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|--|--|
| USH 41: STH 55 TO CTH F (BROWN COUNTY) OFF-PEAK DAY 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 | 189 | 0.0 | OFF | 189 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 1-2 AM | 147 | 0.0 | OFF | 147 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 2-3 AM | 132 | 0.0 | OFF | 132 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 3-4 AM | 120 | 0.0 | OFF | 120 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 4-5 AM | 242 | 0.0 | OFF | 242 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 5-6 AM | 658 | 0.0 | OFF | 658 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 6-7 AM | 1406 | 0.0 | OFF | 1406 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | |
| 7-8 AM | 1793 | 0.0 | OFF | 1793 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 8-9 AM | 1261 | 0.0 | OFF | 1261 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | |
| 9-10 AM | 1163 | 0.0 | OFF | 1163 | 0 | 0.00 | 0 | 64.2 | 64.2 | 64.2 | |
| 10-11 AM | 1219 | 0.0 | 1500 | 1219 | 0 | 0.66 | 0 | 64.1 | 60.7 | 37.9 | |
| 11AM-NOON | 1355 | 0.0 | 1499 | 1355 | 0 | 0.84 | 0 | 63.8 | 59.6 | 34.1 | |
| NOON-1PM | 1480 | 0.0 | 1499 | 1480 | 0 | 1.03 | 1 | 63.7 | 58.4 | 31.3 | |
| 1-2 PM | 1583 | 0.0 | 1500 | 1583 | 0 | 2.42 | 39 | 63.5 | 52.6 | 30.8 | |
| 2-3 PM | 1697 | 0.0 | 1500 | 1697 | 0 | 7.24 | 174 | 63.2 | 39.1 | 30.8 | |
| 3-4 PM | 1972 | 0.0 | OFF | 1972 | 0 | 0.40 | 20 | 62.7 | 60.7 | 60.7 | |
| 4-5 PM | 2408 | 0.0 | OFF | 2408 | 0 | 0.00 | 0 | 61.9 | 61.9 | 61.9 | |
| 5-6 PM | 2005 | 0.0 | OFF | 2005 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | |
| 6-7 PM | 1251 | 0.0 | OFF | 1251 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | |
| 7-8 PM | 805 | 0.0 | OFF | 805 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | |
| 8-9 PM | 691 | 0.0 | OFF | 691 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 9-10 PM | 682 | 0.0 | OFF | 682 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 10-11 PM | 658 | 0.0 | OFF | 658 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 11PM-MID | 406 | 0.0 | OFF | 406 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | |

