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|---|--|
| USH 41: CTH M TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 109 | 0.0 | 1500 | 109 | 0 | 0.43 | 0 | 66.2 | 54.4 | 45.0 | |
| 1-2 AM | 80 | 0.0 | 1500 | 80 | 0 | 0.43 | 0 | 66.3 | 54.5 | 45.1 | |
| 2-3 AM | 114 | 0.0 | 1500 | 114 | 0 | 0.43 | 0 | 66.2 | 54.3 | 45.0 | |
| 3-4 AM | 166 | 0.0 | 1500 | 166 | 0 | 0.44 | 0 | 66.1 | 54.2 | 44.8 | |
| 4-5 AM | 563 | 0.0 | 1500 | 563 | 0 | 0.48 | 0 | 65.3 | 52.8 | 43.3 | |
| 5-6 AM | 1551 | 0.0 | 1499 | 1551 | 0 | 1.75 | 38 | 63.5 | 34.5 | 33.2 | |
| 6-7 AM | 2596 | 0.0 | 1500 | 1756 | 840 | 15.27+ | 400 | 59.9 | 9.4 | 32.6 | |
| 7-8 AM | 2813 | 0.0 | 1499 | 1519 | 1294 | 16.73+ | 431 | 57.7 | 8.9 | 30.8 | |
| 8-9 AM | 1821 | 0.0 | 1500 | 1500 | 321 | 16.74+ | 424 | 63.0 | 9.0 | 30.8 | |
| 9-10 AM | 1549 | 0.0 | 1500 | 1499 | 50 | 16.73+ | 423 | 63.5 | 9.0 | 30.8 | |
| 10-11 AM | 1600 | 0.0 | 1499 | 1500 | 100 | 16.74+ | 424 | 63.4 | 9.0 | 30.8 | |
| 11AM-NOON | 1562 | 0.0 | 1500 | 1500 | 62 | 16.74+ | 423 | 63.5 | 9.0 | 30.8 | |
| NOON-1PM | 1550 | 0.0 | 1500 | 1500 | 50 | 16.74+ | 423 | 63.5 | 9.0 | 30.8 | |
| 1-2 PM | 1626 | 0.0 | 1499 | 1500 | 126 | 16.74+ | 424 | 63.3 | 9.0 | 30.8 | |
| 2-3 PM | 1633 | 0.0 | 1499 | 1500 | 134 | 16.74+ | 424 | 63.3 | 9.0 | 30.8 | |
| 3-4 PM | 1613 | 0.0 | 1500 | 1500 | 113 | 16.74+ | 424 | 63.4 | 9.0 | 30.8 | |
| 4-5 PM | 1671 | 0.0 | 1500 | 1500 | 171 | 16.74+ | 424 | 63.3 | 9.0 | 30.8 | |
| 5-6 PM | 1598 | 0.0 | 1500 | 1500 | 98 | 16.74+ | 424 | 63.4 | 9.0 | 30.8 | |
| 6-7 PM | 1078 | 0.0 | 1499 | 1078 | 0 | 7.92+ | 239 | 64.4 | 14.4 | 35.0 | |
| 7-8 PM | 764 | 0.0 | 1500 | 764 | 0 | 0.50 | 0 | 65.0 | 52.2 | 42.5 | |
| 8-9 PM | 647 | 0.0 | 1500 | 647 | 0 | 0.49 | 0 | 65.2 | 52.6 | 43.0 | |
| 9-10 PM | 508 | 0.0 | 1500 | 508 | 0 | 0.47 | 0 | 65.5 | 53.0 | 43.5 | |
| 10-11 PM | 352 | 0.0 | 1500 | 352 | 0 | 0.46 | 0 | 65.7 | 53.5 | 44.1 | |
| 11PM-MID | 166 | 0.0 | 1500 | 166 | 0 | 0.44 | 0 | 66.1 | 54.2 | 44.8 | |

