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| <b>USH 41: CTH G TO CTH F (BROWN)<br/>                 CONTINUOUS (24 HOUR) CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</b>                           |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY SOUTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR |           |                |            |             |                       | AVERAGE SPEEDS IN MPH |                   |                |      |  |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|-----------------------|-------------------|----------------|------|--|
|             | MAIN ROUTE                   |           | SITE CAPA CITY | FLOW       |             | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH)   | MAIN ROUTE        |                | SITE |  |
|             | DEMAND FLOW                  | PCT HEAVY |                | MAIN ROUTE | 'DIVER TED' |                       |                       | WITHOUT WORK ZONE | WITH WORK ZONE |      |  |
| MID-1 AM    | 347                          | 0.0       | 1500           | 347        | 0           | 0.46                  | 0                     | 65.8              | 52.0           | 44.1 |  |
| 1-2 AM      | 239                          | 0.0       | 1500           | 239        | 0           | 0.45                  | 0                     | 66.0              | 52.4           | 44.5 |  |
| 2-3 AM      | 217                          | 0.0       | 1500           | 217        | 0           | 0.44                  | 0                     | 66.0              | 52.5           | 44.6 |  |
| 3-4 AM      | 179                          | 0.0       | 1500           | 179        | 0           | 0.44                  | 0                     | 66.1              | 52.7           | 44.8 |  |
| 4-5 AM      | 242                          | 0.0       | 1500           | 242        | 0           | 0.45                  | 0                     | 66.0              | 52.4           | 44.5 |  |
| 5-6 AM      | 356                          | 0.0       | 1500           | 356        | 0           | 0.46                  | 0                     | 65.7              | 52.0           | 44.1 |  |
| 6-7 AM      | 598                          | 0.0       | 1500           | 598        | 0           | 0.48                  | 0                     | 65.3              | 51.2           | 43.2 |  |
| 7-8 AM      | 816                          | 0.0       | 1500           | 816        | 0           | 0.50                  | 0                     | 64.9              | 50.5           | 42.4 |  |
| 8-9 AM      | 1054                         | 0.0       | 1500           | 1054       | 0           | 0.52                  | 0                     | 64.4              | 49.7           | 41.5 |  |
| 9-10 AM     | 1277                         | 0.0       | 1499           | 1277       | 0           | 0.73                  | 0                     | 64.0              | 45.3           | 36.2 |  |
| 10-11 AM    | 1582                         | 0.0       | 1499           | 1582       | 0           | 1.89                  | 27                    | 63.5              | 30.9           | 30.8 |  |
| 11AM-NOON   | 1711                         | 0.0       | 1500           | 1711       | 0           | 7.40                  | 182                   | 63.2              | 13.1           | 30.8 |  |
| NOON-1PM    | 1761                         | 0.0       | 1500           | 1631       | 130         | 15.54+                | 394                   | 63.1              | 8.9            | 30.8 |  |
| 1-2 PM      | 1715                         | 0.0       | 1500           | 1501       | 214         | 16.95+                | 430                   | 63.2              | 8.6            | 30.8 |  |
| 2-3 PM      | 1679                         | 0.0       | 1500           | 1501       | 178         | 16.95+                | 430                   | 63.3              | 8.6            | 30.8 |  |
| 3-4 PM      | 1692                         | 0.0       | 1500           | 1501       | 192         | 16.95+                | 430                   | 63.2              | 8.6            | 30.8 |  |
| 4-5 PM      | 1719                         | 0.0       | 1500           | 1501       | 218         | 16.95+                | 430                   | 63.2              | 8.6            | 30.8 |  |
| 5-6 PM      | 1582                         | 0.0       | 1500           | 1500       | 82          | 16.95+                | 429                   | 63.5              | 8.6            | 30.8 |  |
| 6-7 PM      | 1373                         | 0.0       | 1499           | 1373       | 0           | 14.93+                | 376                   | 63.8              | 9.1            | 30.8 |  |
| 7-8 PM      | 1197                         | 0.0       | 1499           | 1197       | 0           | 5.50                  | 155                   | 64.1              | 16.5           | 33.3 |  |
| 8-9 PM      | 1195                         | 0.0       | 1500           | 1195       | 0           | 0.63                  | 0                     | 64.1              | 47.4           | 38.6 |  |
| 9-10 PM     | 1073                         | 0.0       | 1500           | 1073       | 0           | 0.53                  | 0                     | 64.4              | 49.6           | 41.4 |  |
| 10-11 PM    | 826                          | 0.0       | 1500           | 826        | 0           | 0.50                  | 0                     | 64.8              | 50.4           | 42.3 |  |
| 11PM-MID    | 728                          | 0.0       | 1500           | 728        | 0           | 0.49                  | 0                     | 65.0              | 50.7           | 42.7 |  |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| *----- SITE BREAKDOWN DELAYS -----*    |      |
|--|------|
| BREAKDOWN DURATION (MINS)              | 0    |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0  |
| AV BREAKDOWNS PER DAY                  | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H)             | 0.0  |
| AV TOTAL DELAY/DAY (VEH-H)             | 0.0  |

