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| USH 41: USH 141 TO CTH B (BROWN AND OCONTO COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 117 | 0.0 | OFF | 117 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 1-2 AM | 60 | 0.0 | OFF | 60 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 2-3 AM | 62 | 0.0 | OFF | 62 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 3-4 AM | 54 | 0.0 | OFF | 54 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 4-5 AM | 83 | 0.0 | OFF | 83 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 5-6 AM | 172 | 0.0 | OFF | 172 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 6-7 AM | 198 | 0.0 | OFF | 198 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 7-8 AM | 291 | 0.0 | OFF | 291 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 8-9 AM | 529 | 0.0 | OFF | 529 | 0 | 0.00 | 0 | 65.4 | 65.4 | 65.4 |
| 9-10 AM | 894 | 0.0 | 1500 | 894 | 0 | 0.51 | 0 | 64.7 | 61.5 | 42.0 |
| 10-11 AM | 1193 | 0.0 | 1499 | 1193 | 0 | 0.63 | 0 | 64.1 | 60.3 | 38.8 |
| 11AM-NOON | 1553 | 0.0 | 1499 | 1553 | 0 | 1.52 | 14 | 63.5 | 55.1 | 30.9 |
| NOON-1PM | 1703 | 0.0 | 1500 | 1703 | 0 | 6.58 | 157 | 63.2 | 38.2 | 30.8 |
| 1-2 PM | 1643 | 0.0 | 1499 | 1643 | 0 | 13.34+ | 335 | 63.3 | 27.2 | 30.8 |
| 2-3 PM | 1623 | 0.0 | 1499 | 1500 | 123 | 15.82+ | 399 | 63.3 | 24.6 | 30.8 |
| 3-4 PM | 1642 | 0.0 | 1500 | 1500 | 142 | 15.81+ | 400 | 63.3 | 24.6 | 30.8 |
| 4-5 PM | 1525 | 0.0 | 1500 | 1490 | 34 | 15.80+ | 398 | 63.5 | 24.7 | 30.8 |
| 5-6 PM | 1413 | 0.0 | 1499 | 1413 | 0 | 14.49+ | 363 | 63.8 | 26.0 | 30.8 |
| 6-7 PM | 1109 | 0.0 | 1499 | 1109 | 0 | 4.81 | 135 | 64.3 | 43.3 | 36.3 |
| 7-8 PM | 885 | 0.0 | OFF | 885 | 0 | 0.00 | 0 | 64.7 | 64.7 | 64.7 |
| 8-9 PM | 644 | 0.0 | OFF | 644 | 0 | 0.00 | 0 | 65.2 | 65.2 | 65.2 |
| 9-10 PM | 397 | 0.0 | OFF | 397 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 10-11 PM | 239 | 0.0 | OFF | 239 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 11PM-MID | 106 | 0.0 | OFF | 106 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |

"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 | 0.0 |
| (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 | 0 |
| (VEH-H) MAX | 0 |
| AV BREAKDOWNS PER DAY | 0 |
| AV QUEUE DELAY/DAY (VEH-H) | 0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0 |

