angle	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
07/19/2022	07:36	N	00082	7.84	16.81	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
08/08/2022	22:06	N	00082	1.26	1.26	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Other	Dark-Lighted	Clear	Dry	0	0	N
08/11/2022	13:01	N				Property Damage Only	Not a collision between two vehicles	Fire/Explosion	Mechanical defects	Daylight	Clear	Dry	0	0	N
08/18/2022	23:04	N	00082	2.99	2.99	Personal Injury Crash	Not a collision between two vehicles	Other Non-Fixed Object	Roadway circumstances - debris, holes, work zone,	Dark-Lighted	Clear	Dry	0	1	N
09/05/2022	00:50	N				Personal Injury Crash	Not a collision between two vehicles	Overturn/Rollover	Other	Dark-Not Lighted	Clear	Dry	0	2	N
09/06/2022	12:28	N	00082	7.13	16.10	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Cloudy - Rain	Wet	0	0	N
10/08/2022	22:00	N	00082	5.76	14.73	Property Damage Only	Not a collision between two vehicles	Fire/Explosion	Mechanical defects	Dark-Lighted	Clear	Dry	0	0	N
10/25/2022	08:54	N	00082	7.16	16.13	Property Damage Only	Sideswipe, opposite direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Rain	Wet	0	0	N
11/06/2022	13:15	N	00082	2.06	2.06	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper passing	Daylight	Cloudy	Dry	0	0	N
11/14/2022	21:36	N	00082	6.62	15.59	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driving under the influence	Dark-Not Lighted	Clear	Dry	0	0	Y
11/29/2022	15:36	N	00082	2.5	2.50	Property Damage Only	Not a collision between two vehicles	Other Non-Fixed Object	Other environmental circumstances - weather, glare	Daylight	Clear	Dry	0	0	N
01/11/2022	09:22	N	00082	2.04	2.04	Property Damage Only	Not a collision between two vehicles	Other Non-Collision	Roadway circumstances - debris, holes, work zone,	Daylight	Clear	Dry	0	0	N
02/01/2022	02:36	N				Personal Injury Crash	Front to front	Motor Vehicle in Transport	Driving under the influence	Dark-Lighted	Clear	Dry	0	1	Y

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
02/18/2022	00:00	N	00082	1.61	1.61	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Other	Dark-Not Lighted	Clear	Dry	0	0	N
03/17/2022	15:34	N	00082	1.11	1.11	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Cloudy	Dry	0	0	N
04/14/2022	10:26	N				Property Damage Only	Not a collision between two vehicles	Thrown or Falling Object	Roadway circumstances - debris, holes, work zone,	Daylight	Clear	Dry	0	0	N
05/06/2022	22:22	N				Property Damage Only	Angle	Motor Vehicle in Transport	Failed to yield right of way	Dark-Not Lighted	Rain	Wet	0	0	N
05/08/2022	15:13	N	00082	7.34	16.31	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
05/09/2022	13:42	N	00082	7.15	16.12	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
05/18/2022	12:08	N	00082	7.37	16.34	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Clear	Dry	0	0	N
05/18/2022	19:10	N	00082	7.76	16.73	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driving in an aggressive manner	Daylight	Clear	Dry	0	0	N
05/21/2022	12:07	N	00082	7.87	16.84	Property Damage Only	Front to rear	Motor Vehicle in Transport	Unknown	Daylight	Clear	Dry	0	0	N
05/27/2022	10:27	N				Property Damage Only	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Dark-Lighted	Cloudy	Dry	0	0	N
05/30/2022	16:49	N	00082	1.04	1.04	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
06/01/2022	00:00	N	00082	1.98	1.98	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
06/05/2022	10:29	N	00082	7.87	16.84	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
06/09/2022	13:09	N	00082	1.11	1.11	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Cloudy	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
06/11/2022	21:22	N	00082	1	1.00	Property Damage Only	Not a collision between two vehicles	Other Traffic Barrier	Driving in a careless or reckless manner	Dark-Lighted	Clear	Dry	0	0	Y
06/21/2022	10:09	N	00082	1.13	1.13	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
07/13/2022	07:43	N	00082	7.95	16.92	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
10/07/2022	08:18	N	00082	1.1	1.10	Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	2	N
10/30/2022	22:23	N	00082	7.97	16.94	Fatality Crash	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Not Lighted	Clear	Dry	2	0	N
11/01/2022	07:45	N	00082	1.16	1.16	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Wet	0	0	N
11/18/2022	20:15	N	00082	7.92	16.89	Property Damage Only	Angle	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N
11/28/2022	08:19	N	00082	7.89	16.86	Personal Injury Crash	Front to rear	Stopped Motor Vehicle	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	2	N
12/02/2022	17:44	N	00082	7.47	16.44	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Dark-Not Lighted	Clear	Dry	0	0	N

2023

04/10/2023	10:20	N	00082	3.27	3.27	Property Damage Only	Not a collision between two vehicles	Other Non-Fixed Object	Unknown	Daylight	Clear	Dry	0	0	N
01/01/2023	03:26	N	006395	0.12	0.12	Property Damage Only	Not a collision between two vehicles	Utility Pole	Driving in an aggressive manner	Dark-Lighted	Fog, Smog, Smoke - Rain	Wet	0	0	N
01/16/2023	01:56	N	00409	0.63	0.63	Property Damage Only	Not a collision between two vehicles	Animal	Animal in Roadway - Deer	Dark-Not Lighted	Clear	Dry	0	0	N
01/29/2023	19:13	N	00082	7.53	16.50	Property Damage Only	Front to rear	Motor Vehicle in Transport	Improper lane change	Dark-Not Lighted	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
02/25/2023	18:32	N	00082	2.98	2.98	Property Damage Only	Not a collision between two vehicles	Struck by Anything Set in Motion by Vehicle	Other	Dark-Lighted	Clear - Clear	Dry	0	0	N
04/07/2023	12:09	N	00082	1.67	1.67	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Cloudy	Dry	0	0	N
04/27/2023	03:56	N	00082	1.9	1.90	Fatality Crash	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Dark-Lighted	Clear	Dry	1	0	N
05/04/2023	22:03	N	00082	2.59	2.59	Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Not Lighted	Clear	Dry	0	2	N
05/05/2023	23:58	N	006398	0.28	0.28	Property Damage Only	Angle	Animal	Animal in Roadway - Deer	Dark-Lighted	Clear	Dry	0	0	N
05/22/2023	19:01	N	00082	7.17	16.14	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Mechanical defects	Daylight	Cloudy	Dry	0	0	N
06/02/2023	08:33	N	00082	7.57	16.54	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear - Clear	Dry	0	0	N
06/03/2023	08:35	N	00082	1.57	1.57	Property Damage Only	Not a collision between two vehicles	Struck by Anything Set in Motion by Vehicle	Roadway circumstances - debris, holes, work zone,	Daylight	Clear	Dry	0	0	N
06/10/2023	16:00	N	00082	3.07	3.07	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear - Clear	Dry	0	0	N
07/12/2023	09:56	N	00082	7.45	16.42	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
07/27/2023	22:02	N	00082	1.4	1.40	Property Damage Only	Angle	Motor Vehicle in Transport	Improper lane change	Dark-Not Lighted	Clear	Dry	0	0	N
08/01/2023	10:06	N	00082	7.05	16.02	Personal Injury Crash	Unknown	Motor Vehicle in Transport	Unknown	Daylight	Clear	Dry	0	1	N
08/08/2023	08:58	N	00082	6.34	15.31	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
08/14/2023	16:59	N	00082	7.54	16.51	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
2023															
08/17/2023	07:09	N	00082	2.07	2.07	Personal Injury Crash	Sideswipe, same direction	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Clear	Dry	0	1	N
08/31/2023	12:11	N	00082	7.07	16.04	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Other	Daylight	Clear	Dry	0	0	N
09/11/2023	18:55	N	00082	7.18	16.15	Property Damage Only	Not a collision between two vehicles	Motor Vehicle in Transport	Other	Daylight	Cloudy	Wet	0	0	N
09/25/2023	16:20	N	00082	6.96	15.93	Personal Injury Crash	Angle	Motor Vehicle in Transport	Improper lane change	Daylight	Rain - Cloudy	Wet	0	2	N
09/30/2023	15:32	N	00082	3.04	3.04	Property Damage Only	Angle	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Cloudy	Dry	0	0	N
10/02/2023	06:30	N	00082	1.67	1.67	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Failed to yield right of way	Daylight	Clear	Dry	0	0	N
10/19/2023	17:43	N	00082	5.82	14.79	Property Damage Only	Front to rear	Stopped Motor Vehicle	Following too close	Daylight	Clear	Dry	0	0	N
10/22/2023	05:00	N	00082	1.94	1.94	Property Damage Only	Not a collision between two vehicles	Animal	Animal in Roadway - Deer	Dark-Not Lighted	Clear	Dry	0	0	N
10/25/2023	06:35	N	00082	2.17	2.17	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Not Lighted	Clear	Dry	0	0	N
10/27/2023	08:30	N	00082	2.72	2.72	Personal Injury Crash	Angle	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	1	N
10/27/2023	19:00	N	00082	7.75	16.72	Property Damage Only	Not a collision between two vehicles	Other Non-Fixed Object	Roadway circumstances - debris, holes, work zone,	Dark-Lighted	Clear	Dry	0	0	N
10/31/2023	17:48	N	00082	5.79	14.76	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
11/13/2023	19:14	N	00082	3.07	3.07	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
2023															
11/16/2023	02:55	N	00082	3.18	3.18	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N
12/06/2023	09:22	N	00082	3.06	3.06	Personal Injury Crash	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear - Cloudy	Dry	0	1	N
12/16/2023	04:45	N				Property Damage Only	Not a collision between two vehicles	Embankment	Driving in a careless or reckless manner	Dawn	Clear	Dry	0	0	N
12/20/2023	21:50	N	00082	7.93	16.90	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N
12/21/2023	16:46	N	00082	2.73	2.73	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
12/26/2023	16:12	N	00082	5.89	14.86	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
01/12/2023	00:00	N	00082	7.88	16.85	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
02/10/2023	07:43	N	00082	1.1	1.10	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
02/24/2023	00:10	N	00082	1.89	1.89	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Driver inattention, distraction, or fatigue	Dark-Not Lighted	Fog, Smog, Smoke	Dry	0	0	N
03/27/2023	00:00	N	00082	1.87	1.87	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
03/27/2023	00:00	N	00082	1.88	1.88	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
05/16/2023	07:50	N				Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
06/20/2023	06:54	N				Property Damage Only	Not a collision between two vehicles	Fire/Explosion	Mechanical defects	Daylight	Cloudy	Dry	0	0	N
07/11/2023	18:12	N				Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Dark-Lighted	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
2023															
07/23/2023	19:07	N	00082	2.49	2.49	Property Damage Only	Front to rear	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
07/26/2023	20:17	N	00082	1.08	1.08	Property Damage Only	Angle	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dawn	Clear	Dry	0	0	N
08/06/2023	12:55	N	00082	1.03	1.03	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Failed to yield right of way	Daylight	Clear	Dry	0	0	N
08/20/2023	07:15	N	00082	1.32	1.32	Property Damage Only	Not a collision between two vehicles	Other Non-Collision	Mechanical defects	Daylight	Clear	Dry	0	0	N
09/04/2023	04:00	N				Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Other improper driving	Dark-Lighted	Clear	Dry	0	0	N
09/10/2023	19:34	N	00082	1.12	1.12	Property Damage Only	Not a collision between two vehicles	Thrown or Falling Object	Roadway circumstances - debris, holes, work zone,	Dusk	Clear	Dry	0	0	N
10/02/2023	21:51	N	00082	7.91	16.88	Personal Injury Crash	Front to rear	Stopped Motor Vehicle	Other	Dark-Lighted	Cloudy	Dry	0	1	N
11/05/2023	01:00	N				Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Dark-Not Lighted	Clear	Dry	0	1	N
11/24/2023	07:46	N	00082	7.84	16.81	Property Damage Only	Unknown	Motor Vehicle in Transport	Following too close	Dark-Not Lighted	Clear	Dry	0	0	N

2024															
01/10/2024	20:44	N				Property Damage Only	Sideswipe, same direction	Immersion	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N
01/15/2024	23:41	N	00082	2.79	2.79	Property Damage Only	Not a collision between two vehicles	Other Non-Fixed Object	Other	Dark-Not Lighted	Snow	Snow	0	0	N
01/16/2024	08:30	N	00082	6.48	15.45	Property Damage Only	Not a collision between two vehicles	Motor Vehicle in Transport	Other	Daylight	Snow	Snow	0	0	N
01/17/2024	14:39	N	00082	2.24	2.24	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
01/19/2024	12:58	N	00082	6.44	15.41	Property Damage Only	Not a collision between two vehicles	Other Post, Pole or Support	Other environmental circumstances - weather, glare	Daylight	Snow - Sleet, Hail (freezing rain or drizzle)	Snow	0	0	N
01/19/2024	13:54	N	00082	6.52	15.49	Property Damage Only	Not a collision between two vehicles	Motor Vehicle in Transport	Other environmental circumstances - weather, glare	Daylight	Snow	Wet	0	0	N
01/19/2024	14:42	N	00082	6.65	15.62	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Other environmental circumstances - weather, glare	Daylight	Snow	Wet	0	0	N
01/23/2024	18:41	N	00082	2.92	2.92	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Lighted	Clear	Dry	0	0	N
02/05/2024	07:22	N	00082	2.7	2.70	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
02/27/2024	14:28	N	00082	7.09	16.06	Property Damage Only	Angle	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
03/05/2024	05:23	N				Property Damage Only	Angle	Motor Vehicle in Transport	Other environmental circumstances - weather, glare	Dark-Not Lighted	Rain	Wet	0	0	N
03/20/2024	13:16	N	00082	1.76	1.76	Property Damage Only	Not a collision between two vehicles	Other Non-Collision	Other	Daylight	Clear	Dry	0	0	N
03/28/2024	15:46	N				Property Damage Only	Not a collision between two vehicles	Cable Barrier	Mechanical defects	Daylight	Cloudy	Dry	0	0	N
03/29/2024	06:23	N	00082	7.12	16.09	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Unknown	Dawn	Cloudy	Dry	0	0	N
04/12/2024	17:18	N	00082	6.09	15.06	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
04/15/2024	23:50	N	00082	2.22	2.22	Property Damage Only	Not a collision between two vehicles	Animal	Animal in Roadway - Deer	Dark-Not Lighted	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
04/18/2024	06:13	N	00082	2	2.00	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Cloudy	Dry	0	0	N
05/04/2024	17:43	N	00082	1.86	1.86	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Roadway circumstances - debris, holes, work zone,	Daylight	Rain - Cloudy	Wet	0	0	N
05/17/2024	05:02	N	00082	6.05	15.02	Property Damage Only	Not a collision between two vehicles	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Lighted	Clear	Dry	0	0	N
05/26/2024	15:12	N	00082	6.88	15.85	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Cloudy	Dry	0	0	N
06/19/2024	20:55	N	00082	7.87	16.84	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
07/03/2024	18:22	N	00082	7.19	16.16	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
07/13/2024	17:55	N	00082	7.16	16.13	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper backing	Daylight	Clear	Dry	0	0	N
07/17/2024	13:37	N	00082	6.99	15.96	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Daylight	Clear	Dry	0	0	N
07/17/2024	15:50	N				Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Clear	Dry	0	1	N
07/24/2024	14:46	N				Property Damage Only	Angle	Motor Vehicle in Transport	Unknown	Daylight	Cloudy	Dry	0	0	N
08/01/2024	17:02	N	00082	6.17	15.14	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
08/08/2024	17:36	N	00082	5.74	14.71	Property Damage Only	Front to rear	Motor Vehicle in Transport	Other environmental circumstances - weather, glare	Daylight	Rain	Wet	0	0	N
08/08/2024	17:46	N	00082	1.89	1.89	Property Damage Only	Front to rear	Motor Vehicle in Transport	Other	Daylight	Rain	Wet	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
08/12/2024	09:16	N	00082	3.19	3.19	Property Damage Only	Not a collision between two vehicles	Other Non-Collision	Mechanical defects	Daylight	Clear	Dry	0	0	N
08/23/2024	16:39	N	00082	6.49	15.46	Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	1	N
08/29/2024	00:00	N	00082	7	15.97	Property Damage Only	Not a collision between two vehicles	Ditch	Mechanical defects	Daylight	Clear	Dry	0	0	N
08/31/2024	17:31	N	00082	6.15	15.12	Property Damage Only	Front to rear	Motor Vehicle in Transport	Other	Daylight	Cloudy	Dry	0	0	N
09/11/2024	21:44	N	00082	7.09	16.06	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Driving in an aggressive manner	Dark-Not Lighted	Clear	Dry	0	0	Y
10/19/2024	17:14	N	00082	2.04	2.04	Personal Injury Crash	Not a collision between two vehicles	Cable Barrier	Mechanical defects	Daylight	Clear	Dry	0	1	N
11/05/2024	17:45	N	00082	2.58	2.58	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Dark-Lighted	Clear	Dry	0	0	N
11/15/2024	20:47	N	00082	2.12	2.12	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driving in a careless or reckless manner	Dark-Lighted	Clear	Dry	0	0	N
11/23/2024	12:55	N	00082	5.83	14.80	Property Damage Only	Not a collision between two vehicles	Guardrail Face	Unknown	Daylight	Clear	Dry	0	0	N
12/01/2024	06:35	N				Property Damage Only	Not a collision between two vehicles	Guardrail Face	Mechanical defects	Dark-Not Lighted	Clear	Dry	0	0	N
02/29/2024	16:11	N	00082	1.48	1.48	Property Damage Only	Sideswipe, same direction	Embankment	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
02/06/2024	17:00	N				Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	3	N
02/24/2024	21:09	N	00082	1.15	1.15	Property Damage Only	Front to rear	Stopped Motor Vehicle	Other	Dark-Lighted	Clear	Dry	0	0	N

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Date	Time	CTY	RD	MP	C-MP	Class	MOI	FHE	PC	LC	WC	SC	Fat	Inj	AL
03/03/2024	18:25	N	00082	7.93	16.90	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Improper lane change	Dark-Lighted	Clear	Dry	0	0	N
05/06/2024	07:03	N				Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Fog, Smog, Smoke	Wet	0	3	N
05/09/2024	13:09	N	00082	8.01	16.98	Property Damage Only	Sideswipe, same direction	Motor Vehicle in Transport	Driving in a careless or reckless manner	Daylight	Cloudy	Dry	0	0	N
07/17/2024	12:45	N	00082	7.15	16.12	Property Damage Only	Sideswipe, same direction	Concrete Traffic Barrier	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
09/30/2024	16:42	N	00082	1.08	1.08	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	0	N
10/10/2024	08:05	N	00082	0.98	0.98	Property Damage Only	Front to rear	Motor Vehicle in Transport	Driver inattention, distraction, or fatigue	Daylight	Clear	Dry	0	0	N
10/20/2024	14:48	N				Personal Injury Crash	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Clear	Dry	0	1	N
11/04/2024	15:27	N	00082	7.94	16.91	Property Damage Only	Front to rear	Motor Vehicle in Transport	Following too close	Daylight	Cloudy	Dry	0	0	N
12/07/2024	21:10	N	00082	1.08	1.08	Property Damage Only	Sideswipe, same direction	Stopped Motor Vehicle	Failed to yield right of way	Dark-Not Lighted	Clear	Dry	0	0	N

Report generated by TDTSCJM at 2025-10-03 10:43:49.883

Disclaimer for CARS: Crash data and associated police reports are intended for DeIDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DeIDOT unless written approval is received from the DeIDOT Legal Section. Police reports are the property of the Delaware State Police.