| *----- SITE ACCIDENT DELAYS -----*     |   |
|--|---|
| BREAKDOWN DURATION (MINS)              | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0 |
| AV BREAKDOWNS PER DAY                  | 0 |
| AV QUEUE DELAY/DAY (VEH-H)             | 0 |
| AV TOTAL DELAY/DAY (VEH-H)             | 0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY)            |          |
|---|----------|
| MAIN ROUTE WITHOUT WORKS                      | 0.0076   |
| MAIN ROUTE WITH WORKS                         | 0.0057   |
| 'DIVERSION'                                   | 0.0007   |
| <small>PIA: Personal Injury Accidents</small> |          |
| IMPACTS ON ROAD USERS                         |          |
| ROAD USER COSTS PER DAY                       | \$60,723 |
| CONGESTED HOURS PER DAY*                      | 7        |

\*Delays Exceeding User-Specified Maximum

**USH 41: CTH G TO CTH F (BROWN)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

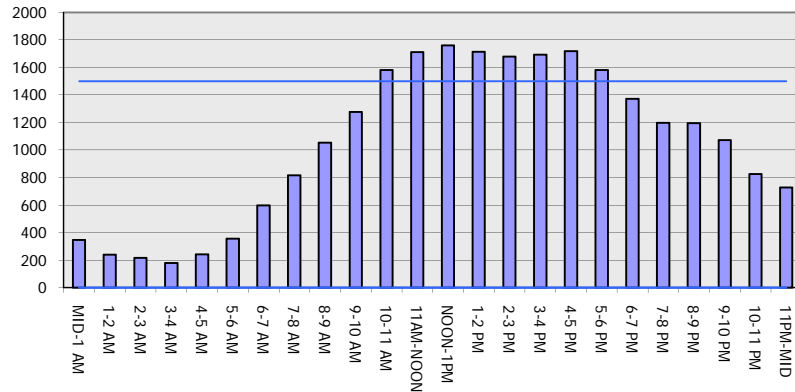
**OCTOBER**

Analyzed for 2009  
Construction Season

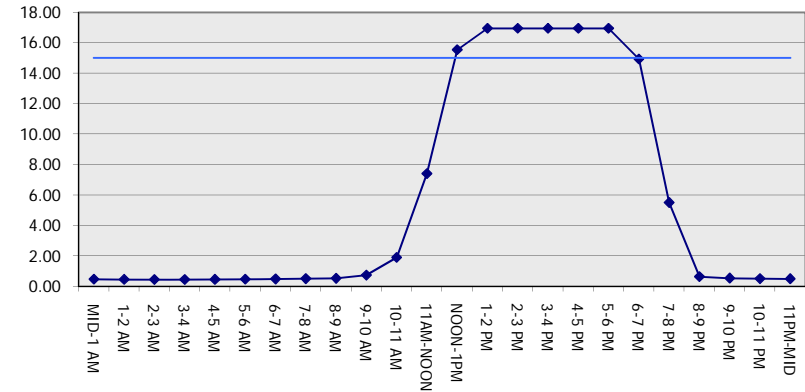
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