+ 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 |

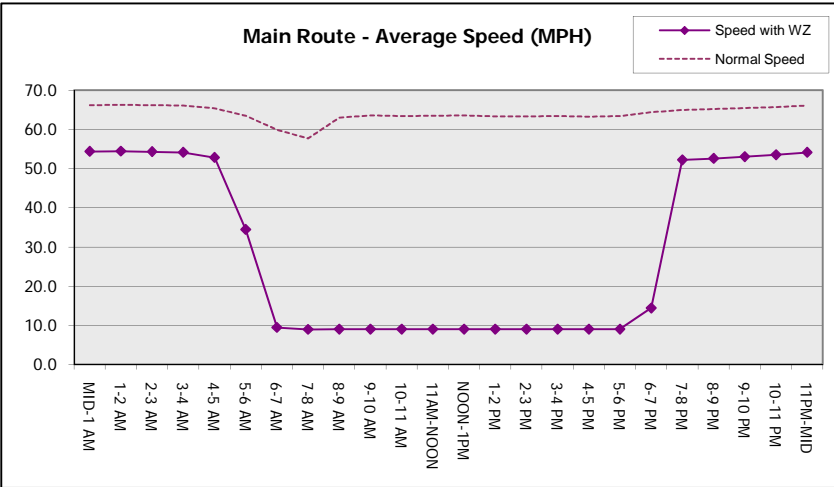
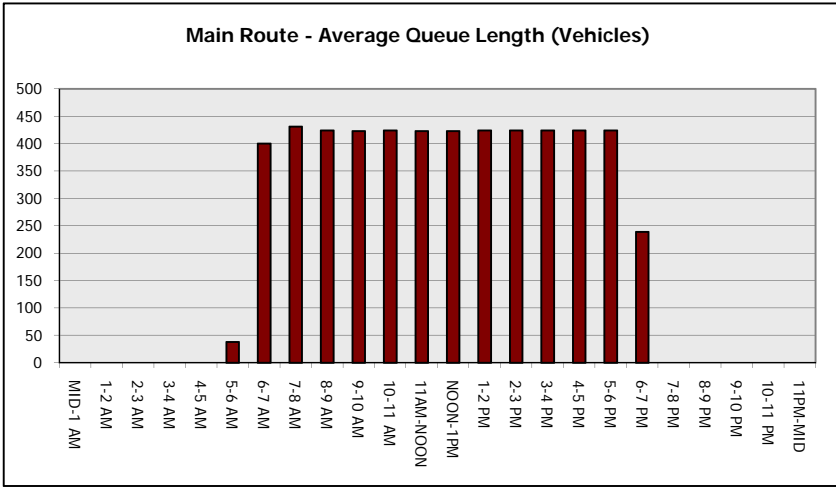
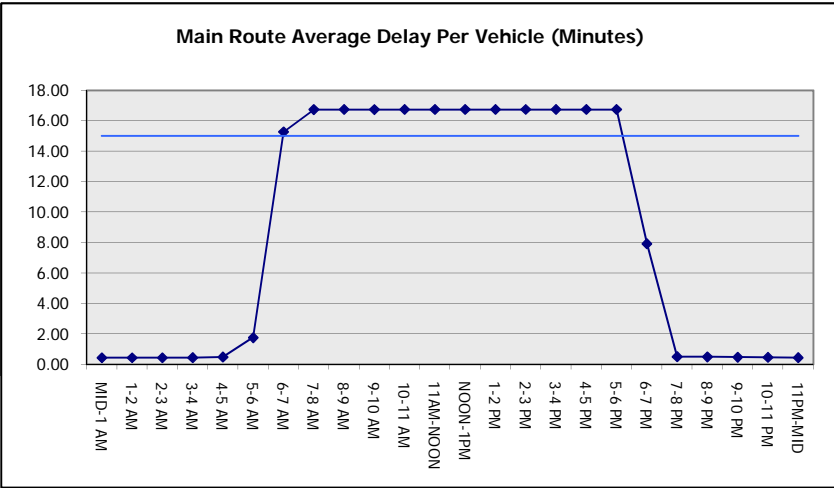
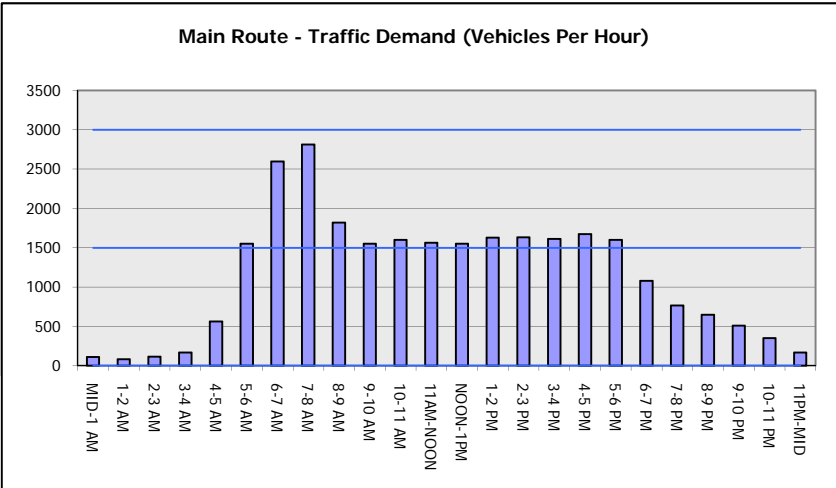
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0097 |
| MAIN ROUTE WITH WORKS | 0.0069 |
| 'DIVERSION' | 0.0027 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$80,984 |
| CONGESTED HOURS PER DAY* | 13 |