Report Legend

CTY – County

RD – Maintenance Road

MP – Milepoint

C-MP – Continuous Milepoint

Fat – Fatality

Inj – Injury

AL - Alcohol Involved

LC – Lighting Condition

WC – Weather Condition

SC – Surface Condition

FHE – First Harmful Event

PC – Primary Contributing Circumstance

Class – Report Classification

MOI – Manner of Impact

Attachment 3

User Cost Calculation Worksheets

**SR 1 Pave & Rehab
Road User Cost (RUC) Summary**

Southbound SR 1 - 12-Hour Two-Lane Closure

12-hour Closure Period with Lowest RUC	Closure Cost	Say
Summer: 9 PM Sat - 9 AM Sun	\$ 104,873.03	\$ 105,000
Summer: 8 PM Sun - 8 AM Mon	\$ 213,427.89	\$ 213,000
Summer: 8 PM Mon - 8 AM Tues	\$ 159,528.35	\$ 160,000
Summer: 8 PM Tues - 8 AM Wed	\$ 226,029.29	\$ 226,000
Summer: 8 PM Wed - 8 AM Thurs	\$ 305,007.07	\$ 305,000
Summer: 9 PM Thurs - 9 AM Fri	\$ 477,381.49	\$ 477,000
Summer: 9 PM Fri - 9 AM Sat	\$ 399,942.10	\$ 400,000
Non-summer: 10 PM Sat - 10 AM Sun	\$ 5,035.07	\$ 5,000
Non-summer: 8 PM Sun - 8 AM Mon	\$ 159,211.68	\$ 159,000
Non-summer: 8 PM Mon - 8 AM Tues	\$ 120,018.35	\$ 120,000
Non-summer: 8 PM Tues - 8 AM Wed	\$ 157,374.99	\$ 157,000
Non-summer: 8 PM Wed - 8 AM Thurs	\$ 196,800.55	\$ 197,000
Non-summer: 9 PM Thurs - 9 AM Fri	\$ 261,173.45	\$ 261,000
Non-summer: 10 PM Fri - 10 AM Sat	\$ 91,283.62	\$ 91,000

Northbound SR 1 - 12-Hour Two-Lane Closure

12-hour Closure Period with Lowest RUC	Closure Cost	Say
Summer: 9 PM Sat - 9 AM Sun	\$ 131,844.97	\$ 132,000
Summer: 8 PM Sun - 8 AM Mon	\$ 1,102,288.65	\$ 1,102,000
Summer: 7 PM Mon - 7 AM Tues	\$ 190,854.60	\$ 191,000
Summer: 7 PM Tues - 7 AM Wed	\$ 122,625.61	\$ 123,000
Summer: 7 PM Wed - 7 AM Thurs	\$ 171,193.20	\$ 171,000
Summer: 7 PM Thurs - 7 AM Fri	\$ 220,979.44	\$ 221,000
Summer: 9 PM Fri - 9 AM Sat	\$ 58,216.82	\$ 58,000
Non-summer: 9 PM Sat - 9 AM Sun	\$ 34,928.82	\$ 35,000
Non-summer: 7 PM Sun - 7 AM Mon	\$ 272,978.97	\$ 273,000
Non-summer: 7 PM Mon - 7 AM Tues	\$ 159,927.53	\$ 160,000
Non-summer: 6 PM Tues - 6 AM Wed	\$ 86,691.89	\$ 87,000
Non-summer: 7 PM Wed - 7 AM Thurs	\$ 89,934.60	\$ 90,000
Non-summer: 7 PM Thurs - 7 AM Fri	\$ 98,277.83	\$ 98,000
Non-summer: 8 PM Fri - 8 AM Sat	\$ 5,552.30	\$ 6,000

Red text indicates periods when lane closures should not be allowed due to excessive road user costs

**SR 1 Pave & Rehab
Road User Cost (RUC) Summary**

Southbound SR 1 - Failure to Re-Open On-Time, Two-Lanes Closed

Open between	Extra User Cost	Say
Summer: Within 60 minutes	\$ 204,557.72	\$ 200,000
Summer: Between 60 and 120 minutes	\$ 543,394.64	\$ 525,000
Summer: Between 120 and 180 minutes	\$ 1,078,494.03	\$ 1,075,000
Summer: Between 180 and 240 minutes	\$ 1,922,758.73	\$ 1,900,000
Summer: More than 240 minutes	\$ 3,157,113.82	\$ 3,150,000
Non-summer: Within 60 minutes	\$ 281,398.81	\$ 275,000
Non-summer: Between 60 and 120 minutes	\$ 576,658.70	\$ 575,000
Non-summer: Between 120 and 180 minutes	\$ 948,238.55	\$ 925,000
Non-summer: Between 180 and 240 minutes	\$ 1,582,004.73	\$ 1,575,000
Non-summer: More than 240 minutes	\$ 2,745,058.60	\$ 2,725,000

Northbound SR 1 - Failure to Re-Open On-Time, Two-Lanes Closed

Open between	Extra User Cost	Say
Summer: Within 60 minutes	\$ 373,782.38	\$ 350,000
Summer: Between 60 and 120 minutes	\$ 940,509.67	\$ 925,000
Summer: Between 120 and 180 minutes	\$ 1,658,698.82	\$ 1,650,000
Summer: Between 180 and 240 minutes	\$ 2,545,606.19	\$ 2,525,000
Summer: More than 240 minutes	\$ 3,589,987.07	\$ 3,575,000
Non-summer: Within 60 minutes	\$ 355,006.97	\$ 350,000
Non-summer: Between 60 and 120 minutes	\$ 790,970.55	\$ 775,000
Non-summer: Between 120 and 180 minutes	\$ 1,317,806.07	\$ 1,300,000
Non-summer: Between 180 and 240 minutes	\$ 1,888,551.83	\$ 1,875,000
Non-summer: More than 240 minutes	\$ 2,567,808.87	\$ 2,550,000

SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 9 PM Sat - 9 AM Sun (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

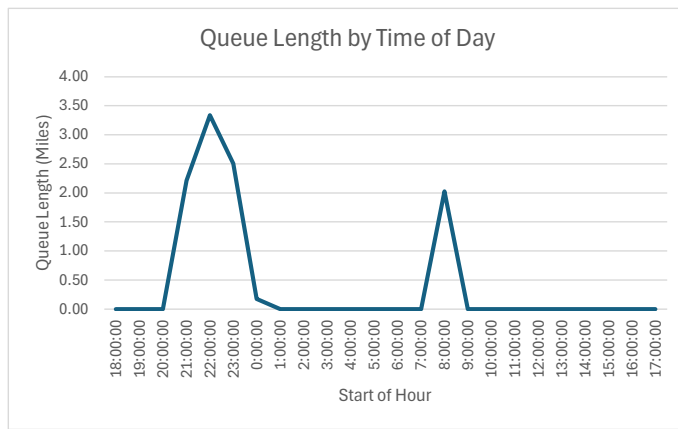
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,605	6,272	1,424	2,605	2,605	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,392	6,272	1,424	2,392	2,392	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,201	6,272	1,424	2,201	2,201	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,960	6,272	1,424	1,424	1,960	536	2.21	X	34	805	\$ 22,631.43
22:00:00	23:00:00	1,697	6,272	1,424	1,424	2,233	809	3.34	X	51	1,214	\$ 34,141.37
23:00:00	0:00:00	1,222	6,272	1,424	1,424	2,031	607	2.50	X	38	911	\$ 25,612.36
0:00:00	1:00:00	859	6,272	1,424	1,424	1,466	42	0.17	X	3	63	\$ 1,773.36
1:00:00	2:00:00	500	6,272	1,424	542	542	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	398	6,272	1,424	398	398	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	291	6,272	1,424	291	291	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	385	6,272	1,424	385	385	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	475	6,272	1,424	475	475	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	831	6,272	1,424	831	831	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,394	6,272	1,424	1,394	1,394	0	0.00	X	0	0	\$ -
8:00:00	9:00:00	1,915	6,272	1,424	1,424	1,915	491	2.03	X	31	737	\$ 20,714.51
9:00:00	10:00:00	2,614	6,272	1,424	3,105	3,105	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,121	6,272	1,424	3,121	3,121	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,196	6,272	1,424	3,196	3,196	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,690	6,272	1,424	3,690	3,690	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,750	6,272	1,424	3,750	3,750	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,032	6,272	1,424	4,032	4,032	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,598	6,272	1,424	3,598	3,598	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,024	6,272	1,424	3,024	3,024	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,759	6,272	1,424	2,759	2,759	0	0.00		0	0	\$ -

Max Queue Length (miles) 3.34 Total Delay (Hours) 3,729 \$ 104,873.03



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Sun - 8 AM Mon (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

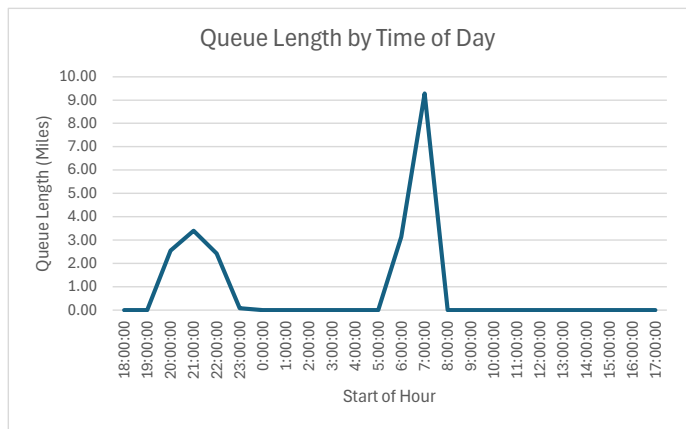
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,441	6,272	1,424	2,441	2,441	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,459	6,272	1,424	2,459	2,459	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,042	6,272	1,424	1,424	2,042	618	2.55	X	39	928	\$ 26,102.14
21:00:00	22:00:00	1,628	6,272	1,424	1,424	2,246	822	3.39	X	52	1,234	\$ 34,707.15
22:00:00	23:00:00	1,188	6,272	1,424	1,424	2,010	586	2.42	X	37	879	\$ 24,734.13
23:00:00	0:00:00	858	6,272	1,424	1,424	1,444	20	0.08	X	1	30	\$ 836.01
0:00:00	1:00:00	584	6,272	1,424	603	603	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	405	6,272	1,424	405	405	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	288	6,272	1,424	288	288	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	454	6,272	1,424	454	454	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,098	6,272	1,424	1,098	1,098	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,184	6,272	1,424	1,424	2,184	760	3.14	X	48	1,141	\$ 32,099.90
7:00:00	8:00:00	2,913	6,272	1,424	1,424	3,673	2,249	9.28	X	142	3,376	\$ 94,948.56
8:00:00	9:00:00	2,689	6,272	1,424	4,938	4,938	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,586	6,272	1,424	2,586	2,586	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,774	6,272	1,424	2,774	2,774	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,795	6,272	1,424	2,795	2,795	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,629	6,272	1,424	3,629	3,629	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,437	6,272	1,424	3,437	3,437	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,072	6,272	1,424	4,072	4,072	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,567	6,272	1,424	4,567	4,567	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,724	6,272	1,424	4,724	4,724	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,164	6,272	1,424	4,164	4,164	0	0.00		0	0	\$ -

Max Queue Length (miles) 9.28 Total Delay (Hours) 7,588 \$ 213,427.89



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Mon - 8 AM Tues (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

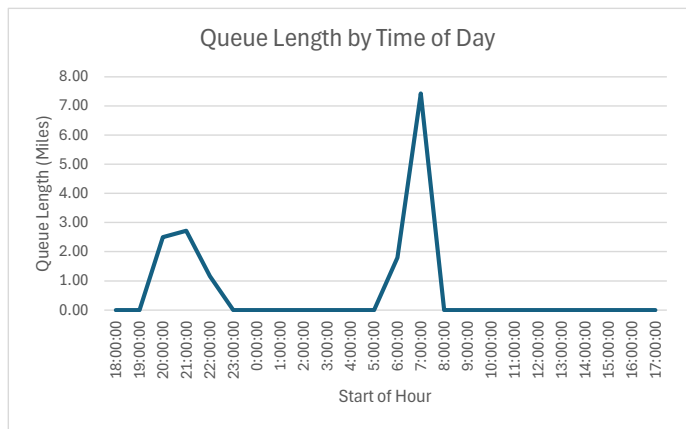
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,188	6,272	1,424	3,188	3,188	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,466	6,272	1,424	2,466	2,466	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,030	6,272	1,424	1,424	2,030	606	2.50	X	38	909	\$ 25,565.92
21:00:00	22:00:00	1,477	6,272	1,424	1,424	2,083	659	2.72	X	42	989	\$ 27,803.72
22:00:00	23:00:00	1,046	6,272	1,424	1,424	1,704	280	1.16	X	18	421	\$ 11,832.94
23:00:00	0:00:00	808	6,272	1,424	1,088	1,088	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	477	6,272	1,424	477	477	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	320	6,272	1,424	320	320	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	234	6,272	1,424	234	234	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	255	6,272	1,424	255	255	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	497	6,272	1,424	497	497	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,072	6,272	1,424	1,072	1,072	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,859	6,272	1,424	1,424	1,859	435	1.79	X	27	653	\$ 18,356.37
7:00:00	8:00:00	2,789	6,272	1,424	1,424	3,223	1,799	7.43	X	114	2,701	\$ 75,969.40
8:00:00	9:00:00	2,636	6,272	1,424	4,435	4,435	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,615	6,272	1,424	2,615	2,615	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,665	6,272	1,424	2,665	2,665	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,903	6,272	1,424	2,903	2,903	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,212	6,272	1,424	3,212	3,212	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,871	6,272	1,424	2,871	2,871	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,750	6,272	1,424	3,750	3,750	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,637	6,272	1,424	4,637	4,637	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,632	6,272	1,424	4,632	4,632	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,648	6,272	1,424	4,648	4,648	0	0.00		0	0	\$ -

Max Queue Length (miles) 7.43 Total Delay (Hours) 5,672 \$ 159,528.35



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Tues - 8 AM Wed (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

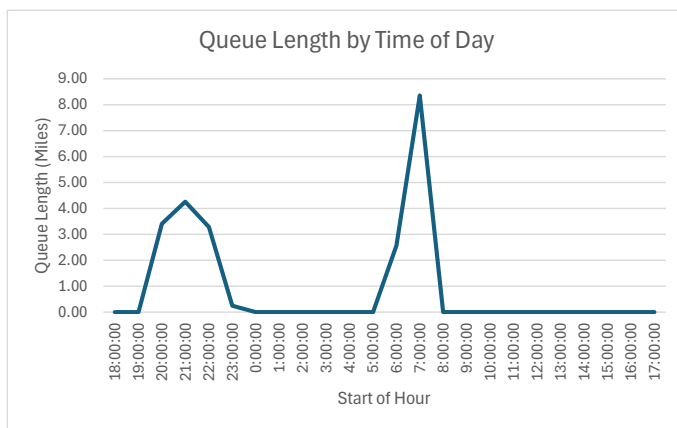
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,527	6,272	1,424	3,527	3,527	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,332	6,272	1,424	2,332	2,332	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,249	6,272	1,424	1,424	2,249	825	3.41	X	52	1,239	\$ 34,833.82
21:00:00	22:00:00	1,631	6,272	1,424	1,424	2,456	1,032	4.26	X	65	1,549	\$ 43,563.39
22:00:00	23:00:00	1,186	6,272	1,424	1,424	2,218	794	3.28	X	50	1,192	\$ 33,524.92
23:00:00	0:00:00	689	6,272	1,424	1,424	1,483	59	0.24	X	4	89	\$ 2,501.70
0:00:00	1:00:00	523	6,272	1,424	582	582	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	295	6,272	1,424	295	295	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	279	6,272	1,424	279	279	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	233	6,272	1,424	233	233	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	484	6,272	1,424	484	484	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,025	6,272	1,424	1,025	1,025	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,044	6,272	1,424	1,424	2,044	620	2.56	X	39	930	\$ 26,167.59
7:00:00	8:00:00	2,828	6,272	1,424	1,424	3,448	2,024	8.35	X	128	3,038	\$ 85,437.87
8:00:00	9:00:00	2,669	6,272	1,424	4,692	4,692	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,537	6,272	1,424	2,537	2,537	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,591	6,272	1,424	2,591	2,591	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,894	6,272	1,424	2,894	2,894	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,342	6,272	1,424	3,342	3,342	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,537	6,272	1,424	3,537	3,537	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,365	6,272	1,424	3,365	3,365	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,601	6,272	1,424	4,601	4,601	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,609	6,272	1,424	4,609	4,609	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,659	6,272	1,424	4,659	4,659	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.35 Total Delay (Hours) 8,036 \$ 226,029.29



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Wed - 8 AM Thurs (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