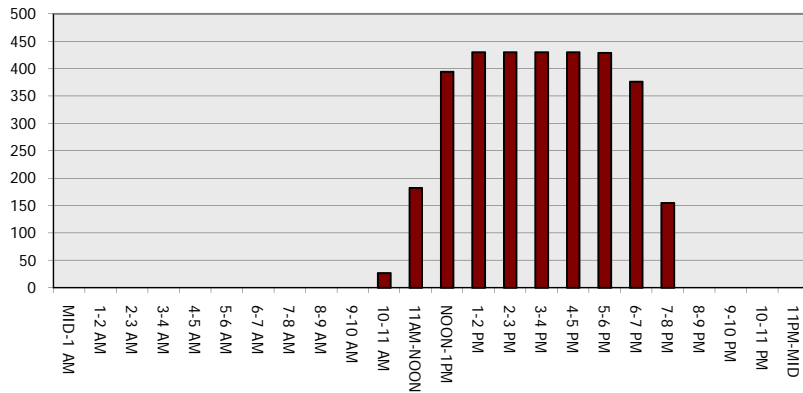
**Main Route - Traffic Demand (Vehicles Per Hour)**



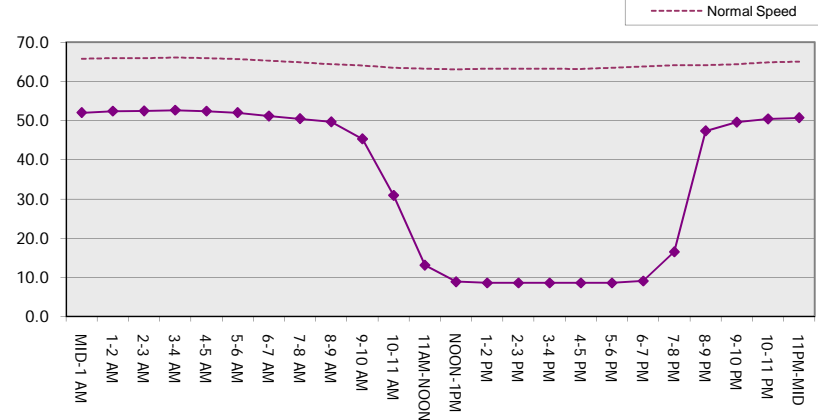
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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| <b>USH 41: CTH G TO CTH F (BROWN)<br/>                 CONTINUOUS (24 HOUR) CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</b>                           |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY NORTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR |           |                |            |             |                       | AVERAGE SPEEDS IN MPH |                   |                |      |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|-----------------------|-------------------|----------------|------|
|             | MAIN ROUTE                   |           | SITE CAPA CITY | FLOW       |             | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH)   | MAIN ROUTE        |                | SITE |
|             | DEMAND FLOW                  | PCT HEAVY |                | MAIN ROUTE | 'DIVER TED' |                       |                       | WITHOUT WORK ZONE | WITH WORK ZONE |      |
| MID-1 AM    | 288                          | 0.0       | 1500           | 288        | 0           | 0.45                  | 0                     | 65.8              | 52.2           | 44.3 |
| 1-2 AM      | 162                          | 0.0       | 1500           | 162        | 0           | 0.44                  | 0                     | 66.1              | 52.7           | 44.8 |
| 2-3 AM      | 161                          | 0.0       | 1500           | 161        | 0           | 0.44                  | 0                     | 66.1              | 52.7           | 44.8 |
| 3-4 AM      | 136                          | 0.0       | 1500           | 136        | 0           | 0.44                  | 0                     | 66.1              | 52.8           | 45.0 |
| 4-5 AM      | 192                          | 0.0       | 1500           | 192        | 0           | 0.44                  | 0                     | 66.0              | 52.6           | 44.7 |
| 5-6 AM      | 306                          | 0.0       | 1500           | 306        | 0           | 0.45                  | 0                     | 65.8              | 52.2           | 44.3 |
| 6-7 AM      | 523                          | 0.0       | 1500           | 523        | 0           | 0.47                  | 0                     | 65.4              | 51.4           | 43.4 |
| 7-8 AM      | 886                          | 0.0       | 1500           | 886        | 0           | 0.51                  | 0                     | 64.7              | 50.2           | 42.1 |
| 8-9 AM      | 1306                         | 0.0       | 1499           | 1306       | 0           | 0.77                  | 0                     | 64.0              | 44.6           | 35.5 |
| 9-10 AM     | 1553                         | 0.0       | 1499           | 1553       | 0           | 1.47                  | 14                    | 63.5              | 34.9           | 30.8 |
| 10-11 AM    | 1711                         | 0.0       | 1500           | 1711       | 0           | 6.05                  | 148                   | 63.2              | 15.0           | 30.8 |
| 11AM-NOON   | 1899                         | 0.0       | 1500           | 1687       | 213         | 15.52+                | 394                   | 62.8              | 8.9            | 30.8 |