*Delays Exceeding User-Specified Maximum

**USH 41: CTH M TO IH 43 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: CTH M TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 222 | 0.0 | 1500 | 222 | 0 | 0.44 | 0 | 66.0 | 54.0 | 44.6 |
| 1-2 AM | 129 | 0.0 | 1500 | 129 | 0 | 0.43 | 0 | 66.1 | 54.3 | 45.0 |
| 2-3 AM | 125 | 0.0 | 1500 | 125 | 0 | 0.43 | 0 | 66.1 | 54.3 | 45.0 |
| 3-4 AM | 136 | 0.0 | 1500 | 136 | 0 | 0.44 | 0 | 66.1 | 54.3 | 45.0 |
| 4-5 AM | 197 | 0.0 | 1500 | 197 | 0 | 0.44 | 0 | 66.0 | 54.1 | 44.7 |
| 5-6 AM | 425 | 0.0 | 1500 | 425 | 0 | 0.46 | 0 | 65.6 | 53.3 | 43.8 |
| 6-7 AM | 888 | 0.0 | 1500 | 888 | 0 | 0.51 | 0 | 64.7 | 51.8 | 42.0 |
| 7-8 AM | 977 | 0.0 | 1500 | 977 | 0 | 0.52 | 0 | 64.6 | 51.5 | 41.7 |
| 8-9 AM | 997 | 0.0 | 1500 | 997 | 0 | 0.52 | 0 | 64.5 | 51.5 | 41.7 |
| 9-10 AM | 1047 | 0.0 | 1500 | 1047 | 0 | 0.52 | 0 | 64.5 | 51.3 | 41.5 |
| 10-11 AM | 1191 | 0.0 | 1500 | 1191 | 0 | 0.62 | 0 | 64.1 | 49.2 | 38.8 |
| 11AM-NOON | 1273 | 0.0 | 1500 | 1273 | 0 | 0.73 | 0 | 64.0 | 47.3 | 36.3 |
| NOON-1PM | 1375 | 0.0 | 1499 | 1375 | 0 | 0.86 | 0 | 63.8 | 45.0 | 33.6 |
| 1-2 PM | 1554 | 0.0 | 1499 | 1554 | 0 | 1.46 | 13 | 63.5 | 37.3 | 30.8 |
| 2-3 PM | 1833 | 0.0 | 1500 | 1833 | 0 | 7.31 | 194 | 63.0 | 14.7 | 30.8 |
| 3-4 PM | 2431 | 0.0 | 1499 | 1515 | 915 | 16.78+ | 427 | 61.6 | 8.9 | 30.8 |
| 4-5 PM | 3113 | 0.0 | 1500 | 1524 | 1589 | 16.82+ | 438 | 54.6 | 8.9 | 30.8 |
| 5-6 PM | 2972 | 0.0 | 1500 | 1505 | 1467 | 16.82+ | 436 | 56.1 | 8.9 | 30.8 |
| 6-7 PM | 1960 | 0.0 | 1500 | 1499 | 461 | 16.74+ | 424 | 62.7 | 9.0 | 30.8 |
| 7-8 PM | 1333 | 0.0 | 1499 | 1333 | 0 | 14.81+ | 374 | 63.9 | 9.6 | 30.8 |
| 8-9 PM | 1124 | 0.0 | 1499 | 1124 | 0 | 2.80 | 105 | 64.3 | 27.3 | 36.8 |
| 9-10 PM | 881 | 0.0 | 1500 | 881 | 0 | 0.51 | 0 | 64.8 | 51.9 | 42.1 |
| 10-11 PM | 560 | 0.0 | 1500 | 560 | 0 | 0.48 | 0 | 65.3 | 52.8 | 43.3 |
| 11PM-MID | 381 | 0.0 | 1500 | 381 | 0 | 0.46 | 0 | 65.7 | 53.5 | 44.0 |

