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| <b>USH 41: CTH G TO CTH F (BROWN COUNTY)<br/>                 NIGHTTIME CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</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    | 353                          | 0.0       | 1500           | 353        | 0           | 1.04                  | 48                    | 65.7              | 41.4           | 43.8 |  |
| 1-2 AM      | 256                          | 0.0       | 1500           | 256        | 0           | 0.45                  | 0                     | 65.9              | 52.4           | 44.5 |  |
| 2-3 AM      | 219                          | 0.0       | 1500           | 219        | 0           | 0.44                  | 0                     | 66.0              | 52.5           | 44.6 |  |
| 3-4 AM      | 197                          | 0.0       | 1500           | 197        | 0           | 0.44                  | 0                     | 66.0              | 52.6           | 44.7 |  |
| 4-5 AM      | 195                          | 0.0       | 1500           | 195        | 0           | 0.44                  | 0                     | 66.0              | 52.6           | 44.7 |  |
| 5-6 AM      | 336                          | 0.0       | 1500           | 336        | 0           | 0.46                  | 0                     | 65.8              | 52.1           | 44.2 |  |
| 6-7 AM      | 499                          | 0.0       | 1500           | 499        | 0           | 0.47                  | 0                     | 65.5              | 51.5           | 43.5 |  |
| 7-8 AM      | 798                          | 0.0       | 1500           | 798        | 0           | 0.50                  | 0                     | 64.9              | 50.5           | 42.4 |  |
| 8-9 AM      | 1052                         | 0.0       | OFF            | 1052       | 0           | 0.00                  | 0                     | 64.4              | 64.4           | 64.4 |  |
| 9-10 AM     | 1276                         | 0.0       | OFF            | 1276       | 0           | 0.00                  | 0                     | 64.0              | 64.0           | 64.0 |  |
| 10-11 AM    | 1581                         | 0.0       | OFF            | 1581       | 0           | 0.00                  | 0                     | 63.5              | 63.5           | 63.5 |  |
| 11AM-NOON   | 1686                         | 0.0       | OFF            | 1686       | 0           | 0.00                  | 0                     | 63.2              | 63.2           | 63.2 |  |