| NOON-1PM    | 1884                         | 0.0       | 1499           | 1496       | 388         | 16.96+                | 430                   | 62.8              | 8.6            | 30.8 |
| 1-2 PM      | 1736                         | 0.0       | 1499           | 1497       | 239         | 16.96+                | 430                   | 63.2              | 8.6            | 30.8 |
| 2-3 PM      | 1682                         | 0.0       | 1499           | 1497       | 185         | 16.95+                | 430                   | 63.3              | 8.6            | 30.8 |
| 3-4 PM      | 1734                         | 0.0       | 1499           | 1498       | 236         | 16.96+                | 430                   | 63.2              | 8.6            | 30.8 |
| 4-5 PM      | 1848                         | 0.0       | 1499           | 1498       | 349         | 16.96+                | 430                   | 63.0              | 8.6            | 30.8 |
| 5-6 PM      | 1778                         | 0.0       | 1499           | 1499       | 279         | 16.96+                | 430                   | 63.1              | 8.6            | 30.8 |
| 6-7 PM      | 1685                         | 0.0       | 1499           | 1499       | 186         | 16.95+                | 430                   | 63.2              | 8.6            | 30.8 |
| 7-8 PM      | 1238                         | 0.0       | 1499           | 1238       | 0           | 12.75+                | 325                   | 64.1              | 9.9            | 31.2 |
| 8-9 PM      | 1007                         | 0.0       | 1500           | 1007       | 0           | 1.16                  | 33                    | 64.5              | 38.9           | 40.6 |
| 9-10 PM     | 872                          | 0.0       | 1500           | 872        | 0           | 0.51                  | 0                     | 64.8              | 50.3           | 42.1 |
| 10-11 PM    | 625                          | 0.0       | 1500           | 625        | 0           | 0.48                  | 0                     | 65.2              | 51.1           | 43.0 |
| 11PM-MID    | 432                          | 0.0       | 1500           | 432        | 0           | 0.46                  | 0                     | 65.6              | 51.7           | 43.8 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| *----- SITE BREAKDOWN DELAYS -----*    |      |
|--|------|
| BREAKDOWN DURATION (MINS)              | 0    |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0  |
| AV BREAKDOWNS PER DAY                  | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H)             | 0.0  |
| AV TOTAL DELAY/DAY (VEH-H)             | 0.0  |

| *----- SITE ACCIDENT DELAYS -----*     |   |
|--|---|
| BREAKDOWN DURATION (MINS)              | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0 |
| AV BREAKDOWNS PER DAY                  | 0 |
| AV QUEUE DELAY/DAY (VEH-H)             | 0 |
| AV TOTAL DELAY/DAY (VEH-H)             | 0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) |        |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS           | 0.0078 |
| MAIN ROUTE WITH WORKS              | 0.0056 |
| 'DIVERSION'                        | 0.0015 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |          |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY       | \$75,926 |
| CONGESTED HOURS PER DAY*      | 9        |

\*Delays Exceeding User-Specified Maximum

**USH 41: CTH G TO CTH F (BROWN)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