+ 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 | 0.0095 |
| MAIN ROUTE WITH WORKS | 0.0064 |
| 'DIVERSION' | 0.0036 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$48,183 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

**USH 41: CTH M TO IH 43 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

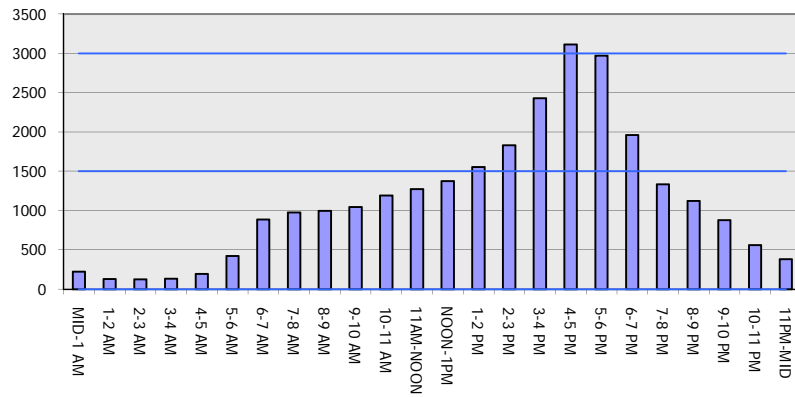
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

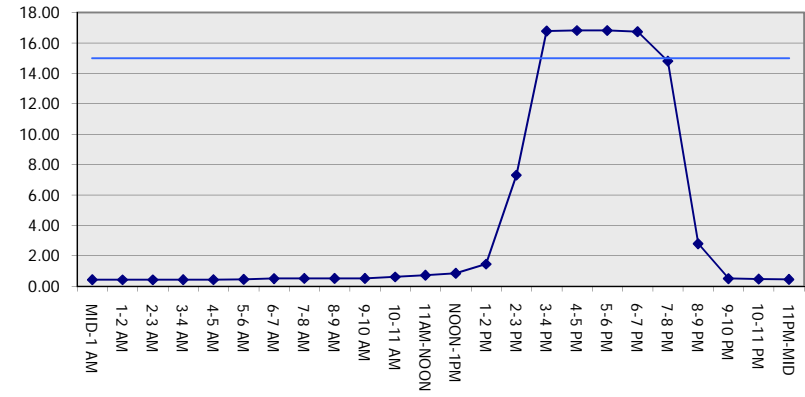
MON-THUR

NORTHBOUND DIRECTION

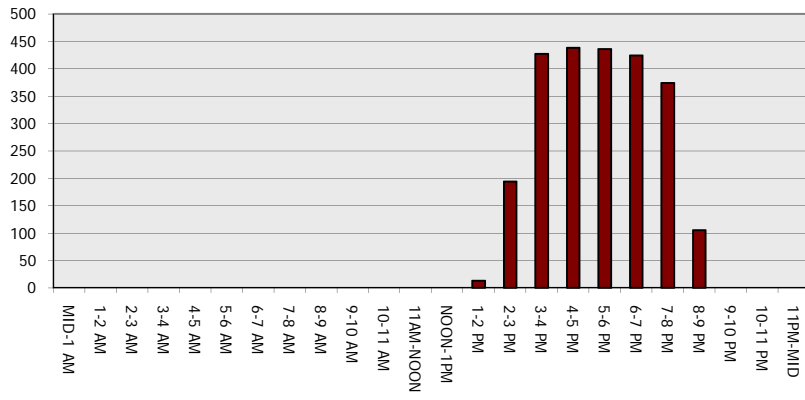
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