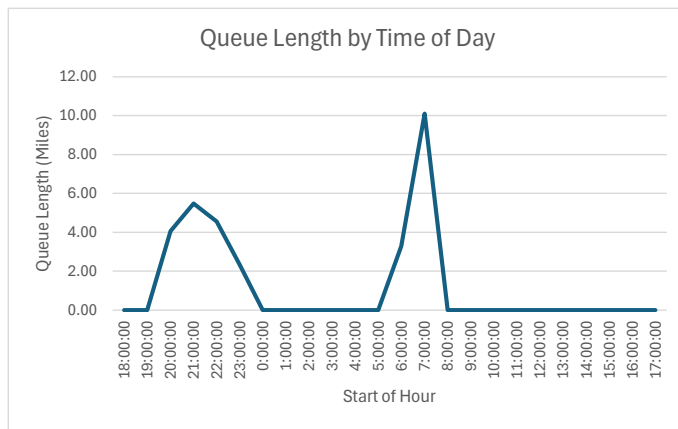
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	5,449	5,449	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,806	6,272	1,424	2,806	2,806	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,208	6,272	1,424	3,208	3,208	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,373	6,272	1,424	3,373	3,373	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,767	6,272	1,424	3,767	3,767	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,143	6,272	1,424	4,143	4,143	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,100	6,272	1,424	4,100	4,100	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,637	6,272	1,424	3,637	3,637	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,646	6,272	1,424	4,646	4,646	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,917	6,272	1,424	4,917	4,917	0	0.00		0	0	\$ -

Max Queue Length (miles) 10.11 Total Delay (Hours) 10,844 \$ 305,007.07



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **12-hour closure 9 PM Thurs - 9 AM Fri (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

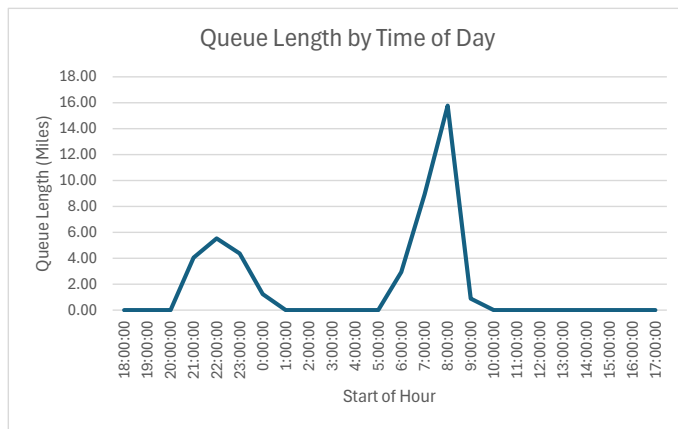
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	4,289	6,272	1,424	4,289	4,289	0	0.00		0	0	\$ -
19:00:00	20:00:00	3,499	6,272	1,424	3,499	3,499	0	0.00		0	0	\$ -
20:00:00	21:00:00	3,442	6,272	1,424	3,442	3,442	0	0.00		0	0	\$ -
21:00:00	22:00:00	2,402	6,272	1,424	1,424	2,402	978	4.04	X	62	1,468	\$ 41,293.91
22:00:00	23:00:00	1,783	6,272	1,424	1,424	2,761	1,337	5.52	X	85	2,006	\$ 56,430.79
23:00:00	0:00:00	1,147	6,272	1,424	1,424	2,483	1,059	4.37	X	67	1,590	\$ 44,713.96
0:00:00	1:00:00	659	6,272	1,424	1,424	1,718	294	1.21	X	19	442	\$ 12,421.95
1:00:00	2:00:00	433	6,272	1,424	727	727	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	307	6,272	1,424	307	307	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	308	6,272	1,424	308	308	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	482	6,272	1,424	482	482	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,052	6,272	1,424	1,052	1,052	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,136	6,272	1,424	1,424	2,136	712	2.94	X	45	1,069	\$ 30,079.53
7:00:00	8:00:00	2,877	6,272	1,424	1,424	3,590	2,166	8.94	X	137	3,251	\$ 91,437.73
8:00:00	9:00:00	3,080	6,272	1,424	1,424	5,246	3,822	15.78	X	242	5,737	\$ 161,367.16
9:00:00	10:00:00	3,090	6,272	1,424	6,272	6,911	639	0.88		13	1,409	\$ 39,636.44
10:00:00	11:00:00	3,946	6,272	1,424	4,586	4,586	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,815	6,272	1,424	3,815	3,815	0	0.00		0	0	\$ -
12:00:00	13:00:00	4,364	6,272	1,424	4,364	4,364	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,133	6,272	1,424	4,133	4,133	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,311	6,272	1,424	4,311	4,311	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,327	6,272	1,424	4,327	4,327	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,354	6,272	1,424	4,354	4,354	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,767	6,272	1,424	4,767	4,767	0	0.00		0	0	\$ -

Max Queue Length (miles) 15.78 Total Delay (Hours) 16,973 \$ 477,381.49



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **12-hour closure 9 PM Fri - 9 AM Sat (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

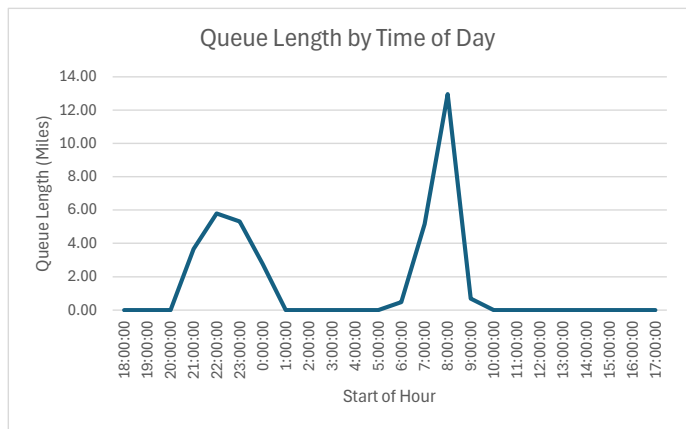
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	4,249	6,272	1,424	4,249	4,249	0	0.00		0	0	\$ -
19:00:00	20:00:00	4,004	6,272	1,424	4,004	4,004	0	0.00		0	0	\$ -
20:00:00	21:00:00	3,427	6,272	1,424	3,427	3,427	0	0.00		0	0	\$ -
21:00:00	22:00:00	2,311	6,272	1,424	1,424	2,311	887	3.66	X	56	1,332	\$ 37,451.64
22:00:00	23:00:00	1,938	6,272	1,424	1,424	2,825	1,401	5.79	X	89	2,104	\$ 59,171.05
23:00:00	0:00:00	1,309	6,272	1,424	1,424	2,710	1,286	5.31	X	81	1,931	\$ 54,306.99
0:00:00	1:00:00	806	6,272	1,424	1,424	2,093	669	2.76	X	42	1,004	\$ 28,230.17
1:00:00	2:00:00	553	6,272	1,424	1,221	1,221	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	418	6,272	1,424	418	418	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	386	6,272	1,424	386	386	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	493	6,272	1,424	493	493	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	780	6,272	1,424	780	780	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,539	6,272	1,424	1,424	1,539	115	0.47	X	7	172	\$ 4,847.18
7:00:00	8:00:00	2,561	6,272	1,424	1,424	2,675	1,251	5.17	X	79	1,879	\$ 52,837.63
8:00:00	9:00:00	3,310	6,272	1,424	1,424	4,562	3,138	12.96	X	198	4,711	\$ 132,486.75
9:00:00	10:00:00	3,628	6,272	1,424	6,272	6,766	494	0.68		10	1,088	\$ 30,610.69
10:00:00	11:00:00	3,585	6,272	1,424	4,078	4,078	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,956	6,272	1,424	3,956	3,956	0	0.00		0	0	\$ -
12:00:00	13:00:00	4,086	6,272	1,424	4,086	4,086	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,418	6,272	1,424	4,418	4,418	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,400	6,272	1,424	4,400	4,400	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,834	6,272	1,424	3,834	3,834	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,507	6,272	1,424	3,507	3,507	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,253	6,272	1,424	3,253	3,253	0	0.00		0	0	\$ -

Max Queue Length (miles) 12.96 Total Delay (Hours) 14,220 \$ 399,942.10



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 60 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

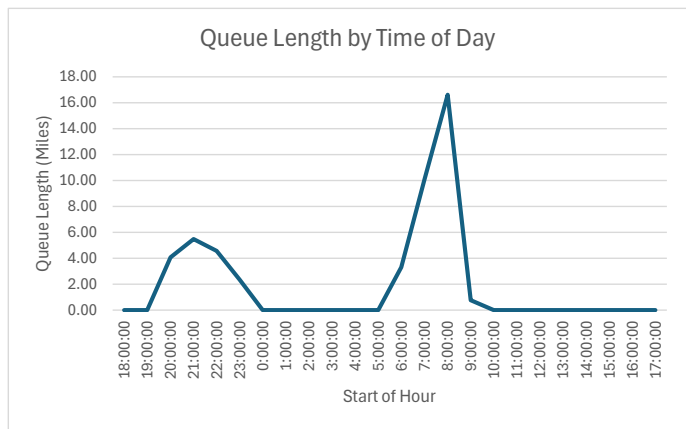
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	1,424	5,449	4,025	16.62	X	255	6,042	\$ 169,936.28
9:00:00	10:00:00	2,806	6,272	1,424	6,272	6,831	559	0.77		12	1,231	\$ 34,621.44
10:00:00	11:00:00	3,208	6,272	1,424	3,766	3,766	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,373	6,272	1,424	3,373	3,373	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,767	6,272	1,424	3,767	3,767	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,143	6,272	1,424	4,143	4,143	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,100	6,272	1,424	4,100	4,100	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,637	6,272	1,424	3,637	3,637	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,646	6,272	1,424	4,646	4,646	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,917	6,272	1,424	4,917	4,917	0	0.00		0	0	\$ -

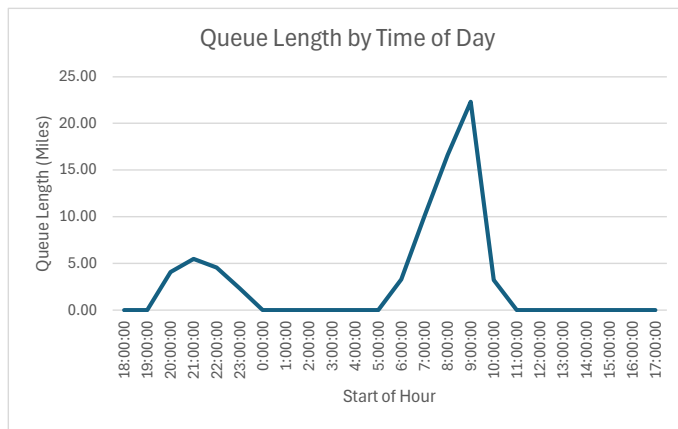
Max Queue Length (miles) 16.62 Total Delay (Hours) 18,117 \$ 509,564.79



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 120 minutes (Summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	1,424	5,449	4,025	16.62	X	255	6,042	\$ 169,936.28
9:00:00	10:00:00	2,806	6,272	1,424	1,424	6,831	5,407	22.32	X	342	8,116	\$ 228,277.66
10:00:00	11:00:00	3,208	6,272	1,424	6,272	8,614	2,342	3.22		49	5,162	\$ 145,180.70
11:00:00	12:00:00	3,373	6,272	1,424	5,715	5,715	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,767	6,272	1,424	3,767	3,767	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,143	6,272	1,424	4,143	4,143	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,100	6,272	1,424	4,100	4,100	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,637	6,272	1,424	3,637	3,637	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,646	6,272	1,424	4,646	4,646	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,917	6,272	1,424	4,917	4,917	0	0.00		0	0	\$ -
Max Queue Length (miles)								22.32	Total Delay (Hours)	30,165	\$	848,401.70



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 180 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

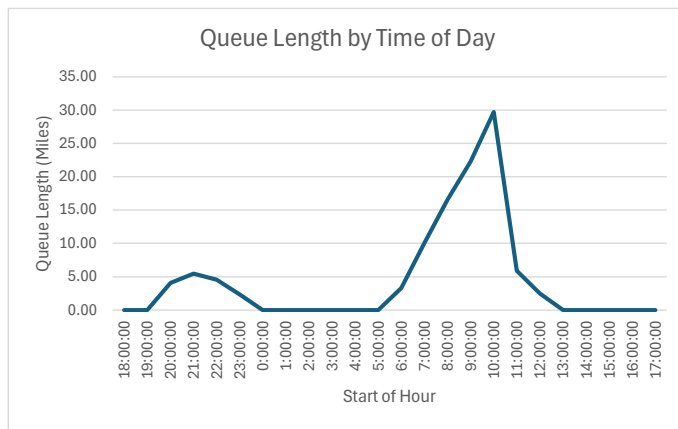
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	1,424	5,449	4,025	16.62	X	255	6,042	\$ 169,936.28
9:00:00	10:00:00	2,806	6,272	1,424	1,424	6,831	5,407	22.32	X	342	8,116	\$ 228,277.66
10:00:00	11:00:00	3,208	6,272	1,424	1,424	8,614	7,190	29.69	X	455	10,794	\$ 303,582.05
11:00:00	12:00:00	3,373	6,272	1,424	6,272	10,563	4,291	5.91		90	9,457	\$ 265,983.82
12:00:00	13:00:00	3,767	6,272	1,424	6,272	8,058	1,786	2.46		38	3,936	\$ 110,714.23
13:00:00	14:00:00	4,143	6,272	1,424	5,929	5,929	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,100	6,272	1,424	4,100	4,100	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,637	6,272	1,424	3,637	3,637	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,646	6,272	1,424	4,646	4,646	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,917	6,272	1,424	4,917	4,917	0	0.00		0	0	\$ -

Max Queue Length (miles) 29.69 Total Delay (Hours) 49,190 \$ 1,383,501.10

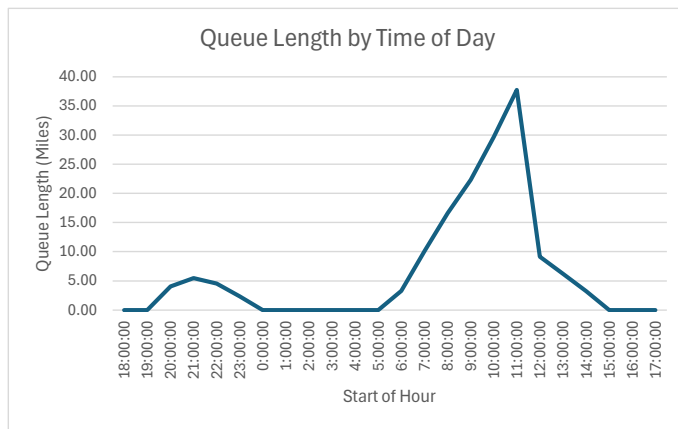


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 240 minutes (Summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	1,424	5,449	4,025	16.62	X	255	6,042	\$ 169,936.28
9:00:00	10:00:00	2,806	6,272	1,424	1,424	6,831	5,407	22.32	X	342	8,116	\$ 228,277.66
10:00:00	11:00:00	3,208	6,272	1,424	1,424	8,614	7,190	29.69	X	455	10,794	\$ 303,582.05
11:00:00	12:00:00	3,373	6,272	1,424	1,424	10,563	9,139	37.73	X	578	13,719	\$ 385,863.76
12:00:00	13:00:00	3,767	6,272	1,424	6,272	12,906	6,634	9.13		140	14,622	\$ 411,242.01
13:00:00	14:00:00	4,143	6,272	1,424	6,272	10,777	4,505	6.20		95	9,929	\$ 279,249.69
14:00:00	15:00:00	4,100	6,272	1,424	6,272	8,605	2,333	3.21		49	5,141	\$ 144,607.29
15:00:00	16:00:00	3,637	6,272	1,424	5,970	5,970	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,646	6,272	1,424	4,646	4,646	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,917	6,272	1,424	4,917	4,917	0	0.00		0	0	\$ -

Max Queue Length (miles) 37.73 Total Delay (Hours) 79,208 \$ 2,227,765.80

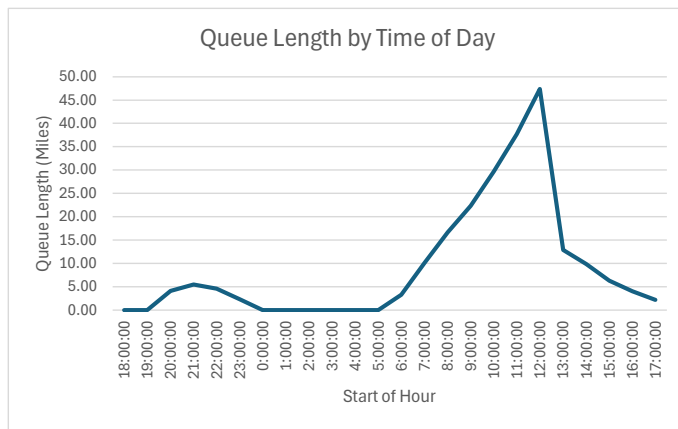


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 300 minutes (Summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,817	6,272	1,424	3,817	3,817	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,864	6,272	1,424	2,864	2,864	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,409	6,272	1,424	1,424	2,409	985	4.07	X	62	1,479	\$ 41,600.03
21:00:00	22:00:00	1,766	6,272	1,424	1,424	2,751	1,327	5.48	X	84	1,992	\$ 56,029.68
22:00:00	23:00:00	1,199	6,272	1,424	1,424	2,526	1,102	4.55	X	70	1,654	\$ 46,529.54
23:00:00	0:00:00	886	6,272	1,424	1,424	1,988	564	2.33	X	36	846	\$ 23,792.56
0:00:00	1:00:00	592	6,272	1,424	1,155	1,155	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	281	6,272	1,424	281	281	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	503	6,272	1,424	503	503	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	927	6,272	1,424	927	927	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,222	6,272	1,424	1,424	2,222	798	3.29	X	50	1,198	\$ 33,683.25
7:00:00	8:00:00	3,075	6,272	1,424	1,424	3,872	2,448	10.11	X	155	3,675	\$ 103,372.01
8:00:00	9:00:00	3,001	6,272	1,424	1,424	5,449	4,025	16.62	X	255	6,042	\$ 169,936.28
9:00:00	10:00:00	2,806	6,272	1,424	1,424	6,831	5,407	22.32	X	342	8,116	\$ 228,277.66
10:00:00	11:00:00	3,208	6,272	1,424	1,424	8,614	7,190	29.69	X	455	10,794	\$ 303,582.05
11:00:00	12:00:00	3,373	6,272	1,424	1,424	10,563	9,139	37.73	X	578	13,719	\$ 385,863.76
12:00:00	13:00:00	3,767	6,272	1,424	1,424	12,906	11,482	47.41	X	726	17,237	\$ 484,802.37
13:00:00	14:00:00	4,143	6,272	1,424	6,272	15,625	9,353	12.87		197	20,614	\$ 579,777.46
14:00:00	15:00:00	4,100	6,272	1,424	6,272	13,453	7,181	9.88		151	15,827	\$ 445,135.07
15:00:00	16:00:00	3,637	6,272	1,424	6,272	10,818	4,546	6.26		96	10,018	\$ 281,775.78
16:00:00	17:00:00	4,646	6,272	1,424	6,272	9,192	2,920	4.02		62	6,435	\$ 180,995.45
17:00:00	18:00:00	4,917	6,272	1,424	6,272	7,836	1,564	2.15		33	3,448	\$ 96,967.94

