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|---|--|
| USH 41: CTH AAA TO CTH G (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 258 | 0.0 | 1500 | 258 | 0 | 0.45 | 0 | 65.9 | 47.8 | 44.5 | |
| 1-2 AM | 209 | 0.0 | 1500 | 209 | 0 | 0.44 | 0 | 66.0 | 48.0 | 44.6 | |
| 2-3 AM | 203 | 0.0 | 1500 | 203 | 0 | 0.44 | 0 | 66.0 | 48.0 | 44.6 | |
| 3-4 AM | 201 | 0.0 | 1500 | 201 | 0 | 0.44 | 0 | 66.0 | 48.0 | 44.6 | |
| 4-5 AM | 421 | 0.0 | 1500 | 421 | 0 | 0.46 | 0 | 65.6 | 47.2 | 43.8 | |
| 5-6 AM | 1126 | 0.0 | 1499 | 1126 | 0 | 0.67 | 0 | 64.3 | 41.5 | 37.9 | |
| 6-7 AM | 2404 | 0.0 | 1499 | 1890 | 513 | 11.31+ | 311 | 61.9 | 9.6 | 30.9 | |
| 7-8 AM | 3067 | 0.0 | 1500 | 1569 | 1498 | 17.72+ | 460 | 55.1 | 7.6 | 30.8 | |
| 8-9 AM | 2051 | 0.0 | 1500 | 1496 | 555 | 17.40+ | 442 | 62.5 | 7.6 | 30.8 | |
| 9-10 AM | 1767 | 0.0 | 1499 | 1497 | 271 | 17.38+ | 441 | 63.1 | 7.7 | 30.8 | |
| 10-11 AM | 1790 | 0.0 | 1499 | 1497 | 292 | 17.38+ | 441 | 63.0 | 7.7 | 30.8 | |
| 11AM-NOON | 2104 | 0.0 | 1499 | 1498 | 606 | 17.40+ | 443 | 62.5 | 7.6 | 30.8 | |
| NOON-1PM | 2283 | 0.0 | 1499 | 1499 | 784 | 17.42+ | 443 | 62.2 | 7.6 | 30.8 | |
| 1-2 PM | 2383 | 0.0 | 1499 | 1499 | 884 | 17.43+ | 444 | 61.9 | 7.6 | 30.8 | |