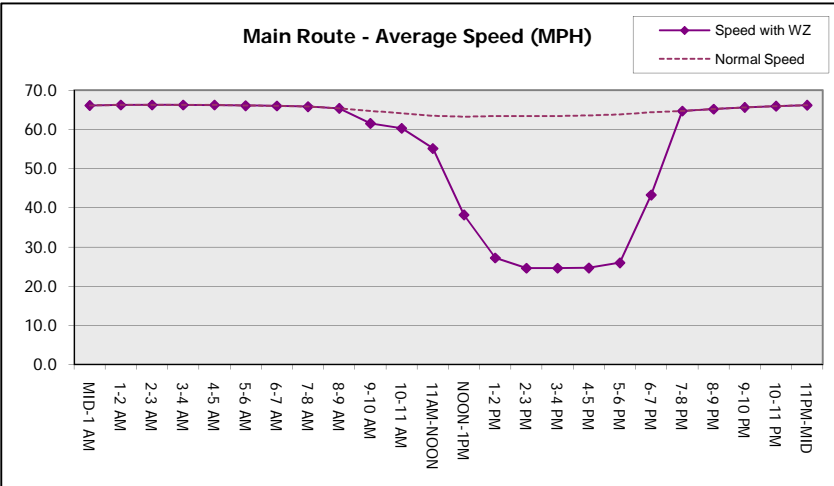
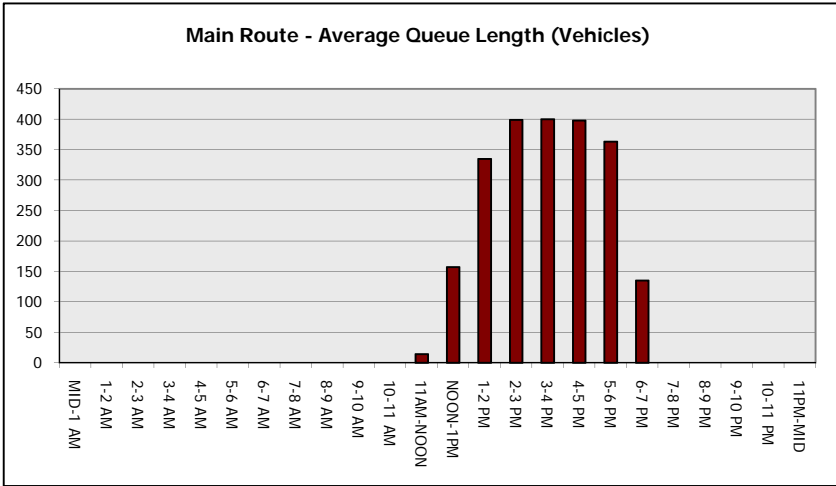
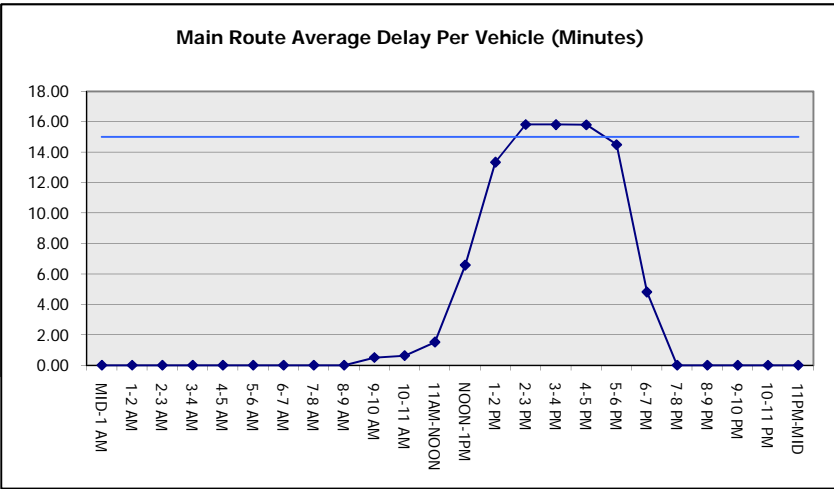
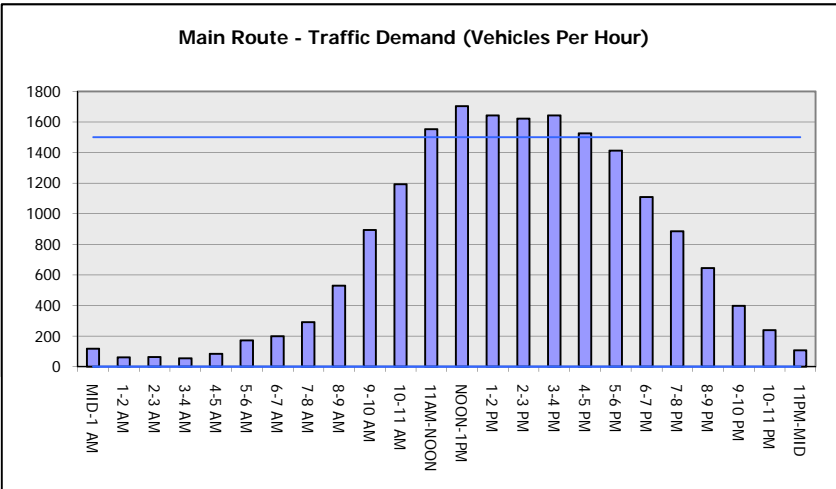
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0306 |
| MAIN ROUTE WITH WORKS | 0.0292 |
| 'DIVERSION' | 0.0012 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$38,780 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