Max Queue Length (miles) 47.41 Total Delay (Hours) 123,095 \$ 3,462,120.89



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 10 PM Sat - 10 AM Sun (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

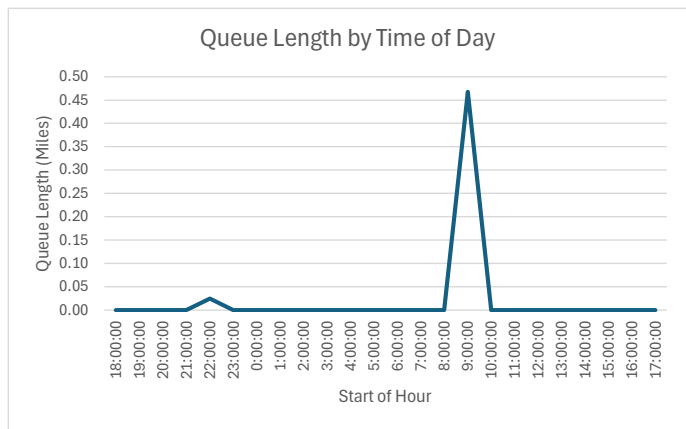
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,829	6,272	1,424	2,829	2,829	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,671	6,272	1,424	2,671	2,671	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,024	6,272	1,424	2,024	2,024	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,695	6,272	1,424	1,695	1,695	0	0.00		0	0	\$ -
22:00:00	23:00:00	1,430	6,272	1,424	1,424	1,430	6	0.02	X	0	9	\$ 253.34
23:00:00	0:00:00	1,239	6,272	1,424	1,245	1,245	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	791	6,272	1,424	791	791	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	519	6,272	1,424	519	519	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	380	6,272	1,424	380	380	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	266	6,272	1,424	266	266	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	250	6,272	1,424	250	250	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	322	6,272	1,424	322	322	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	504	6,272	1,424	504	504	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	841	6,272	1,424	841	841	0	0.00	X	0	0	\$ -
8:00:00	9:00:00	1,275	6,272	1,424	1,275	1,275	0	0.00	X	0	0	\$ -
9:00:00	10:00:00	1,537	6,272	1,424	1,424	1,537	113	0.47	X	7	170	\$ 4,781.73
10:00:00	11:00:00	2,061	6,272	1,424	2,175	2,175	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,440	6,272	1,424	2,440	2,440	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,673	6,272	1,424	2,673	2,673	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,049	6,272	1,424	3,049	3,049	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,252	6,272	1,424	3,252	3,252	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,448	6,272	1,424	3,448	3,448	0	0.00		0	0	\$ -
16:00:00	17:00:00	2,996	6,272	1,424	2,996	2,996	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,985	6,272	1,424	2,985	2,985	0	0.00		0	0	\$ -

Max Queue Length (miles) 0.47 Total Delay (Hours) 179 \$ 5,035.07

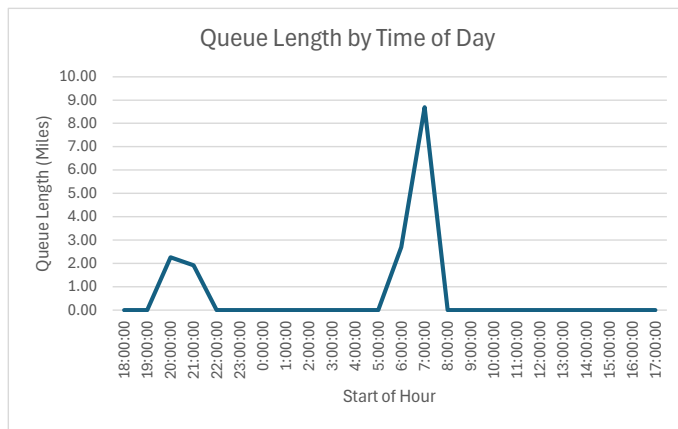


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Allowable 12-hour closure 8 PM Sun - 8 AM Mon (Non-Summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,886	6,272	1,424	2,886	2,886	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,514	6,272	1,424	2,514	2,514	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,971	6,272	1,424	1,424	1,971	547	2.26	X	35	820	\$ 23,074.77
21:00:00	22:00:00	1,343	6,272	1,424	1,424	1,889	465	1.92	X	29	698	\$ 19,633.61
22:00:00	23:00:00	848	6,272	1,424	1,313	1,313	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	635	6,272	1,424	635	635	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	431	6,272	1,424	431	431	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	263	6,272	1,424	263	263	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	209	6,272	1,424	209	209	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	215	6,272	1,424	215	215	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	435	6,272	1,424	435	435	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,030	6,272	1,424	1,030	1,030	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,077	6,272	1,424	1,424	2,077	653	2.70	X	41	980	\$ 27,560.94
7:00:00	8:00:00	2,878	6,272	1,424	1,424	3,531	2,107	8.70	X	133	3,162	\$ 88,942.36
8:00:00	9:00:00	2,409	6,272	1,424	4,516	4,516	0	0.00		0	0	\$ -
9:00:00	10:00:00	1,916	6,272	1,424	1,916	1,916	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,267	6,272	1,424	2,267	2,267	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,311	6,272	1,424	2,311	2,311	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,581	6,272	1,424	2,581	2,581	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,509	6,272	1,424	2,509	2,509	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,342	6,272	1,424	3,342	3,342	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,376	6,272	1,424	4,376	4,376	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,392	6,272	1,424	4,392	4,392	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,064	6,272	1,424	4,064	4,064	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.70 Total Delay (Hours) 5,661 \$ 159,211.68



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Mon - 8 AM Tues (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

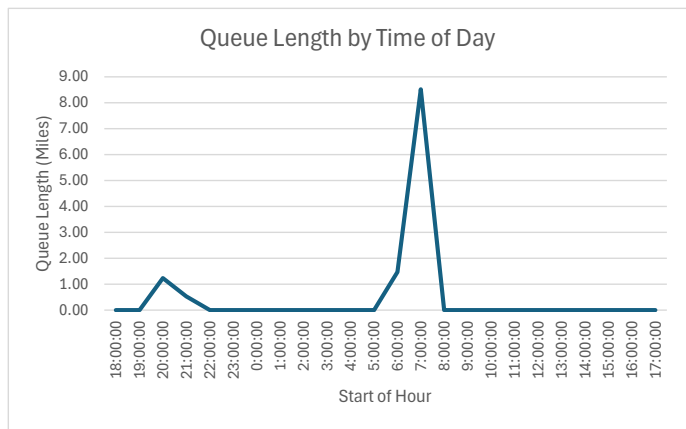
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,006	6,272	1,424	3,006	3,006	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,203	6,272	1,424	2,203	2,203	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,722	6,272	1,424	1,424	1,722	298	1.23	X	19	447	\$ 12,561.29
21:00:00	22:00:00	1,254	6,272	1,424	1,424	1,552	128	0.53	X	8	192	\$ 5,393.96
22:00:00	23:00:00	859	6,272	1,424	986	986	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	615	6,272	1,424	615	615	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	426	6,272	1,424	426	426	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	266	6,272	1,424	266	266	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	228	6,272	1,424	228	228	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	259	6,272	1,424	259	259	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	444	6,272	1,424	444	444	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,097	6,272	1,424	1,097	1,097	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,780	6,272	1,424	1,424	1,780	356	1.47	X	23	534	\$ 15,020.77
7:00:00	8:00:00	3,130	6,272	1,424	1,424	3,486	2,062	8.51	X	130	3,095	\$ 87,042.34
8:00:00	9:00:00	2,795	6,272	1,424	4,856	4,856	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,370	6,272	1,424	2,370	2,370	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,233	6,272	1,424	2,233	2,233	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,095	6,272	1,424	2,095	2,095	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,654	6,272	1,424	2,654	2,654	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,698	6,272	1,424	2,698	2,698	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,588	6,272	1,424	3,588	3,588	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,246	6,272	1,424	4,246	4,246	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,572	6,272	1,424	4,572	4,572	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,660	6,272	1,424	3,660	3,660	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.51 Total Delay (Hours) 4,267 \$ 120,018.35



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Tues - 8 AM Wed (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

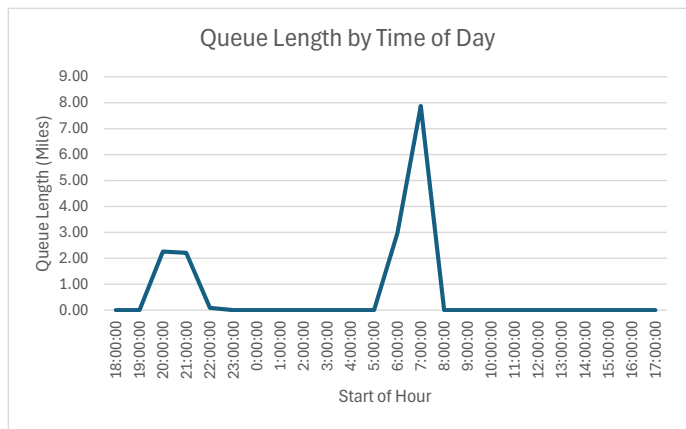
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,948	6,272	1,424	2,948	2,948	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,189	6,272	1,424	2,189	2,189	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,969	6,272	1,424	1,424	1,969	545	2.25	X	34	819	\$ 23,021.99
21:00:00	22:00:00	1,414	6,272	1,424	1,424	1,960	536	2.21	X	34	804	\$ 22,610.32
22:00:00	23:00:00	908	6,272	1,424	1,424	1,444	20	0.08	X	1	29	\$ 823.34
23:00:00	0:00:00	628	6,272	1,424	648	648	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	423	6,272	1,424	423	423	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	254	6,272	1,424	254	254	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	245	6,272	1,424	245	245	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	228	6,272	1,424	228	228	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	439	6,272	1,424	439	439	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,045	6,272	1,424	1,045	1,045	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,143	6,272	1,424	1,424	2,143	719	2.97	X	46	1,080	\$ 30,375.09
7:00:00	8:00:00	2,612	6,272	1,424	1,424	3,332	1,908	7.88	X	121	2,864	\$ 80,544.24
8:00:00	9:00:00	2,576	6,272	1,424	4,483	4,483	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,282	6,272	1,424	2,282	2,282	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,145	6,272	1,424	2,145	2,145	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,339	6,272	1,424	2,339	2,339	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,694	6,272	1,424	2,694	2,694	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,992	6,272	1,424	2,992	2,992	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,724	6,272	1,424	3,724	3,724	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,313	6,272	1,424	4,313	4,313	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,643	6,272	1,424	4,643	4,643	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,028	6,272	1,424	4,028	4,028	0	0.00		0	0	\$ -

Max Queue Length (miles) 7.88 Total Delay (Hours) 5,595 \$ 157,374.99



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Wed - 8 AM Thurs (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

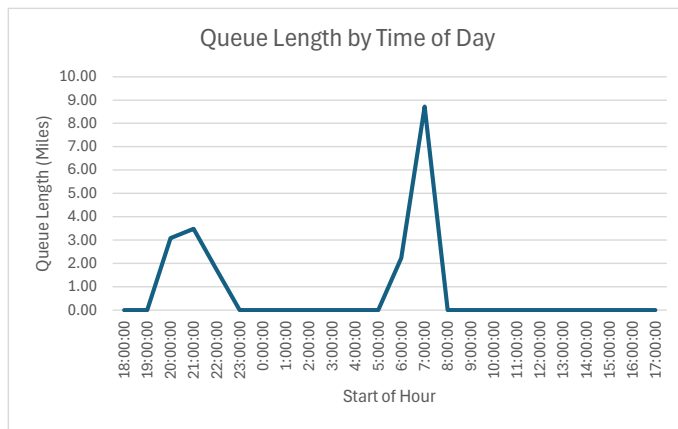
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	1,424	2,171	747	3.09	X	47	1,122	\$ 31,557.33
21:00:00	22:00:00	1,519	6,272	1,424	1,424	2,267	843	3.48	X	53	1,265	\$ 35,576.94
22:00:00	23:00:00	1,000	6,272	1,424	1,424	1,843	419	1.73	X	26	629	\$ 17,682.92
23:00:00	0:00:00	651	6,272	1,424	1,069	1,069	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	4,995	4,995	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,270	6,272	1,424	2,270	2,270	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,256	6,272	1,424	2,256	2,256	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,611	6,272	1,424	2,611	2,611	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,823	6,272	1,424	2,823	2,823	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,495	6,272	1,424	3,495	3,495	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,433	6,272	1,424	3,433	3,433	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,860	6,272	1,424	4,860	4,860	0	0.00		0	0	\$ -
16:00:00	17:00:00	5,123	6,272	1,424	5,123	5,123	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,636	6,272	1,424	4,636	4,636	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.72 Total Delay (Hours) 6,997 \$ 196,800.55



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 9 PM Thurs - 9 AM Fri (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

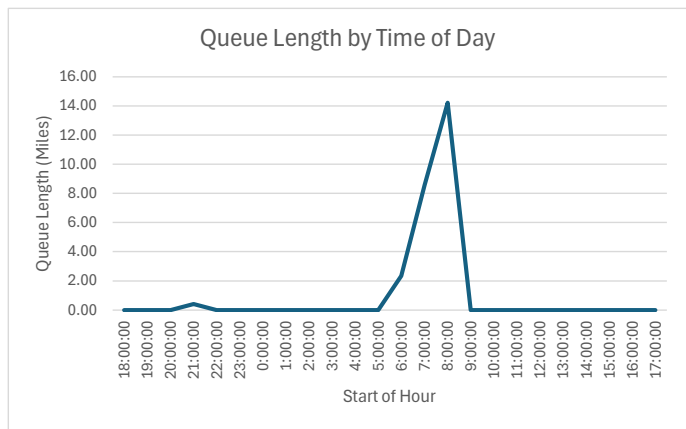
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,604	6,272	1,424	3,604	3,604	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,812	6,272	1,424	2,812	2,812	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,535	6,272	1,424	2,535	2,535	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,522	6,272	1,424	1,424	1,522	98	0.40	X	6	147	\$ 4,120.95
22:00:00	23:00:00	1,178	6,272	1,424	1,275	1,275	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	1,062	6,272	1,424	1,062	1,062	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	698	6,272	1,424	698	698	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	368	6,272	1,424	368	368	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	294	6,272	1,424	294	294	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	307	6,272	1,424	307	307	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	487	6,272	1,424	487	487	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,034	6,272	1,424	1,034	1,034	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,991	6,272	1,424	1,424	1,991	567	2.34	X	36	851	\$ 23,948.78
7:00:00	8:00:00	2,936	6,272	1,424	1,424	3,503	2,079	8.58	X	132	3,121	\$ 87,781.23
8:00:00	9:00:00	2,787	6,272	1,424	1,424	4,866	3,442	14.21	X	218	5,167	\$ 145,322.49
9:00:00	10:00:00	2,579	6,272	1,424	6,021	6,021	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,615	6,272	1,424	2,615	2,615	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,107	6,272	1,424	3,107	3,107	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,316	6,272	1,424	3,316	3,316	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,939	6,272	1,424	3,939	3,939	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,148	6,272	1,424	4,148	4,148	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,810	6,272	1,424	4,810	4,810	0	0.00		0	0	\$ -
16:00:00	17:00:00	4,707	6,272	1,424	4,707	4,707	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,435	6,272	1,424	4,435	4,435	0	0.00		0	0	\$ -

Max Queue Length (miles) 14.21 Total Delay (Hours) 9,286 \$ 261,173.45



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 10 PM Fri - 10 AM Sat (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

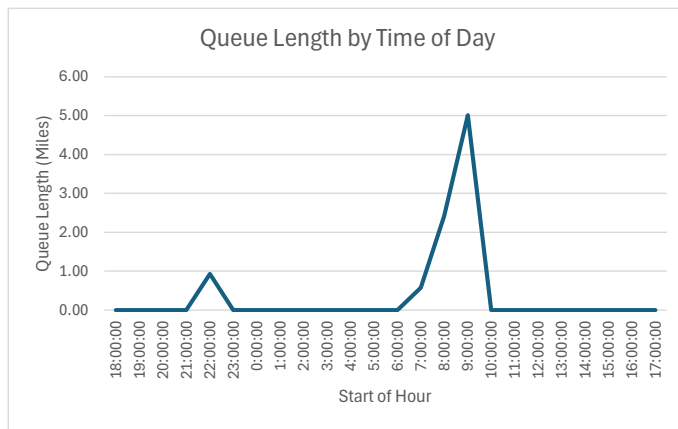
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,998	6,272	1,424	3,998	3,998	0	0.00		0	0	\$ -
19:00:00	20:00:00	3,044	6,272	1,424	3,044	3,044	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,503	6,272	1,424	2,503	2,503	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,843	6,272	1,424	1,843	1,843	0	0.00		0	0	\$ -
22:00:00	23:00:00	1,648	6,272	1,424	1,424	1,648	224	0.93	X	14	337	\$ 9,466.36
23:00:00	0:00:00	1,184	6,272	1,424	1,408	1,408	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	871	6,272	1,424	871	871	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	494	6,272	1,424	494	494	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	379	6,272	1,424	379	379	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	276	6,272	1,424	276	276	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	366	6,272	1,424	366	366	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	542	6,272	1,424	542	542	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	965	6,272	1,424	965	965	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,562	6,272	1,424	1,424	1,562	138	0.57	X	9	207	\$ 5,826.75
8:00:00	9:00:00	1,872	6,272	1,424	1,424	2,010	586	2.42	X	37	879	\$ 24,732.01
9:00:00	10:00:00	2,052	6,272	1,424	1,424	2,638	1,214	5.01	X	77	1,822	\$ 51,258.50
10:00:00	11:00:00	3,108	6,272	1,424	4,322	4,322	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,971	6,272	1,424	2,971	2,971	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,850	6,272	1,424	2,850	2,850	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,210	6,272	1,424	3,210	3,210	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,452	6,272	1,424	3,452	3,452	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,233	6,272	1,424	3,233	3,233	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,451	6,272	1,424	3,451	3,451	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,816	6,272	1,424	2,816	2,816	0	0.00		0	0	\$ -