| 2-3 PM | 2460 | 0.0 | 1499 | 1500 | 961 | 17.41+ | 444 | 61.3 | 7.6 | 30.8 | |
| 3-4 PM | 2815 | 0.0 | 1499 | 1511 | 1303 | 17.60+ | 453 | 57.7 | 7.6 | 30.8 | |
| 4-5 PM | 3281 | 0.0 | 1499 | 1500 | 1781 | 17.98+ | 470 | 52.9 | 7.5 | 30.8 | |
| 5-6 PM | 2813 | 0.0 | 1500 | 1495 | 1317 | 17.65+ | 455 | 57.7 | 7.6 | 30.8 | |
| 6-7 PM | 1826 | 0.0 | 1500 | 1497 | 329 | 17.38+ | 441 | 63.0 | 7.7 | 30.8 | |
| 7-8 PM | 1257 | 0.0 | 1499 | 1257 | 0 | 13.83+ | 351 | 64.0 | 8.4 | 31.0 | |
| 8-9 PM | 1083 | 0.0 | 1499 | 1083 | 0 | 1.51 | 55 | 64.4 | 29.8 | 38.8 | |
| 9-10 PM | 1013 | 0.0 | 1500 | 1013 | 0 | 0.52 | 0 | 64.5 | 45.1 | 41.6 | |
| 10-11 PM | 935 | 0.0 | 1500 | 935 | 0 | 0.51 | 0 | 64.6 | 45.3 | 41.9 | |
| 11PM-MID | 603 | 0.0 | 1500 | 603 | 0 | 0.48 | 0 | 65.3 | 46.5 | 43.1 | |

+ 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 |

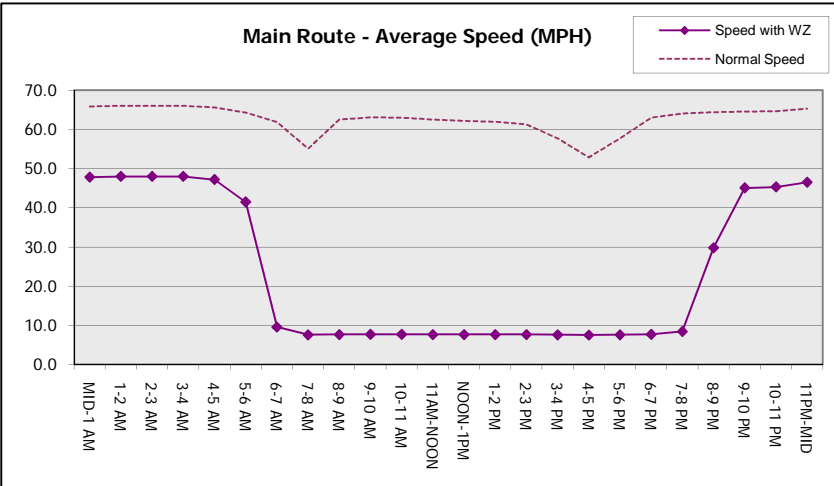
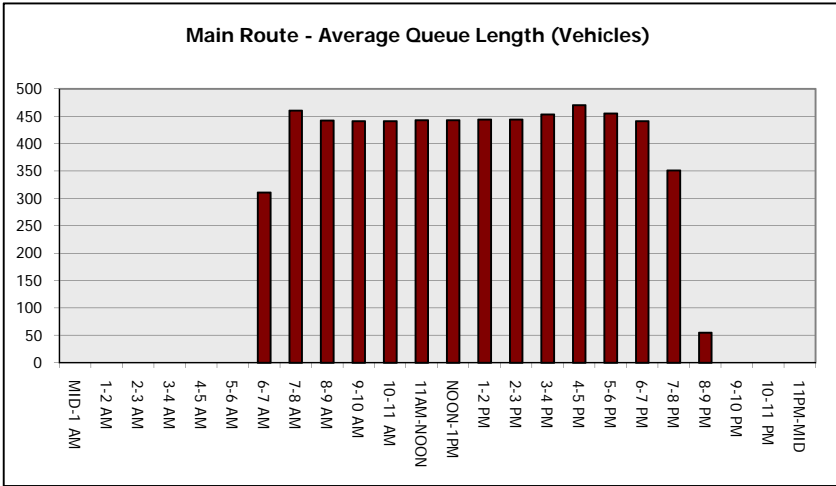
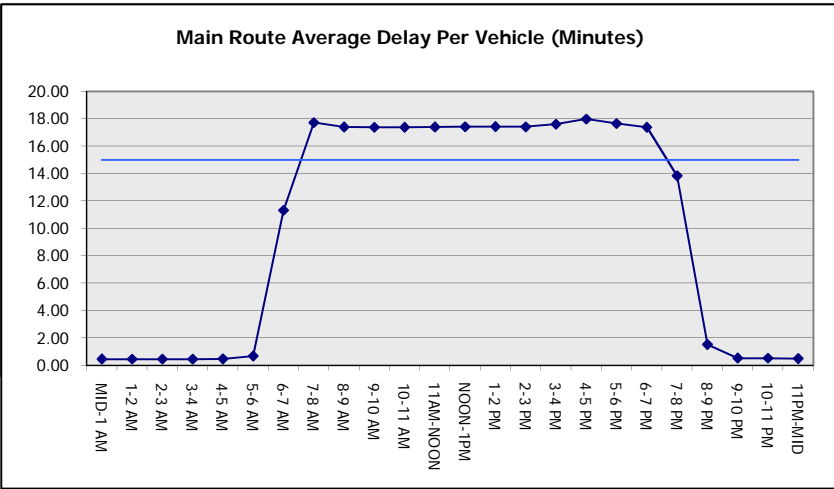
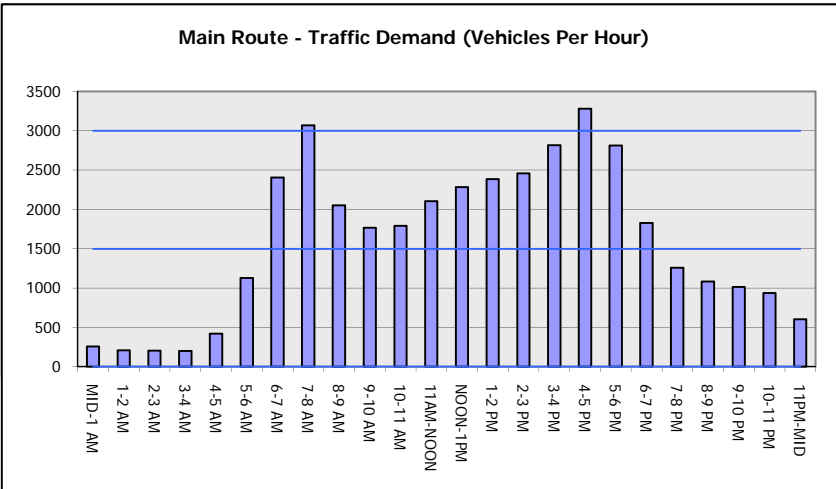
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0079 |
| MAIN ROUTE WITH WORKS | 0.0038 |
| 'DIVERSION' | 0.0053 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$123,886 |
| CONGESTED HOURS PER DAY* | 14 |