**USH 41: USH 141 TO CTH B (BROWN AND OCONTO COUNTIES)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|--|---|
| USH 41: USH 141 TO CTH B (BROWN AND OCONTO COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST Analyzed for 2009 Construction Season |
|--|---|

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 171 | 0.0 | OFF | 171 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 1-2 AM | 103 | 0.0 | OFF | 103 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |
| 2-3 AM | 83 | 0.0 | OFF | 83 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 3-4 AM | 53 | 0.0 | OFF | 53 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 4-5 AM | 45 | 0.0 | OFF | 45 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 5-6 AM | 76 | 0.0 | OFF | 76 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 6-7 AM | 167 | 0.0 | OFF | 167 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 7-8 AM | 210 | 0.0 | OFF | 210 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 8-9 AM | 310 | 0.0 | OFF | 310 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 9-10 AM | 493 | 0.0 | 1500 | 493 | 0 | 0.47 | 0 | 65.5 | 62.5 | 43.5 |
| 10-11 AM | 720 | 0.0 | 1500 | 720 | 0 | 0.49 | 0 | 65.0 | 61.9 | 42.7 |
| 11AM-NOON | 882 | 0.0 | 1500 | 882 | 0 | 0.51 | 0 | 64.8 | 61.5 | 42.1 |
| NOON-1PM | 945 | 0.0 | 1500 | 945 | 0 | 0.51 | 0 | 64.6 | 61.4 | 41.9 |
| 1-2 PM | 967 | 0.0 | 1500 | 967 | 0 | 0.52 | 0 | 64.6 | 61.4 | 41.8 |
| 2-3 PM | 952 | 0.0 | 1500 | 952 | 0 | 0.51 | 0 | 64.6 | 61.4 | 41.9 |
| 3-4 PM | 971 | 0.0 | 1500 | 971 | 0 | 0.52 | 0 | 64.6 | 61.4 | 41.8 |
| 4-5 PM | 919 | 0.0 | 1500 | 919 | 0 | 0.51 | 0 | 64.6 | 61.5 | 42.0 |
| 5-6 PM | 841 | 0.0 | 1500 | 841 | 0 | 0.50 | 0 | 64.8 | 61.7 | 42.2 |
| 6-7 PM | 728 | 0.0 | 1500 | 728 | 0 | 0.49 | 0 | 65.0 | 61.9 | 42.7 |
| 7-8 PM | 558 | 0.0 | OFF | 558 | 0 | 0.00 | 0 | 65.3 | 65.3 | 65.3 |
| 8-9 PM | 442 | 0.0 | OFF | 442 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 9-10 PM | 298 | 0.0 | OFF | 298 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 10-11 PM | 223 | 0.0 | OFF | 223 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 11PM-MID | 148 | 0.0 | OFF | 148 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |

"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 | 0.0191 |
| MAIN ROUTE WITH WORKS | 0.0185 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$1,194 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SUNDAY NORTHBOUND DIRECTION