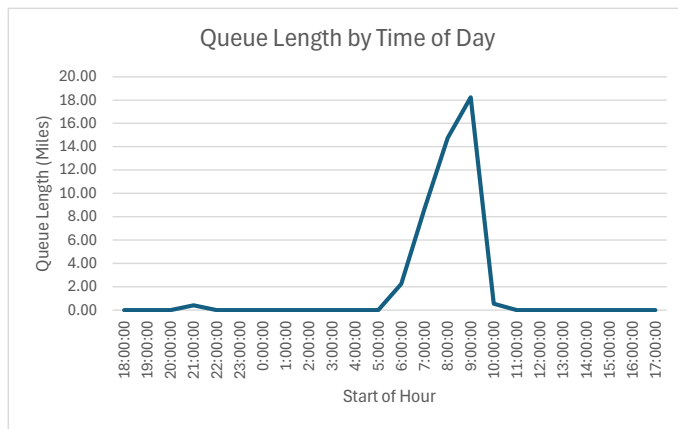
Max Queue Length (miles) 5.01 Total Delay (Hours) 3,246 \$ 91,283.62



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 60 minutes (Non-summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	2,171	2,171	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	143	\$ 4,019.61
22:00:00	23:00:00	1,000	6,272	1,424	1,095	1,095	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	651	6,272	1,424	651	651	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	1,424	4,995	3,571	14.75	X	226	5,361	\$ 150,794.57
9:00:00	10:00:00	2,270	6,272	1,424	1,424	5,841	4,417	18.24	X	279	6,631	\$ 186,506.62
10:00:00	11:00:00	2,256	6,272	1,424	6,272	6,674	402	0.55		8	885	\$ 24,895.20
11:00:00	12:00:00	2,611	6,272	1,424	3,013	3,013	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,823	6,272	1,424	2,823	2,823	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,495	6,272	1,424	3,495	3,495	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,433	6,272	1,424	3,433	3,433	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,860	6,272	1,424	4,860	4,860	0	0.00		0	0	\$ -
16:00:00	17:00:00	5,123	6,272	1,424	5,123	5,123	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,636	6,272	1,424	4,636	4,636	0	0.00		0	0	\$ -
Max Queue Length (miles)								18.24	Total Delay (Hours)		17,002	\$ 478,199.36

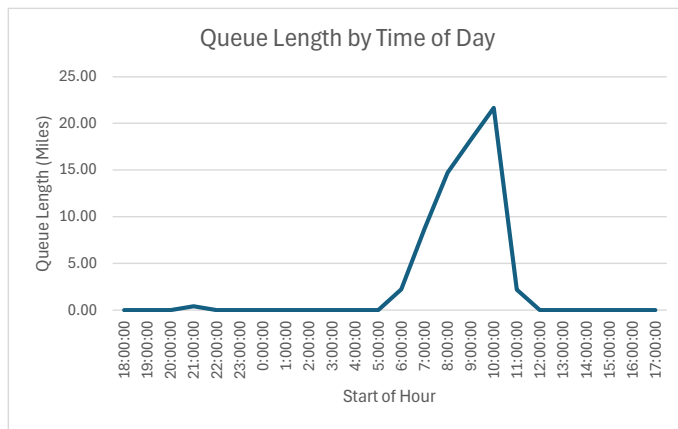


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 120 minutes (Non-summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	2,171	2,171	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	143	\$ 4,019.61
22:00:00	23:00:00	1,000	6,272	1,424	1,095	1,095	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	651	6,272	1,424	651	651	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	1,424	4,995	3,571	14.75	X	226	5,361	\$ 150,794.57
9:00:00	10:00:00	2,270	6,272	1,424	1,424	5,841	4,417	18.24	X	279	6,631	\$ 186,506.62
10:00:00	11:00:00	2,256	6,272	1,424	1,424	6,674	5,250	21.67	X	332	7,881	\$ 221,652.90
11:00:00	12:00:00	2,611	6,272	1,424	6,272	7,861	1,589	2.19		34	3,502	\$ 98,502.19
12:00:00	13:00:00	2,823	6,272	1,424	4,412	4,412	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,495	6,272	1,424	3,495	3,495	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,433	6,272	1,424	3,433	3,433	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,860	6,272	1,424	4,860	4,860	0	0.00		0	0	\$ -
16:00:00	17:00:00	5,123	6,272	1,424	5,123	5,123	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,636	6,272	1,424	4,636	4,636	0	0.00		0	0	\$ -

Max Queue Length (miles) 21.67 Total Delay (Hours) 27,500 \$ 773,459.24



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 180 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

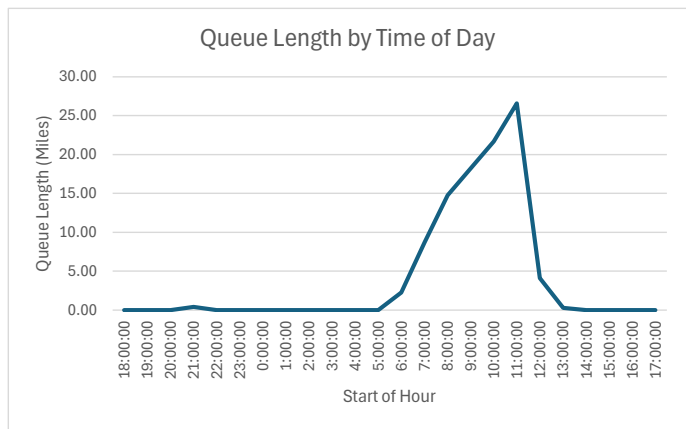
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	2,171	2,171	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	143	\$ 4,019.61
22:00:00	23:00:00	1,000	6,272	1,424	1,095	1,095	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	651	6,272	1,424	651	651	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	1,424	4,995	3,571	14.75	X	226	5,361	\$ 150,794.57
9:00:00	10:00:00	2,270	6,272	1,424	1,424	5,841	4,417	18.24	X	279	6,631	\$ 186,506.62
10:00:00	11:00:00	2,256	6,272	1,424	1,424	6,674	5,250	21.67	X	332	7,881	\$ 221,652.90
11:00:00	12:00:00	2,611	6,272	1,424	1,424	7,861	6,437	26.58	X	407	9,663	\$ 271,788.27
12:00:00	13:00:00	2,823	6,272	1,424	6,272	9,260	2,988	4.11		63	6,586	\$ 185,226.28
13:00:00	14:00:00	3,495	6,272	1,424	6,272	6,483	211	0.29		4	465	\$ 13,067.50
14:00:00	15:00:00	3,433	6,272	1,424	3,643	3,643	0	0.00		0	0	\$ -
15:00:00	16:00:00	4,860	6,272	1,424	4,860	4,860	0	0.00		0	0	\$ -
16:00:00	17:00:00	5,123	6,272	1,424	5,123	5,123	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,636	6,272	1,424	4,636	4,636	0	0.00		0	0	\$ -

Max Queue Length (miles) 26.58 Total Delay (Hours) 40,712 \$ 1,145,039.09

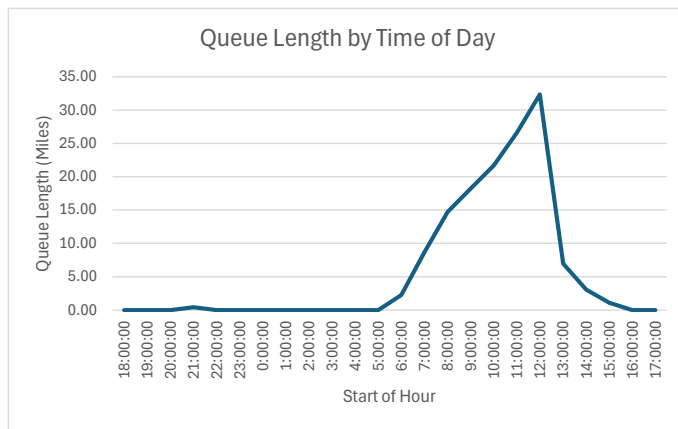


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **SB SR 1 between SR 72 and Roth Bridge**
 # of Existing Lanes **3**
 # of Open Lanes **1**
 Closure Type **Two-Lane Closure**
 Closure Hours **Failure to re-open within 240 minutes (Non-summer)**
 Total Work Zone Capacity (veh/hr) **1424**
 Values of Time (\$/hour): (2026 dollars)
 Automobiles **27.15**
 Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	2,171	2,171	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	143	\$ 4,019.61
22:00:00	23:00:00	1,000	6,272	1,424	1,095	1,095	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	651	6,272	1,424	651	651	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	1,424	4,995	3,571	14.75	X	226	5,361	\$ 150,794.57
9:00:00	10:00:00	2,270	6,272	1,424	1,424	5,841	4,417	18.24	X	279	6,631	\$ 186,506.62
10:00:00	11:00:00	2,256	6,272	1,424	1,424	6,674	5,250	21.67	X	332	7,881	\$ 221,652.90
11:00:00	12:00:00	2,611	6,272	1,424	1,424	7,861	6,437	26.58	X	407	9,663	\$ 271,788.27
12:00:00	13:00:00	2,823	6,272	1,424	1,424	9,260	7,836	32.35	X	496	11,764	\$ 330,857.99
13:00:00	14:00:00	3,495	6,272	1,424	6,272	11,331	5,059	6.96		107	11,150	\$ 313,595.28
14:00:00	15:00:00	3,433	6,272	1,424	6,272	8,491	2,219	3.05		47	4,892	\$ 137,580.72
15:00:00	16:00:00	4,860	6,272	1,424	6,272	7,079	807	1.11		17	1,779	\$ 50,025.97
16:00:00	17:00:00	5,123	6,272	1,424	5,930	5,930	0	0.00		0	0	\$ -
17:00:00	18:00:00	4,636	6,272	1,424	4,636	4,636	0	0.00		0	0	\$ -

Max Queue Length (miles) 32.35 Total Delay (Hours) 63,245 \$ 1,778,805.27

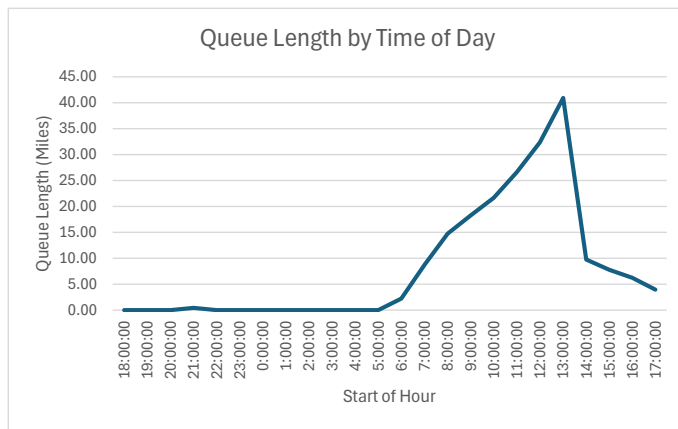


SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment	SB SR 1 between SR 72 and Roth Bridge
# of Existing Lanes	3
# of Open Lanes	1
Closure Type	Two-Lane Closure
Closure Hours	Failure to re-open within 300 minutes (Non-summer)
Total Work Zone Capacity (veh/hr)	1424
Values of Time (\$/hour): (2026 dollars)	
Automobiles	27.15
Trucks	37.99

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,607	6,272	1,424	3,607	3,607	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,421	6,272	1,424	2,421	2,421	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,171	6,272	1,424	2,171	2,171	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	143	\$ 4,019.61
22:00:00	23:00:00	1,000	6,272	1,424	1,095	1,095	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	651	6,272	1,424	651	651	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	471	6,272	1,424	471	471	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	261	6,272	1,424	261	261	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	450	6,272	1,424	450	450	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	946	6,272	1,424	946	946	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,965	6,272	1,424	1,424	1,965	541	2.23	X	34	812	\$ 22,834.10
7:00:00	8:00:00	2,995	6,272	1,424	1,424	3,535	2,111	8.72	X	134	3,170	\$ 89,149.25
8:00:00	9:00:00	2,884	6,272	1,424	1,424	4,995	3,571	14.75	X	226	5,361	\$ 150,794.57
9:00:00	10:00:00	2,270	6,272	1,424	1,424	5,841	4,417	18.24	X	279	6,631	\$ 186,506.62
10:00:00	11:00:00	2,256	6,272	1,424	1,424	6,674	5,250	21.67	X	332	7,881	\$ 221,652.90
11:00:00	12:00:00	2,611	6,272	1,424	1,424	7,861	6,437	26.58	X	407	9,663	\$ 271,788.27
12:00:00	13:00:00	2,823	6,272	1,424	1,424	9,260	7,836	32.35	X	496	11,764	\$ 330,857.99
13:00:00	14:00:00	3,495	6,272	1,424	1,424	11,331	9,907	40.90	X	627	14,872	\$ 418,292.99
14:00:00	15:00:00	3,433	6,272	1,424	6,272	13,339	7,067	9.73		149	15,577	\$ 438,108.49
15:00:00	16:00:00	4,860	6,272	1,424	6,272	11,927	5,655	7.78		119	12,464	\$ 350,553.74
16:00:00	17:00:00	5,123	6,272	1,424	6,272	10,778	4,506	6.20		95	9,932	\$ 279,351.97
17:00:00	18:00:00	4,636	6,272	1,424	6,272	9,143	2,871	3.95		61	6,327	\$ 177,948.64

Max Queue Length (miles) 40.90 **Total Delay (Hours)** 104,597 **\$** 2,941,859.15



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 9 PM Sat - 9 AM Sun (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

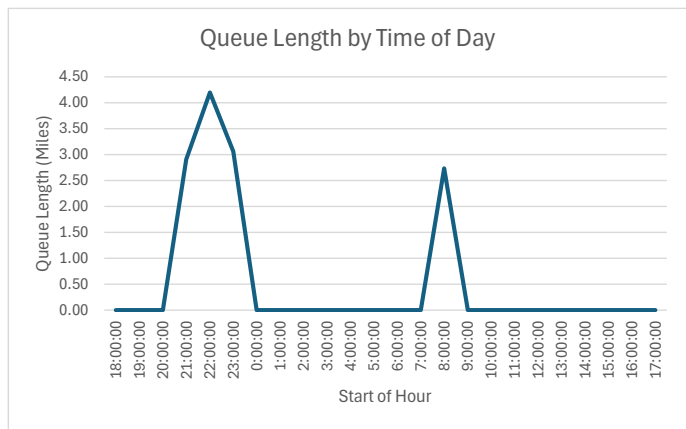
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,948	6,272	1,424	2,948	2,948	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,502	6,272	1,424	2,502	2,502	0	0.00		0	0	\$ -
20:00:00	21:00:00	2,329	6,272	1,424	2,329	2,329	0	0.00		0	0	\$ -
21:00:00	22:00:00	2,127	6,272	1,424	1,424	2,127	703	2.90	X	44	1,056	\$ 29,691.08
22:00:00	23:00:00	1,737	6,272	1,424	1,424	2,440	1,016	4.20	X	64	1,526	\$ 42,906.83
23:00:00	0:00:00	1,149	6,272	1,424	1,424	2,165	741	3.06	X	47	1,112	\$ 31,287.11
0:00:00	1:00:00	672	6,272	1,424	1,413	1,413	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	380	6,272	1,424	380	380	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	286	6,272	1,424	286	286	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	285	6,272	1,424	285	285	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	282	6,272	1,424	282	282	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	446	6,272	1,424	446	446	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	883	6,272	1,424	883	883	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,213	6,272	1,424	1,213	1,213	0	0.00	X	0	0	\$ -
8:00:00	9:00:00	2,086	6,272	1,424	1,424	2,086	662	2.73	X	42	994	\$ 27,959.95
9:00:00	10:00:00	3,352	6,272	1,424	4,014	4,014	0	0.00		0	0	\$ -
10:00:00	11:00:00	4,236	6,272	1,424	4,236	4,236	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,945	6,272	1,424	3,945	3,945	0	0.00		0	0	\$ -
12:00:00	13:00:00	4,110	6,272	1,424	4,110	4,110	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,010	6,272	1,424	4,010	4,010	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,271	6,272	1,424	4,271	4,271	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,791	6,272	1,424	3,791	3,791	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,651	6,272	1,424	3,651	3,651	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,573	6,272	1,424	3,573	3,573	0	0.00		0	0	\$ -

Max Queue Length (miles) 4.20 Total Delay (Hours) 4,688 \$ 131,844.97



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **12-hour closure 8 PM Sun - 8 AM Mon (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

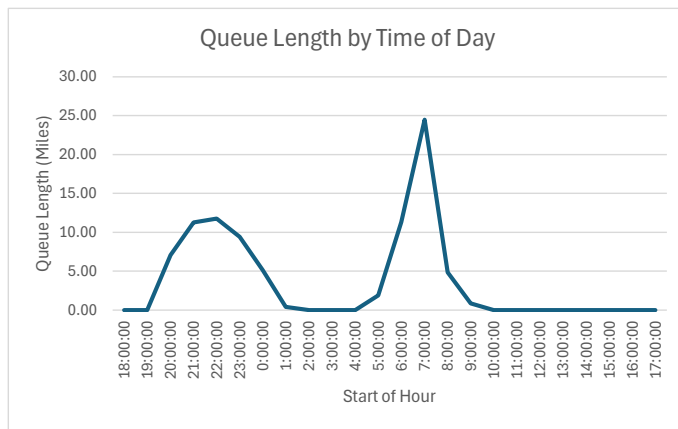
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,544	6,272	1,424	3,544	3,544	0	0.00		0	0	\$ -
19:00:00	20:00:00	3,464	6,272	1,424	3,464	3,464	0	0.00		0	0	\$ -
20:00:00	21:00:00	3,132	6,272	1,424	1,424	3,132	1,708	7.05	X	108	2,564	\$ 72,116.57
21:00:00	22:00:00	2,442	6,272	1,424	1,424	4,150	2,726	11.25	X	172	4,092	\$ 115,082.51
22:00:00	23:00:00	1,548	6,272	1,424	1,424	4,274	2,850	11.77	X	180	4,278	\$ 120,326.58
23:00:00	0:00:00	852	6,272	1,424	1,424	3,702	2,278	9.41	X	144	3,420	\$ 96,183.58
0:00:00	1:00:00	389	6,272	1,424	1,424	2,667	1,243	5.13	X	79	1,866	\$ 52,472.40
1:00:00	2:00:00	282	6,272	1,424	1,424	1,525	101	0.42	X	6	151	\$ 4,253.95
2:00:00	3:00:00	272	6,272	1,424	373	373	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	401	6,272	1,424	401	401	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	743	6,272	1,424	743	743	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,881	6,272	1,424	1,424	1,881	457	1.88	X	29	685	\$ 19,274.72
6:00:00	7:00:00	3,706	6,272	1,424	1,424	4,163	2,739	11.31	X	173	4,111	\$ 115,637.74
7:00:00	8:00:00	4,613	6,272	1,424	1,424	7,352	5,928	24.47	X	375	8,899	\$ 250,286.30
8:00:00	9:00:00	3,865	6,272	1,424	6,272	9,793	3,521	4.85		74	7,759	\$ 218,235.98
9:00:00	10:00:00	3,371	6,272	1,424	6,272	6,892	620	0.85		13	1,366	\$ 38,418.33
10:00:00	11:00:00	3,488	6,272	1,424	4,107	4,107	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,243	6,272	1,424	3,243	3,243	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,932	6,272	1,424	3,932	3,932	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,439	6,272	1,424	3,439	3,439	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,707	6,272	1,424	3,707	3,707	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,565	6,272	1,424	3,565	3,565	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,591	6,272	1,424	3,591	3,591	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,244	6,272	1,424	3,244	3,244	0	0.00		0	0	\$ -