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: CTH AAA TO CTH G (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 215 | 0.0 | 1500 | 215 | 0 | 0.44 | 0 | 66.0 | 47.9 | 44.6 | |
| 1-2 AM | 145 | 0.0 | 1500 | 145 | 0 | 0.44 | 0 | 66.1 | 48.3 | 44.9 | |
| 2-3 AM | 175 | 0.0 | 1500 | 175 | 0 | 0.44 | 0 | 66.1 | 48.1 | 44.8 | |
| 3-4 AM | 170 | 0.0 | 1500 | 170 | 0 | 0.44 | 0 | 66.1 | 48.1 | 44.8 | |
| 4-5 AM | 285 | 0.0 | 1500 | 285 | 0 | 0.45 | 0 | 65.8 | 47.7 | 44.3 | |
| 5-6 AM | 780 | 0.0 | 1500 | 780 | 0 | 0.50 | 0 | 65.0 | 45.9 | 42.5 | |
| 6-7 AM | 1894 | 0.0 | 1499 | 1894 | 0 | 3.72 | 119 | 62.8 | 18.1 | 30.8 | |
| 7-8 AM | 3254 | 0.0 | 1499 | 1546 | 1708 | 17.77+ | 464 | 53.2 | 7.5 | 30.8 | |
| 8-9 AM | 2378 | 0.0 | 1500 | 1501 | 877 | 17.43+ | 444 | 62.0 | 7.6 | 30.8 | |
| 9-10 AM | 2009 | 0.0 | 1500 | 1500 | 509 | 17.40+ | 442 | 62.7 | 7.6 | 30.8 | |
| 10-11 AM | 1959 | 0.0 | 1500 | 1500 | 459 | 17.39+ | 442 | 62.7 | 7.6 | 30.8 | |
| 11AM-NOON | 2248 | 0.0 | 1499 | 1500 | 748 | 17.42+ | 443 | 62.2 | 7.6 | 30.8 | |
| NOON-1PM | 2494 | 0.0 | 1499 | 1501 | 993 | 17.40+ | 444 | 60.9 | 7.6 | 30.8 | |
| 1-2 PM | 2416 | 0.0 | 1500 | 1500 | 916 | 17.42+ | 444 | 61.7 | 7.6 | 30.8 | |
| 2-3 PM | 2683 | 0.0 | 1499 | 1508 | 1175 | 17.47+ | 448 | 59.0 | 7.6 | 30.8 | |