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

| *----- 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 |

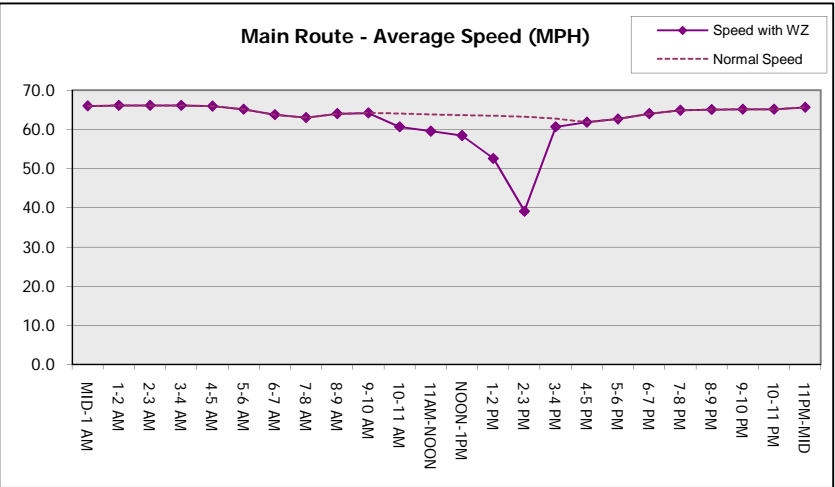
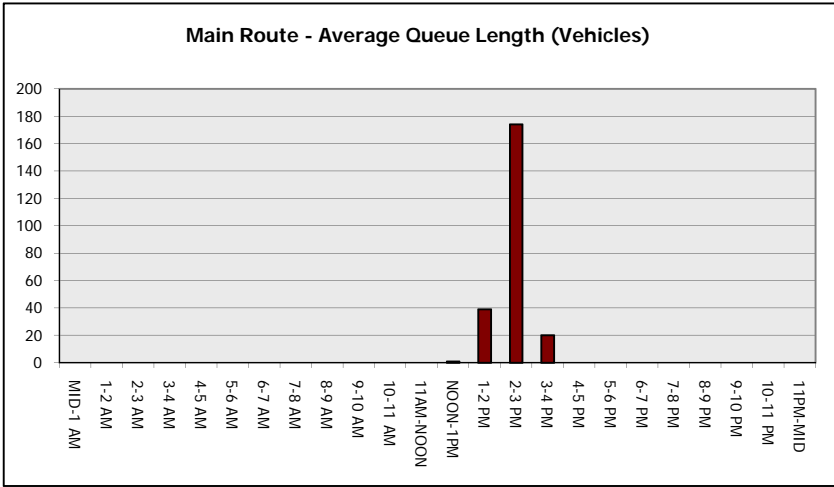
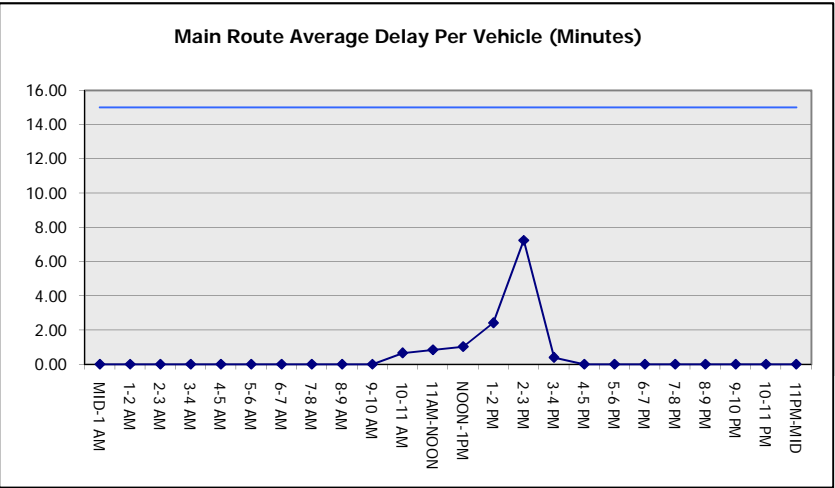
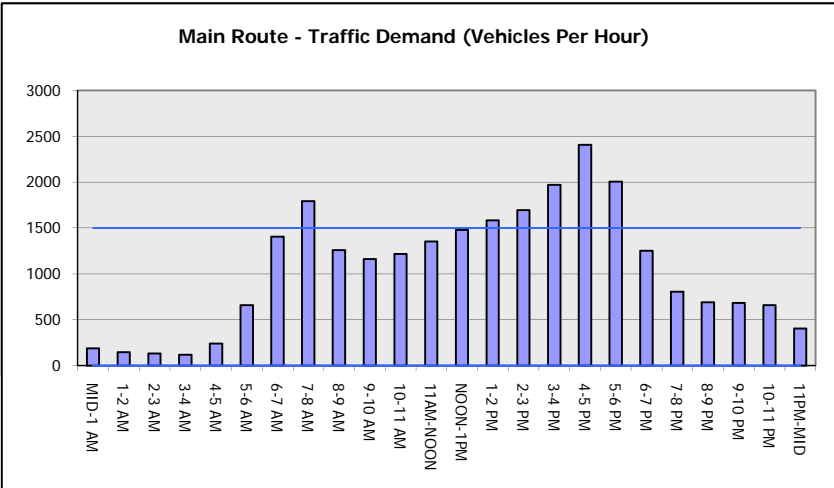
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0500 |
| MAIN ROUTE WITH WORKS | 0.0495 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$3,135 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**USH 41: STH 55 TO CTH F (BROWN COUNTY)
OFF-PEAK DAY 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: STH 55 TO CTH F (BROWN COUNTY) OFF-PEAK DAY 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 | 142 | 0.0 | OFF | 142 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 1-2 AM | 105 | 0.0 | OFF | 105 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |
| 2-3 AM | 128 | 0.0 | OFF | 128 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 127 | 0.0 | OFF | 127 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 4-5 AM | 227 | 0.0 | OFF | 227 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 5-6 AM | 622 | 0.0 | OFF | 622 | 0 | 0.00 | 0 | 65.2 | 65.2 | 65.2 |
| 6-7 AM | 1534 | 0.0 | OFF | 1534 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 7-8 AM | 2303 | 0.0 | OFF | 2303 | 0 | 0.00 | 0 | 62.1 | 62.1 | 62.1 |
| 8-9 AM | 1622 | 0.0 | OFF | 1622 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 9-10 AM | 1344 | 0.0 | OFF | 1344 | 0 | 0.00 | 0 | 63.9 | 63.9 | 63.9 |
| 10-11 AM | 1325 | 0.0 | 1500 | 1325 | 0 | 0.80 | 0 | 63.9 | 59.8 | 34.8 |
| 11AM-NOON | 1392 | 0.0 | 1499 | 1392 | 0 | 0.88 | 0 | 63.8 | 59.3 | 33.2 |
| NOON-1PM | 1567 | 0.0 | 1499 | 1567 | 0 | 1.95 | 26 | 63.5 | 54.4 | 30.8 |
| 1-2 PM | 1626 | 0.0 | 1500 | 1626 | 0 | 5.53 | 124 | 63.3 | 43.1 | 30.8 |
| 2-3 PM | 1744 | 0.0 | 1500 | 1744 | 0 | 11.90+ | 301 | 63.2 | 31.4 | 30.8 |
| 3-4 PM | 2054 | 0.0 | OFF | 2054 | 0 | 1.04 | 49 | 62.5 | 57.5 | 57.5 |
| 4-5 PM | 2311 | 0.0 | OFF | 2311 | 0 | 0.00 | 0 | 62.1 | 62.1 | 62.1 |
| 5-6 PM | 2180 | 0.0 | OFF | 2180 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 6-7 PM | 1556 | 0.0 | OFF | 1556 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 7-8 PM | 1215 | 0.0 | OFF | 1215 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 |
| 8-9 PM | 988 | 0.0 | OFF | 988 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 9-10 PM | 835 | 0.0 | OFF | 835 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 |
| 10-11 PM | 602 | 0.0 | OFF | 602 | 0 | 0.00 | 0 | 65.3 | 65.3 | 65.3 |
| 11PM-MID | 343 | 0.0 | OFF | 343 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0551 |
| MAIN ROUTE WITH WORKS | 0.0545 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$5,727 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