Max Queue Length (miles) 24.47 Total Delay (Hours) 39,192 \$ 1,102,288.65



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Mon - 7 AM Tues (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

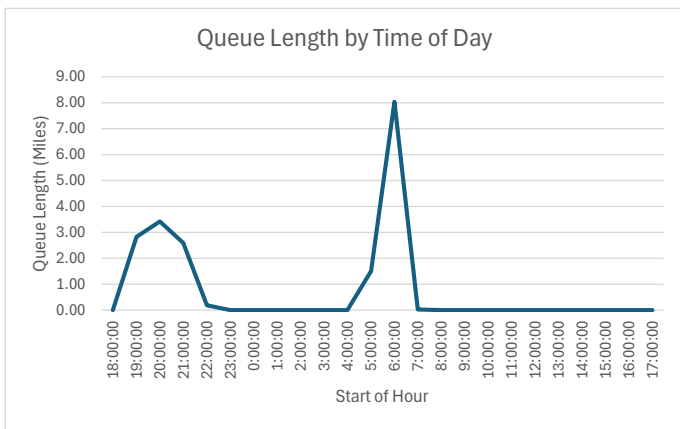
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,872	6,272	1,424	2,872	2,872	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,109	6,272	1,424	1,424	2,109	685	2.83	X	43	1,028	\$ 28,901.52
20:00:00	21:00:00	1,568	6,272	1,424	1,424	2,253	829	3.42	X	52	1,244	\$ 34,981.60
21:00:00	22:00:00	1,222	6,272	1,424	1,424	2,050	626	2.58	X	40	940	\$ 26,431.48
22:00:00	23:00:00	843	6,272	1,424	1,424	1,469	45	0.18	X	3	67	\$ 1,889.47
23:00:00	0:00:00	544	6,272	1,424	589	589	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	326	6,272	1,424	326	326	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	205	6,272	1,424	205	205	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	340	6,272	1,424	340	340	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	736	6,272	1,424	736	736	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,788	6,272	1,424	1,424	1,788	364	1.50	X	23	546	\$ 15,347.99
6:00:00	7:00:00	3,007	6,272	1,424	1,424	3,371	1,947	8.04	X	123	2,922	\$ 82,186.71
7:00:00	8:00:00	4,344	6,272	1,424	6,272	6,290	18	0.02		0	40	\$ 1,115.82
8:00:00	9:00:00	3,713	6,272	1,424	3,731	3,731	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,404	6,272	1,424	3,404	3,404	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,140	6,272	1,424	3,140	3,140	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,076	6,272	1,424	3,076	3,076	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,151	6,272	1,424	3,151	3,151	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,530	6,272	1,424	2,530	2,530	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,115	6,272	1,424	3,115	3,115	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,517	6,272	1,424	3,517	3,517	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,344	6,272	1,424	3,344	3,344	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,273	6,272	1,424	3,273	3,273	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.04 Total Delay (Hours) 6,786 \$ 190,854.60



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Tues - 7 AM Wed (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

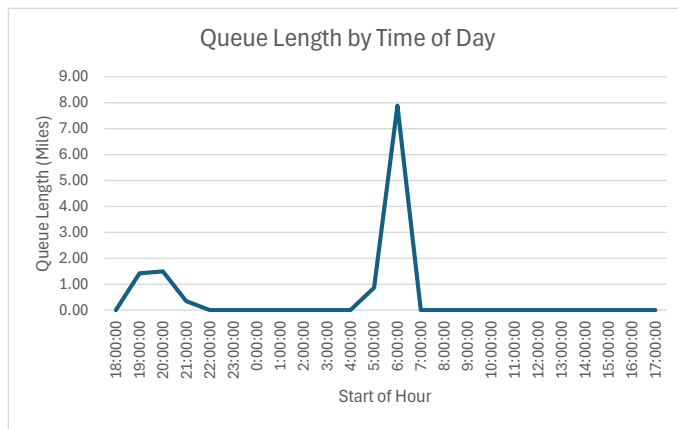
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,667	6,272	1,424	2,667	2,667	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,767	6,272	1,424	1,424	1,767	343	1.41	X	22	514	\$ 14,461.31
20:00:00	21:00:00	1,443	6,272	1,424	1,424	1,786	362	1.49	X	23	543	\$ 15,274.10
21:00:00	22:00:00	1,146	6,272	1,424	1,424	1,507	83	0.34	X	5	125	\$ 3,515.05
22:00:00	23:00:00	826	6,272	1,424	909	909	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	429	6,272	1,424	429	429	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	305	6,272	1,424	305	305	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	227	6,272	1,424	227	227	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	251	6,272	1,424	251	251	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	329	6,272	1,424	329	329	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	731	6,272	1,424	731	731	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,631	6,272	1,424	1,424	1,631	207	0.86	X	13	311	\$ 8,750.68
6:00:00	7:00:00	3,126	6,272	1,424	1,424	3,334	1,910	7.88	X	121	2,867	\$ 80,624.47
7:00:00	8:00:00	4,040	6,272	1,424	5,950	5,950	0	0.00		0	0	\$ -
8:00:00	9:00:00	3,644	6,272	1,424	3,644	3,644	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,103	6,272	1,424	3,103	3,103	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,964	6,272	1,424	2,964	2,964	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,969	6,272	1,424	2,969	2,969	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,066	6,272	1,424	3,066	3,066	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,071	6,272	1,424	3,071	3,071	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,829	6,272	1,424	2,829	2,829	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,372	6,272	1,424	3,372	3,372	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,191	6,272	1,424	3,191	3,191	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,385	6,272	1,424	3,385	3,385	0	0.00		0	0	\$ -

Max Queue Length (miles) 7.88 Total Delay (Hours) 4,360 \$ 122,625.61



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Wed - 7 AM Thurs (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

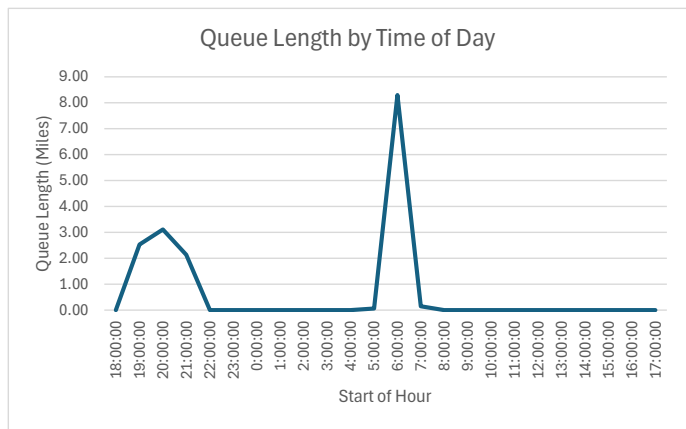
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	6,272	6,374	102	0.14		2	224	\$ 6,291.99
8:00:00	9:00:00	4,083	6,272	1,424	4,184	4,184	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,407	6,272	1,424	3,407	3,407	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,507	6,272	1,424	3,507	3,507	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,324	6,272	1,424	3,324	3,324	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,464	6,272	1,424	3,464	3,464	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,505	6,272	1,424	3,505	3,505	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,456	6,272	1,424	3,456	3,456	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,873	6,272	1,424	2,873	2,873	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,630	6,272	1,424	3,630	3,630	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.29 Total Delay (Hours) 6,087 \$ 171,193.20



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Thurs - 7 AM Fri (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

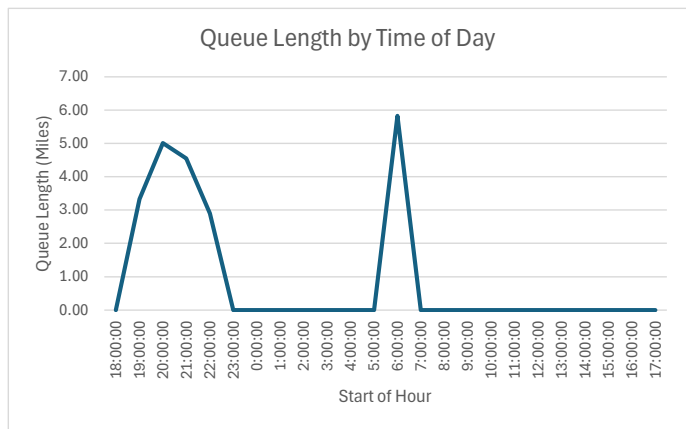
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,040	6,272	1,424	3,040	3,040	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,231	6,272	1,424	1,424	2,231	807	3.33	X	51	1,212	\$ 34,084.37
20:00:00	21:00:00	1,829	6,272	1,424	1,424	2,636	1,212	5.01	X	77	1,820	\$ 51,184.61
21:00:00	22:00:00	1,313	6,272	1,424	1,424	2,525	1,101	4.55	X	70	1,653	\$ 46,487.32
22:00:00	23:00:00	1,026	6,272	1,424	1,424	2,127	703	2.90	X	44	1,055	\$ 29,672.08
23:00:00	0:00:00	624	6,272	1,424	1,326	1,326	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	351	6,272	1,424	351	351	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	258	6,272	1,424	258	258	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	256	6,272	1,424	256	256	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	365	6,272	1,424	365	365	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	604	6,272	1,424	604	604	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,395	6,272	1,424	1,395	1,395	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	2,834	6,272	1,424	1,424	2,834	1,410	5.82	X	89	2,117	\$ 59,551.06
7:00:00	8:00:00	3,335	6,272	1,424	4,746	4,746	0	0.00		0	0	\$ -
8:00:00	9:00:00	3,393	6,272	1,424	3,393	3,393	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,142	6,272	1,424	3,142	3,142	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,467	6,272	1,424	3,467	3,467	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,527	6,272	1,424	3,527	3,527	0	0.00		0	0	\$ -
12:00:00	13:00:00	4,126	6,272	1,424	4,126	4,126	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,725	6,272	1,424	3,725	3,725	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,754	6,272	1,424	3,754	3,754	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,552	6,272	1,424	3,552	3,552	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,483	6,272	1,424	3,483	3,483	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,835	6,272	1,424	3,835	3,835	0	0.00		0	0	\$ -

Max Queue Length (miles) 5.82 Total Delay (Hours) 7,857 \$ 220,979.44



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 9 PM Fri - 9 AM Sat (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

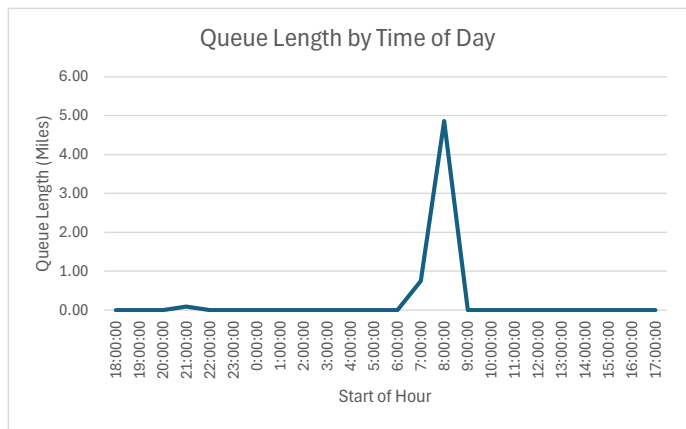
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,052	6,272	1,424	3,052	3,052	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,551	6,272	1,424	2,551	2,551	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,904	6,272	1,424	1,904	1,904	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,445	6,272	1,424	1,424	1,445	21	0.09	X	1	32	\$ 886.68
22:00:00	23:00:00	1,221	6,272	1,424	1,242	1,242	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	767	6,272	1,424	767	767	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	436	6,272	1,424	436	436	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	302	6,272	1,424	302	302	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	251	6,272	1,424	251	251	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	270	6,272	1,424	270	270	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	312	6,272	1,424	312	312	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	549	6,272	1,424	549	549	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,222	6,272	1,424	1,222	1,222	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,604	6,272	1,424	1,424	1,604	180	0.74	X	11	271	\$ 7,617.00
8:00:00	9:00:00	2,421	6,272	1,424	1,424	2,601	1,177	4.86	X	74	1,768	\$ 49,713.14
9:00:00	10:00:00	3,208	6,272	1,424	4,386	4,386	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,762	6,272	1,424	3,762	3,762	0	0.00		0	0	\$ -
11:00:00	12:00:00	4,286	6,272	1,424	4,286	4,286	0	0.00		0	0	\$ -
12:00:00	13:00:00	4,209	6,272	1,424	4,209	4,209	0	0.00		0	0	\$ -
13:00:00	14:00:00	4,212	6,272	1,424	4,212	4,212	0	0.00		0	0	\$ -
14:00:00	15:00:00	4,188	6,272	1,424	4,188	4,188	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,558	6,272	1,424	3,558	3,558	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,252	6,272	1,424	3,252	3,252	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,332	6,272	1,424	3,332	3,332	0	0.00		0	0	\$ -

Max Queue Length (miles) 4.86 Total Delay (Hours) 2,070 \$ 58,216.82



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 60 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

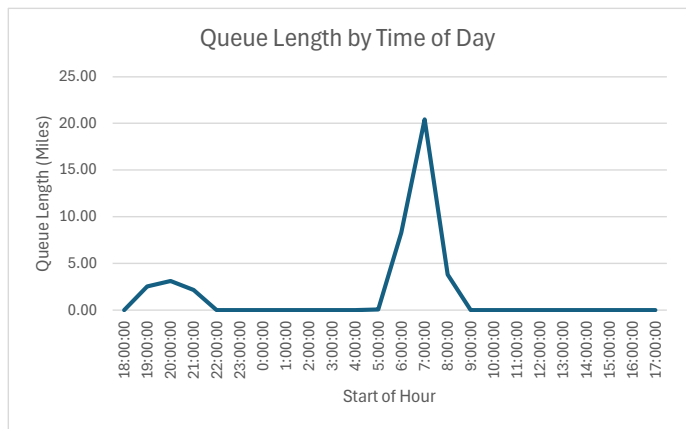
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	1,424	6,374	4,950	20.44	X	313	7,430	\$ 208,981.83
8:00:00	9:00:00	4,083	6,272	1,424	6,272	9,032	2,760	3.80		58	6,083	\$ 171,092.54
9:00:00	10:00:00	3,407	6,272	1,424	6,167	6,167	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,507	6,272	1,424	3,507	3,507	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,324	6,272	1,424	3,324	3,324	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,464	6,272	1,424	3,464	3,464	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,505	6,272	1,424	3,505	3,505	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,456	6,272	1,424	3,456	3,456	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,873	6,272	1,424	2,873	2,873	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,630	6,272	1,424	3,630	3,630	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 20.44 Total Delay (Hours) 19,376 \$ 544,975.58



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 120 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

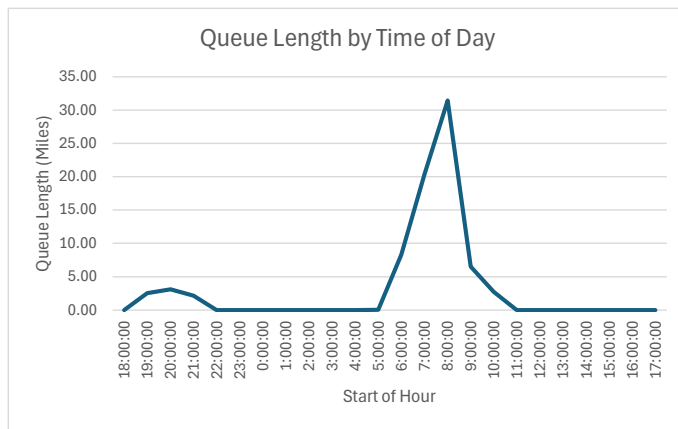
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	1,424	6,374	4,950	20.44	X	313	7,430	\$ 208,981.83
8:00:00	9:00:00	4,083	6,272	1,424	1,424	9,032	7,608	31.41	X	481	11,421	\$ 321,231.18
9:00:00	10:00:00	3,407	6,272	1,424	6,272	11,015	4,743	6.53		100	10,453	\$ 293,987.82
10:00:00	11:00:00	3,507	6,272	1,424	6,272	8,250	1,978	2.72		42	4,359	\$ 122,600.83
11:00:00	12:00:00	3,324	6,272	1,424	5,302	5,302	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,464	6,272	1,424	3,464	3,464	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,505	6,272	1,424	3,505	3,505	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,456	6,272	1,424	3,456	3,456	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,873	6,272	1,424	2,873	2,873	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,630	6,272	1,424	3,630	3,630	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 31.41 Total Delay (Hours) 39,526 \$ 1,111,702.87



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 180 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