| 3-4 PM | 3261 | 0.0 | 1499 | 1511 | 1750 | 17.93+ | 469 | 53.1 | 7.5 | 30.8 | |
| 4-5 PM | 3684 | 0.0 | 1500 | 1500 | 2184 | 17.73+ | 471 | 48.7 | 7.5 | 30.8 | |
| 5-6 PM | 3253 | 0.0 | 1500 | 1504 | 1749 | 17.93+ | 469 | 53.2 | 7.5 | 30.8 | |
| 6-7 PM | 2348 | 0.0 | 1500 | 1492 | 856 | 17.44+ | 444 | 62.0 | 7.6 | 30.8 | |
| 7-8 PM | 1818 | 0.0 | 1499 | 1496 | 322 | 17.38+ | 441 | 63.0 | 7.7 | 30.8 | |
| 8-9 PM | 1350 | 0.0 | 1499 | 1343 | 8 | 15.56+ | 393 | 63.8 | 8.0 | 30.8 | |
| 9-10 PM | 1149 | 0.0 | 1499 | 1149 | 0 | 3.90 | 139 | 64.3 | 17.9 | 35.2 | |
| 10-11 PM | 896 | 0.0 | 1500 | 896 | 0 | 0.51 | 0 | 64.7 | 45.5 | 42.0 | |
| 11PM-MID | 556 | 0.0 | 1500 | 556 | 0 | 0.48 | 0 | 65.3 | 46.7 | 43.3 | |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0086 |
| MAIN ROUTE WITH WORKS | 0.0038 |
| 'DIVERSION' | 0.0068 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$141,232 |
| CONGESTED HOURS PER DAY* | 14 |

*Delays Exceeding User-Specified Maximum

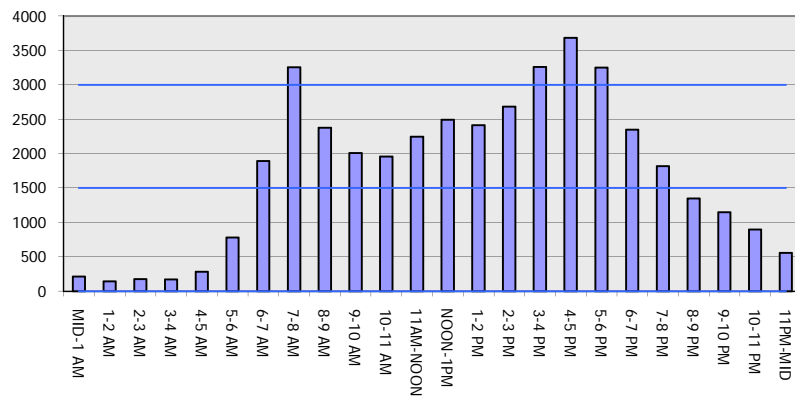
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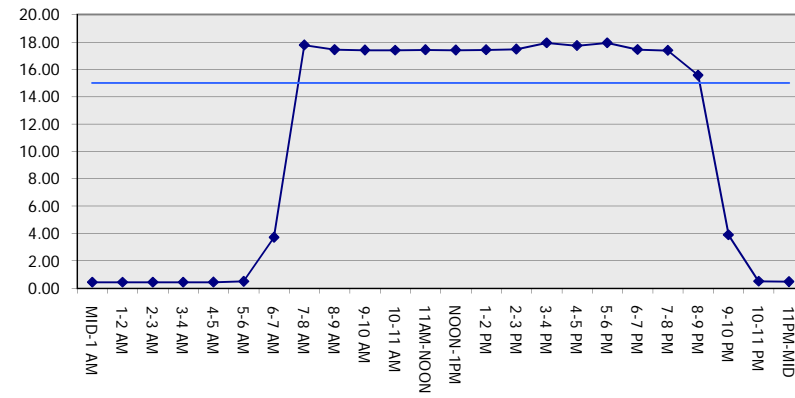
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

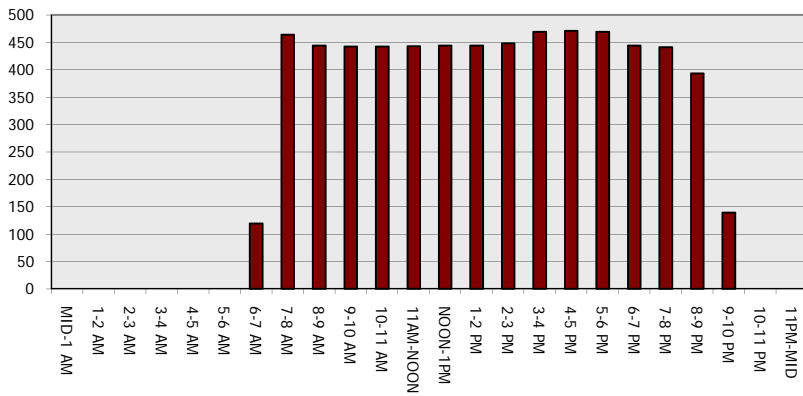
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