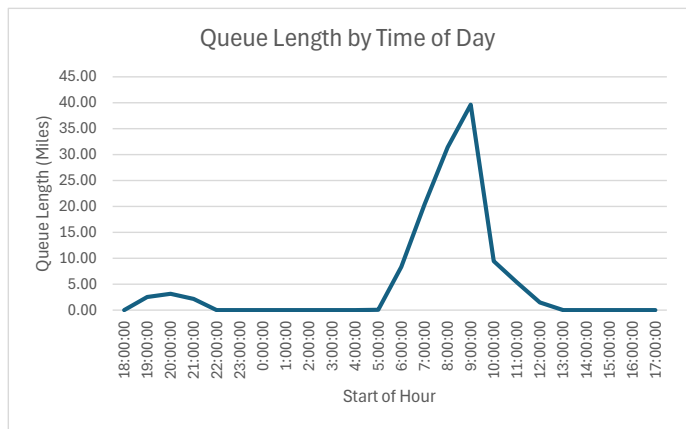
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	1,424	6,374	4,950	20.44	X	313	7,430	\$ 208,981.83
8:00:00	9:00:00	4,083	6,272	1,424	1,424	9,032	7,608	31.41	X	481	11,421	\$ 321,231.18
9:00:00	10:00:00	3,407	6,272	1,424	1,424	11,015	9,591	39.60	X	607	14,397	\$ 404,937.92
10:00:00	11:00:00	3,507	6,272	1,424	6,272	13,098	6,826	9.39		144	15,044	\$ 423,128.60
11:00:00	12:00:00	3,324	6,272	1,424	6,272	10,150	3,878	5.34		82	8,547	\$ 240,397.42
12:00:00	13:00:00	3,464	6,272	1,424	6,272	7,342	1,070	1.47		23	2,358	\$ 66,313.86
13:00:00	14:00:00	3,505	6,272	1,424	4,575	4,575	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,456	6,272	1,424	3,456	3,456	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,873	6,272	1,424	2,873	2,873	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,630	6,272	1,424	3,630	3,630	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 39.60 Total Delay (Hours) 65,061 \$ 1,829,892.02



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 240 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

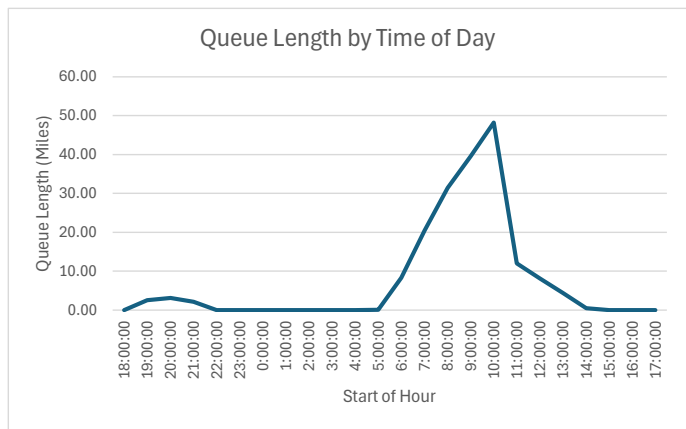
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	1,424	6,374	4,950	20.44	X	313	7,430	\$ 208,981.83
8:00:00	9:00:00	4,083	6,272	1,424	1,424	9,032	7,608	31.41	X	481	11,421	\$ 321,231.18
9:00:00	10:00:00	3,407	6,272	1,424	1,424	11,015	9,591	39.60	X	607	14,397	\$ 404,937.92
10:00:00	11:00:00	3,507	6,272	1,424	1,424	13,098	11,674	48.20	X	738	17,525	\$ 492,898.60
11:00:00	12:00:00	3,324	6,272	1,424	6,272	14,998	8,726	12.01		184	19,232	\$ 540,925.19
12:00:00	13:00:00	3,464	6,272	1,424	6,272	12,190	5,918	8.14		125	13,043	\$ 366,841.63
13:00:00	14:00:00	3,505	6,272	1,424	6,272	9,423	3,151	4.34		66	6,945	\$ 195,330.65
14:00:00	15:00:00	3,456	6,272	1,424	6,272	6,607	335	0.46		7	738	\$ 20,751.17
15:00:00	16:00:00	2,873	6,272	1,424	3,208	3,208	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,630	6,272	1,424	3,630	3,630	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 48.20 Total Delay (Hours) 96,595 \$ 2,716,799.39



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 300 minutes (Summer)**

Total Work Zone Capacity (veh/hr) **1424**

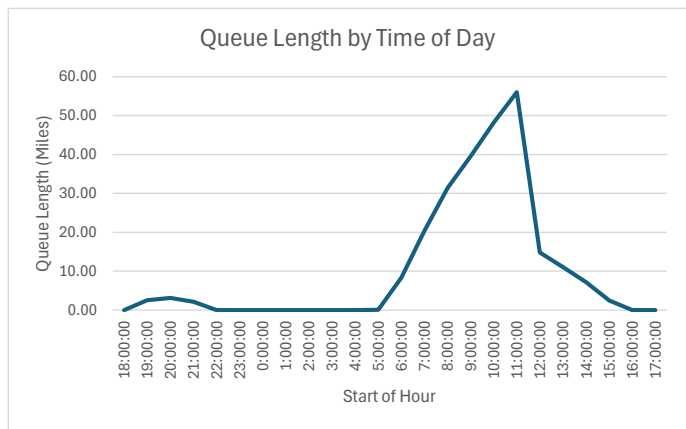
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,786	6,272	1,424	2,786	2,786	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,037	6,272	1,424	1,424	2,037	613	2.53	X	39	920	\$ 25,882.59
20:00:00	21:00:00	1,565	6,272	1,424	1,424	2,178	754	3.11	X	48	1,132	\$ 31,836.00
21:00:00	22:00:00	1,188	6,272	1,424	1,424	1,942	518	2.14	X	33	777	\$ 21,860.86
22:00:00	23:00:00	855	6,272	1,424	1,373	1,373	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	529	6,272	1,424	529	529	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	360	6,272	1,424	360	360	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	238	6,272	1,424	238	238	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	383	6,272	1,424	383	383	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	732	6,272	1,424	732	732	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,437	6,272	1,424	1,424	1,437	13	0.05	X	1	20	\$ 548.90
6:00:00	7:00:00	3,419	6,272	1,424	1,424	3,432	2,008	8.29	X	127	3,014	\$ 84,772.86
7:00:00	8:00:00	4,366	6,272	1,424	1,424	6,374	4,950	20.44	X	313	7,430	\$ 208,981.83
8:00:00	9:00:00	4,083	6,272	1,424	1,424	9,032	7,608	31.41	X	481	11,421	\$ 321,231.18
9:00:00	10:00:00	3,407	6,272	1,424	1,424	11,015	9,591	39.60	X	607	14,397	\$ 404,937.92
10:00:00	11:00:00	3,507	6,272	1,424	1,424	13,098	11,674	48.20	X	738	17,525	\$ 492,898.60
11:00:00	12:00:00	3,324	6,272	1,424	1,424	14,998	13,574	56.04	X	859	20,378	\$ 573,132.51
12:00:00	13:00:00	3,464	6,272	1,424	6,272	17,038	10,766	14.82		227	23,728	\$ 667,369.40
13:00:00	14:00:00	3,505	6,272	1,424	6,272	14,271	7,999	11.01		169	17,630	\$ 495,858.43
14:00:00	15:00:00	3,456	6,272	1,424	6,272	11,455	5,183	7.13		109	11,423	\$ 321,278.94
15:00:00	16:00:00	2,873	6,272	1,424	6,272	8,056	1,784	2.46		38	3,932	\$ 110,590.25
16:00:00	17:00:00	3,630	6,272	1,424	5,414	5,414	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,567	6,272	1,424	3,567	3,567	0	0.00		0	0	\$ -

Max Queue Length (miles) 56.04 Total Delay (Hours) 133,728 \$ 3,761,180.27



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 9 PM Sat - 9 AM Sun (Non-Summer)**

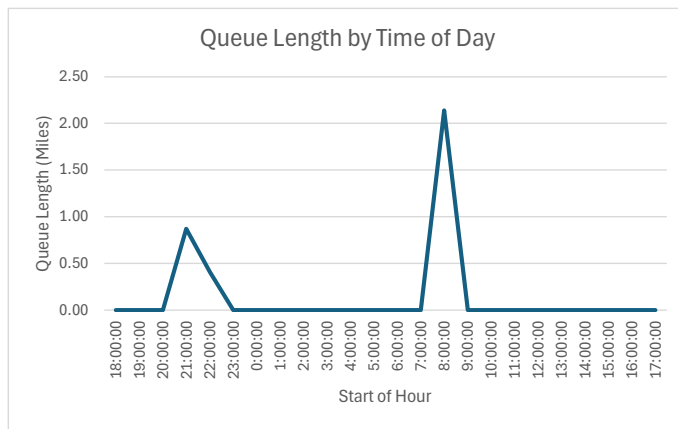
Total Work Zone Capacity (veh/hr) **1424**

Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,696	6,272	1,424	2,696	2,696	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,078	6,272	1,424	2,078	2,078	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,813	6,272	1,424	1,813	1,813	0	0.00		0	0	\$ -
21:00:00	22:00:00	1,635	6,272	1,424	1,424	1,635	211	0.87	X	13	316	\$ 8,898.46
22:00:00	23:00:00	1,312	6,272	1,424	1,424	1,523	99	0.41	X	6	148	\$ 4,158.95
23:00:00	0:00:00	1,048	6,272	1,424	1,147	1,147	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	669	6,272	1,424	669	669	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	459	6,272	1,424	459	459	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	309	6,272	1,424	309	309	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	275	6,272	1,424	275	275	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	266	6,272	1,424	266	266	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	459	6,272	1,424	459	459	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	808	6,272	1,424	808	808	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,096	6,272	1,424	1,096	1,096	0	0.00	X	0	0	\$ -
8:00:00	9:00:00	1,942	6,272	1,424	1,424	1,942	518	2.14	X	33	778	\$ 21,871.42
9:00:00	10:00:00	2,894	6,272	1,424	3,412	3,412	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,489	6,272	1,424	3,489	3,489	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,890	6,272	1,424	3,890	3,890	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,618	6,272	1,424	3,618	3,618	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,626	6,272	1,424	3,626	3,626	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,789	6,272	1,424	3,789	3,789	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,200	6,272	1,424	3,200	3,200	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,163	6,272	1,424	3,163	3,163	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,104	6,272	1,424	3,104	3,104	0	0.00		0	0	\$ -
Max Queue Length (miles)								2.14	Total Delay (Hours)		1,242	\$ 34,928.82



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Sun - 7 AM Mon (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

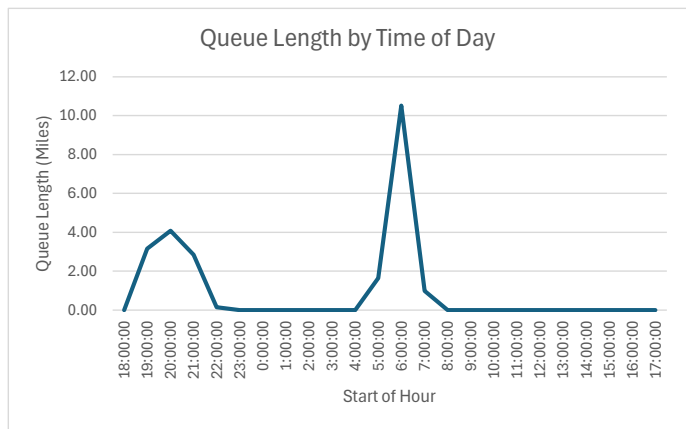
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,698	6,272	1,424	2,698	2,698	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,188	6,272	1,424	1,424	2,188	764	3.15	X	48	1,147	\$ 32,258.23
20:00:00	21:00:00	1,646	6,272	1,424	1,424	2,410	986	4.07	X	62	1,479	\$ 41,610.59
21:00:00	22:00:00	1,127	6,272	1,424	1,424	2,113	689	2.84	X	44	1,034	\$ 29,080.96
22:00:00	23:00:00	772	6,272	1,424	1,424	1,460	36	0.15	X	2	54	\$ 1,530.58
23:00:00	0:00:00	504	6,272	1,424	541	541	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	354	6,272	1,424	354	354	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	259	6,272	1,424	259	259	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	251	6,272	1,424	251	251	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	393	6,272	1,424	393	393	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	746	6,272	1,424	746	746	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,822	6,272	1,424	1,424	1,822	398	1.64	X	25	597	\$ 16,794.13
6:00:00	7:00:00	3,574	6,272	1,424	1,424	3,971	2,547	10.52	X	161	3,824	\$ 107,552.07
7:00:00	8:00:00	4,437	6,272	1,424	6,272	6,984	712	0.98		15	1,570	\$ 44,152.41
8:00:00	9:00:00	3,613	6,272	1,424	4,326	4,326	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,964	6,272	1,424	2,964	2,964	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,181	6,272	1,424	3,181	3,181	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,014	6,272	1,424	3,014	3,014	0	0.00		0	0	\$ -
12:00:00	13:00:00	3,005	6,272	1,424	3,005	3,005	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,704	6,272	1,424	2,704	2,704	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,039	6,272	1,424	3,039	3,039	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,243	6,272	1,424	3,243	3,243	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,081	6,272	1,424	3,081	3,081	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,896	6,272	1,424	2,896	2,896	0	0.00		0	0	\$ -

Max Queue Length (miles) 10.52 Total Delay (Hours) 9,706 \$ 272,978.97



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Mon - 7 AM Tues (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

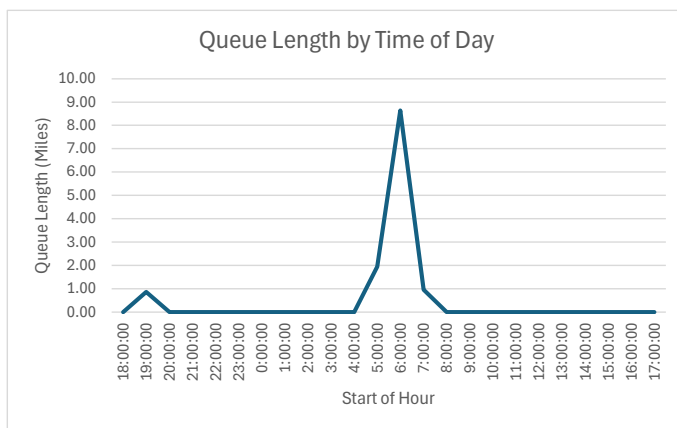
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,433	6,272	1,424	2,433	2,433	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,632	6,272	1,424	1,424	1,632	208	0.86	X	13	312	\$ 8,761.23
20:00:00	21:00:00	1,112	6,272	1,424	1,319	1,319	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	846	6,272	1,424	846	846	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	583	6,272	1,424	583	583	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	354	6,272	1,424	354	354	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	260	6,272	1,424	260	260	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	195	6,272	1,424	195	195	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	239	6,272	1,424	239	239	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	388	6,272	1,424	388	388	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	795	6,272	1,424	795	795	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,894	6,272	1,424	1,424	1,894	470	1.94	X	30	705	\$ 19,834.17
6:00:00	7:00:00	3,048	6,272	1,424	1,424	3,518	2,094	8.64	X	132	3,143	\$ 88,404.02
7:00:00	8:00:00	4,871	6,272	1,424	6,272	6,965	693	0.95		15	1,526	\$ 42,928.11
8:00:00	9:00:00	3,899	6,272	1,424	4,592	4,592	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,398	6,272	1,424	3,398	3,398	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,888	6,272	1,424	2,888	2,888	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,341	6,272	1,424	2,341	2,341	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,602	6,272	1,424	2,602	2,602	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,478	6,272	1,424	2,478	2,478	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,871	6,272	1,424	2,871	2,871	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,950	6,272	1,424	2,950	2,950	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,115	6,272	1,424	3,115	3,115	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,540	6,272	1,424	2,540	2,540	0	0.00		0	0	\$ -

Max Queue Length (miles) 8.64 Total Delay (Hours) 5,686 \$ 159,927.53



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 6 PM Tues - 6 AM Wed (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

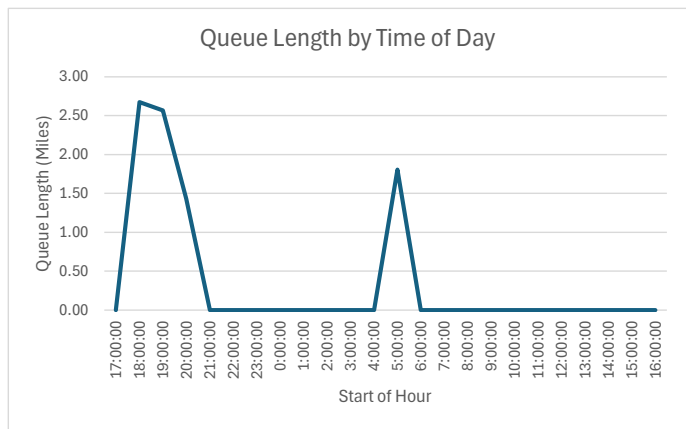
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,072	6,272	1,424	1,424	2,072	648	2.67	X	41	972	\$ 27,349.83
19:00:00	20:00:00	1,398	6,272	1,424	1,424	2,046	622	2.57	X	39	933	\$ 26,241.48
20:00:00	21:00:00	1,149	6,272	1,424	1,424	1,771	347	1.43	X	22	521	\$ 14,640.76
21:00:00	22:00:00	882	6,272	1,424	1,229	1,229	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	620	6,272	1,424	620	620	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	379	6,272	1,424	379	379	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	208	6,272	1,424	208	208	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	242	6,272	1,424	242	242	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	326	6,272	1,424	326	326	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	786	6,272	1,424	786	786	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,861	6,272	1,424	1,424	1,861	437	1.81	X	28	656	\$ 18,459.82
6:00:00	7:00:00	3,818	6,272	1,424	4,255	4,255	0	0.00		0	0	\$ -
7:00:00	8:00:00	4,272	6,272	1,424	4,272	4,272	0	0.00		0	0	\$ -
8:00:00	9:00:00	3,603	6,272	1,424	3,603	3,603	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,234	6,272	1,424	3,234	3,234	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,593	6,272	1,424	2,593	2,593	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,658	6,272	1,424	2,658	2,658	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,664	6,272	1,424	2,664	2,664	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,616	6,272	1,424	2,616	2,616	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,990	6,272	1,424	2,990	2,990	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,059	6,272	1,424	3,059	3,059	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,225	6,272	1,424	3,225	3,225	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,806	6,272	1,424	2,806	2,806	0	0.00		0	0	\$ -

Max Queue Length (miles) 2.67 Total Delay (Hours) 3,082 \$ 86,691.89



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Wed - 7 AM Thurs (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

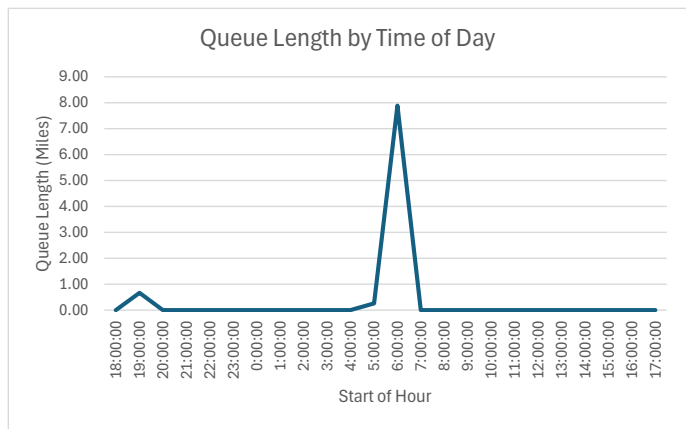
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	6,204	6,204	0	0.00		0	0	\$ -
8:00:00	9:00:00	3,962	6,272	1,424	3,962	3,962	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,027	6,272	1,424	3,027	3,027	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,642	6,272	1,424	2,642	2,642	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,627	6,272	1,424	2,627	2,627	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,521	6,272	1,424	2,521	2,521	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,897	6,272	1,424	2,897	2,897	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,716	6,272	1,424	2,716	2,716	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,461	6,272	1,424	3,461	3,461	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 7.88 Total Delay (Hours) 3,198 \$ 89,934.60



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 7 PM Thurs - 7 AM Fri (Non-Summer)**

Total Work Zone Capacity (veh/hr) **1424**

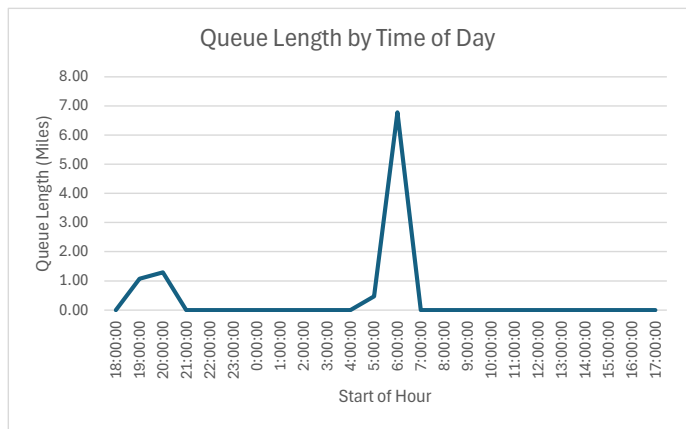
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,503	6,272	1,424	2,503	2,503	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,685	6,272	1,424	1,424	1,685	261	1.08	X	16	392	\$ 11,011.71
20:00:00	21:00:00	1,477	6,272	1,424	1,424	1,738	314	1.29	X	20	471	\$ 13,241.08
21:00:00	22:00:00	917	6,272	1,424	1,230	1,230	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	717	6,272	1,424	717	717	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	506	6,272	1,424	506	506	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	331	6,272	1,424	331	331	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	258	6,272	1,424	258	258	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	265	6,272	1,424	265	265	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	378	6,272	1,424	378	378	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	644	6,272	1,424	644	644	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,537	6,272	1,424	1,424	1,537	113	0.46	X	7	169	\$ 4,754.29
6:00:00	7:00:00	2,952	6,272	1,424	1,424	3,065	1,641	6.77	X	104	2,463	\$ 69,270.75
7:00:00	8:00:00	3,965	6,272	1,424	5,606	5,606	0	0.00		0	0	\$ -
8:00:00	9:00:00	3,473	6,272	1,424	3,473	3,473	0	0.00		0	0	\$ -
9:00:00	10:00:00	3,271	6,272	1,424	3,271	3,271	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,966	6,272	1,424	2,966	2,966	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,979	6,272	1,424	2,979	2,979	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,896	6,272	1,424	2,896	2,896	0	0.00		0	0	\$ -
13:00:00	14:00:00	3,171	6,272	1,424	3,171	3,171	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,384	6,272	1,424	3,384	3,384	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,795	6,272	1,424	3,795	3,795	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,568	6,272	1,424	3,568	3,568	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,399	6,272	1,424	3,399	3,399	0	0.00		0	0	\$ -

Max Queue Length (miles) 6.77 Total Delay (Hours) 3,494 \$ 98,277.83



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Allowable 12-hour closure 8 PM Fri - 8 AM Sat (Non-Summer)**

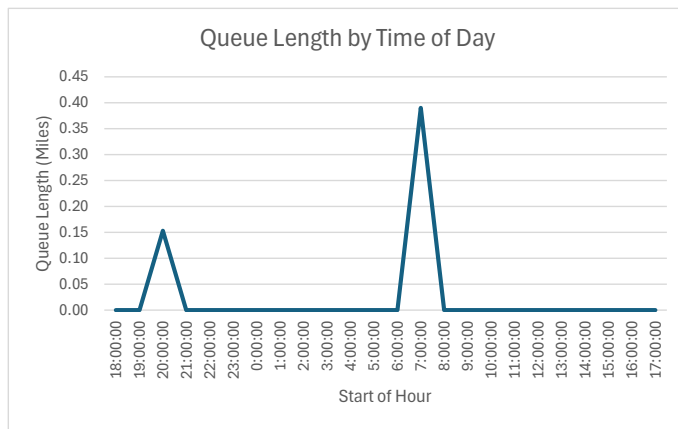
Total Work Zone Capacity (veh/hr) **1424**

Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	3,018	6,272	1,424	3,018	3,018	0	0.00		0	0	\$ -
19:00:00	20:00:00	2,024	6,272	1,424	2,024	2,024	0	0.00		0	0	\$ -
20:00:00	21:00:00	1,461	6,272	1,424	1,424	1,461	37	0.15	X	2	56	\$ 1,562.24
21:00:00	22:00:00	1,172	6,272	1,424	1,209	1,209	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	1,092	6,272	1,424	1,092	1,092	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	742	6,272	1,424	742	742	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	497	6,272	1,424	497	497	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	310	6,272	1,424	310	310	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	252	6,272	1,424	252	252	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	350	6,272	1,424	350	350	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	568	6,272	1,424	568	568	0	0.00	X	0	0	\$ -
6:00:00	7:00:00	1,064	6,272	1,424	1,064	1,064	0	0.00	X	0	0	\$ -
7:00:00	8:00:00	1,519	6,272	1,424	1,424	1,519	95	0.39	X	6	142	\$ 3,990.06
8:00:00	9:00:00	2,118	6,272	1,424	2,213	2,213	0	0.00		0	0	\$ -
9:00:00	10:00:00	2,330	6,272	1,424	2,330	2,330	0	0.00		0	0	\$ -
10:00:00	11:00:00	3,386	6,272	1,424	3,386	3,386	0	0.00		0	0	\$ -
11:00:00	12:00:00	3,075	6,272	1,424	3,075	3,075	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,819	6,272	1,424	2,819	2,819	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,937	6,272	1,424	2,937	2,937	0	0.00		0	0	\$ -
14:00:00	15:00:00	3,116	6,272	1,424	3,116	3,116	0	0.00		0	0	\$ -
15:00:00	16:00:00	2,845	6,272	1,424	2,845	2,845	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,320	6,272	1,424	3,320	3,320	0	0.00		0	0	\$ -
17:00:00	18:00:00	2,688	6,272	1,424	2,688	2,688	0	0.00		0	0	\$ -
Max Queue Length (miles)								0.39	Total Delay (Hours)		197	\$ 5,552.30



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 60 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

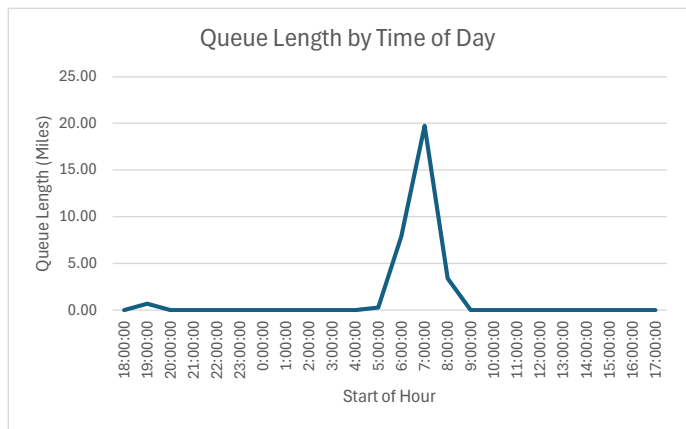
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	1,424	6,204	4,780	19.74	X	302	7,176	\$ 201,841.95
8:00:00	9:00:00	3,962	6,272	1,424	6,272	8,743	2,471	3.40		52	5,446	\$ 153,165.02
9:00:00	10:00:00	3,027	6,272	1,424	5,498	5,498	0	0.00		0	0	\$ -
10:00:00	11:00:00	2,642	6,272	1,424	2,642	2,642	0	0.00		0	0	\$ -
11:00:00	12:00:00	2,627	6,272	1,424	2,627	2,627	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,521	6,272	1,424	2,521	2,521	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,897	6,272	1,424	2,897	2,897	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,716	6,272	1,424	2,716	2,716	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,461	6,272	1,424	3,461	3,461	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 19.74 Total Delay (Hours) 15,820 \$ 444,941.57



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 120 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

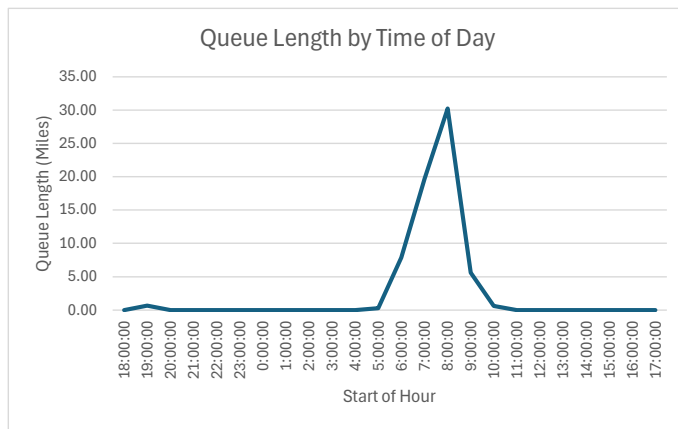
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	1,424	6,204	4,780	19.74	X	302	7,176	\$ 201,841.95
8:00:00	9:00:00	3,962	6,272	1,424	1,424	8,743	7,319	30.22	X	463	10,987	\$ 309,020.35
9:00:00	10:00:00	3,027	6,272	1,424	6,272	10,346	4,074	5.61		86	8,980	\$ 252,559.87
10:00:00	11:00:00	2,642	6,272	1,424	6,272	6,716	444	0.61		9	979	\$ 27,548.38
11:00:00	12:00:00	2,627	6,272	1,424	3,072	3,072	0	0.00		0	0	\$ -
12:00:00	13:00:00	2,521	6,272	1,424	2,521	2,521	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,897	6,272	1,424	2,897	2,897	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,716	6,272	1,424	2,716	2,716	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,461	6,272	1,424	3,461	3,461	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 30.22 Total Delay (Hours) 31,320 \$ 880,905.14



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 180 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

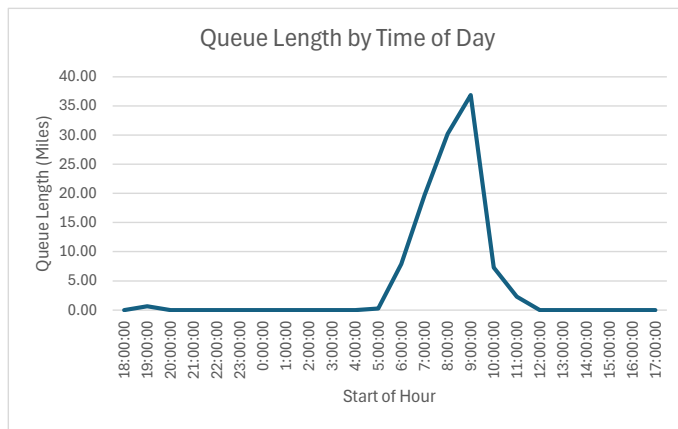
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	1,424	6,204	4,780	19.74	X	302	7,176	\$ 201,841.95
8:00:00	9:00:00	3,962	6,272	1,424	1,424	8,743	7,319	30.22	X	463	10,987	\$ 309,020.35
9:00:00	10:00:00	3,027	6,272	1,424	1,424	10,346	8,922	36.84	X	564	13,394	\$ 376,720.41
10:00:00	11:00:00	2,642	6,272	1,424	6,272	11,564	5,292	7.28		112	11,665	\$ 328,076.15
11:00:00	12:00:00	2,627	6,272	1,424	6,272	7,920	1,648	2.27		35	3,632	\$ 102,147.21
12:00:00	13:00:00	2,521	6,272	1,424	4,169	4,169	0	0.00		0	0	\$ -
13:00:00	14:00:00	2,897	6,272	1,424	2,897	2,897	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,716	6,272	1,424	2,716	2,716	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,461	6,272	1,424	3,461	3,461	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 36.84 Total Delay (Hours) 50,052 \$ 1,407,740.66



SR 1 Pav & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 240 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

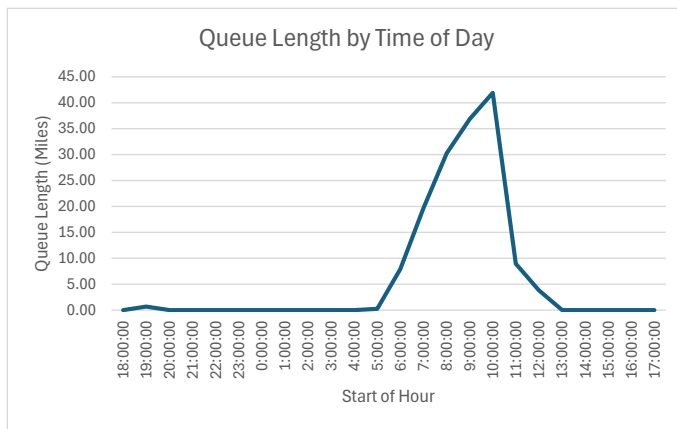
Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	1,424	6,204	4,780	19.74	X	302	7,176	\$ 201,841.95
8:00:00	9:00:00	3,962	6,272	1,424	1,424	8,743	7,319	30.22	X	463	10,987	\$ 309,020.35
9:00:00	10:00:00	3,027	6,272	1,424	1,424	10,346	8,922	36.84	X	564	13,394	\$ 376,720.41
10:00:00	11:00:00	2,642	6,272	1,424	1,424	11,564	10,140	41.87	X	641	15,223	\$ 428,156.24
11:00:00	12:00:00	2,627	6,272	1,424	6,272	12,768	6,496	8.94		137	14,317	\$ 402,674.98
12:00:00	13:00:00	2,521	6,272	1,424	6,272	9,017	2,745	3.78		58	6,049	\$ 170,137.90
13:00:00	14:00:00	2,897	6,272	1,424	5,642	5,642	0	0.00		0	0	\$ -
14:00:00	15:00:00	2,716	6,272	1,424	2,716	2,716	0	0.00		0	0	\$ -
15:00:00	16:00:00	3,461	6,272	1,424	3,461	3,461	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 41.87 Total Delay (Hours) 70,345 \$ 1,978,486.43



SR 1 Pave & Rehab
Road User Cost Calculations - Projected Work Zone Queueing and Delay

Roadway Segment **NB SR 1 between Roth Bridge and SR 72**

of Existing Lanes **3**

of Open Lanes **1**

Closure Type **Two-Lane Closure**

Closure Hours **Failure to re-open within 300 minutes (Non-summer)**

Total Work Zone Capacity (veh/hr) **1424**

Values of Time (\$/hour): (2026 dollars)

Automobiles **27.15**

Trucks **37.99**

Start Time	End Time	Base Demand	Capacity		Approach Volume	Roadway Volume	Vehicle in Queue	Queue Length (Miles)	WZ Up?	Delay (Minutes/Vehicle)	Delay (Hours)	Delay Cost (\$)
			No WZ	WZ								
18:00:00	19:00:00	2,610	6,272	1,424	2,610	2,610	0	0.00		0	0	\$ -
19:00:00	20:00:00	1,584	6,272	1,424	1,424	1,584	160	0.66	X	10	240	\$ 6,738.76
20:00:00	21:00:00	1,172	6,272	1,424	1,331	1,331	0	0.00	X	0	0	\$ -
21:00:00	22:00:00	857	6,272	1,424	857	857	0	0.00	X	0	0	\$ -
22:00:00	23:00:00	684	6,272	1,424	684	684	0	0.00	X	0	0	\$ -
23:00:00	0:00:00	363	6,272	1,424	363	363	0	0.00	X	0	0	\$ -
0:00:00	1:00:00	284	6,272	1,424	284	284	0	0.00	X	0	0	\$ -
1:00:00	2:00:00	210	6,272	1,424	210	210	0	0.00	X	0	0	\$ -
2:00:00	3:00:00	241	6,272	1,424	241	241	0	0.00	X	0	0	\$ -
3:00:00	4:00:00	348	6,272	1,424	348	348	0	0.00	X	0	0	\$ -
4:00:00	5:00:00	728	6,272	1,424	728	728	0	0.00	X	0	0	\$ -
5:00:00	6:00:00	1,486	6,272	1,424	1,424	1,486	62	0.26	X	4	93	\$ 2,609.37
6:00:00	7:00:00	3,271	6,272	1,424	1,424	3,333	1,909	7.88	X	121	2,865	\$ 80,586.47
7:00:00	8:00:00	4,296	6,272	1,424	1,424	6,204	4,780	19.74	X	302	7,176	\$ 201,841.95
8:00:00	9:00:00	3,962	6,272	1,424	1,424	8,743	7,319	30.22	X	463	10,987	\$ 309,020.35
9:00:00	10:00:00	3,027	6,272	1,424	1,424	10,346	8,922	36.84	X	564	13,994	\$ 376,720.41
10:00:00	11:00:00	2,642	6,272	1,424	1,424	11,564	10,140	41.87	X	641	15,223	\$ 428,156.24
11:00:00	12:00:00	2,627	6,272	1,424	1,424	12,768	11,344	46.84	X	718	17,030	\$ 478,967.18
12:00:00	13:00:00	2,521	6,272	1,424	6,272	13,865	7,593	10.45		160	16,734	\$ 470,665.67
13:00:00	14:00:00	2,897	6,272	1,424	6,272	10,490	4,218	5.80		89	9,296	\$ 261,449.24
14:00:00	15:00:00	2,716	6,272	1,424	6,272	6,933	661	0.91		14	1,457	\$ 40,987.82
15:00:00	16:00:00	3,461	6,272	1,424	4,123	4,123	0	0.00		0	0	\$ -
16:00:00	17:00:00	3,638	6,272	1,424	3,638	3,638	0	0.00		0	0	\$ -
17:00:00	18:00:00	3,400	6,272	1,424	3,400	3,400	0	0.00		0	0	\$ -

Max Queue Length (miles) 46.84 Total Delay (Hours) 94,496 \$ 2,657,743.47