| NOON-1PM    | 1791                         | 0.0       | OFF            | 1791       | 0           | 0.00                  | 0                     | 63.0              | 63.0           | 63.0 |  |
| 1-2 PM      | 1717                         | 0.0       | OFF            | 1717       | 0           | 0.00                  | 0                     | 63.2              | 63.2           | 63.2 |  |
| 2-3 PM      | 1728                         | 0.0       | OFF            | 1728       | 0           | 0.00                  | 0                     | 63.2              | 63.2           | 63.2 |  |
| 3-4 PM      | 1663                         | 0.0       | OFF            | 1663       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |  |
| 4-5 PM      | 1585                         | 0.0       | OFF            | 1585       | 0           | 0.00                  | 0                     | 63.4              | 63.4           | 63.4 |  |
| 5-6 PM      | 1385                         | 0.0       | OFF            | 1385       | 0           | 0.00                  | 0                     | 63.8              | 63.8           | 63.8 |  |
| 6-7 PM      | 1210                         | 0.0       | 1500           | 1210       | 0           | 0.65                  | 0                     | 64.1              | 47.0           | 38.1 |  |
| 7-8 PM      | 968                          | 0.0       | 1500           | 968        | 0           | 0.52                  | 0                     | 64.6              | 50.0           | 41.8 |  |
| 8-9 PM      | 972                          | 0.0       | 1500           | 972        | 0           | 0.52                  | 0                     | 64.6              | 50.0           | 41.8 |  |
| 9-10 PM     | 1306                         | 0.0       | 1499           | 1306       | 0           | 0.76                  | 0                     | 64.0              | 44.8           | 35.7 |  |
| 10-11 PM    | 2023                         | 0.0       | 1499           | 2023       | 0           | 8.95+                 | 253                   | 62.6              | 12.3           | 30.8 |  |
| 11PM-MID    | 1562                         | 0.0       | 1499           | 1286       | 276         | 14.96+                | 377                   | 63.5              | 9.1            | 30.8 |  |

"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 |

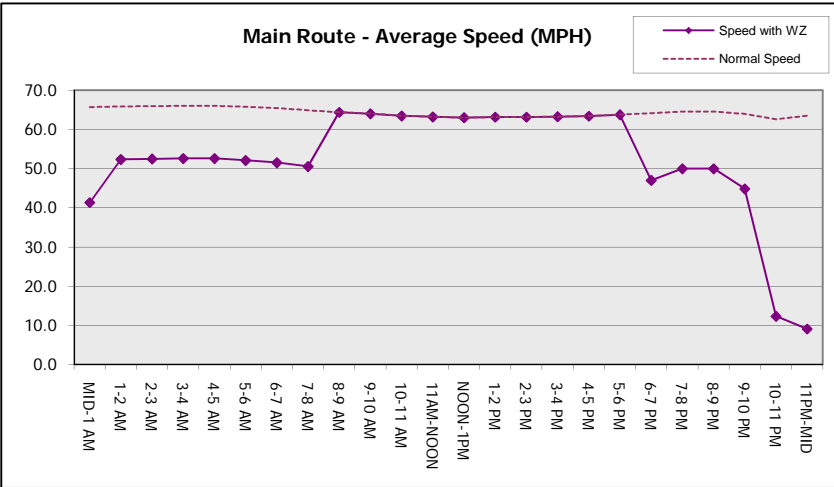
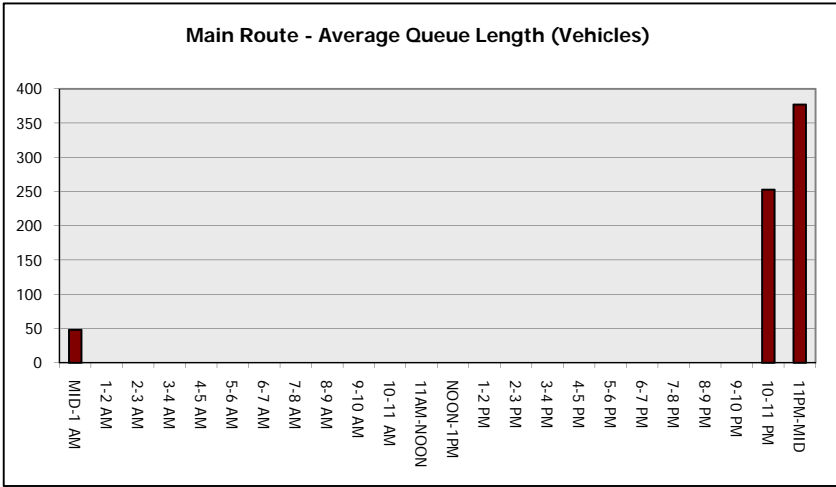
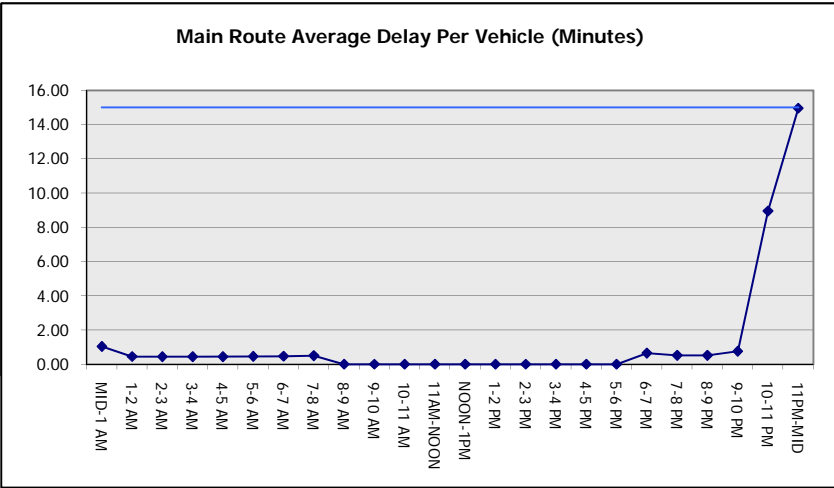
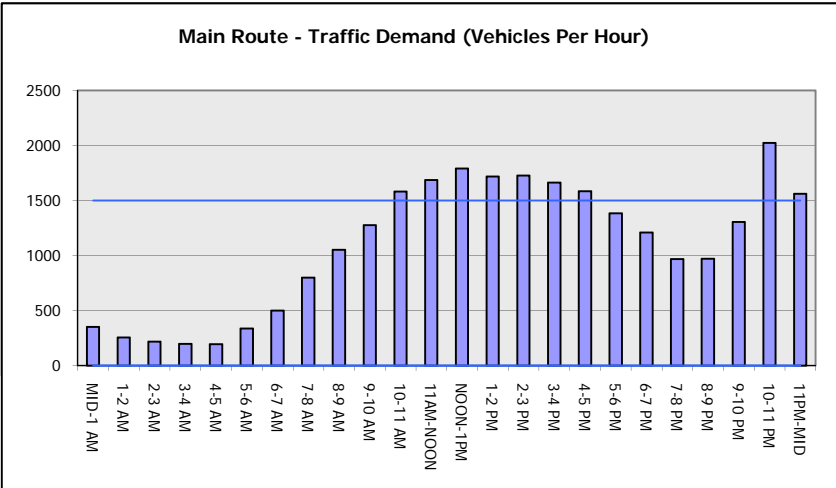
| AVERAGE ACCIDENT NUMBERS (PIA/DAY)            |          |
|---|----------|
| MAIN ROUTE WITHOUT WORKS                      | 0.0080   |
| MAIN ROUTE WITH WORKS                         | 0.0072   |
| 'DIVERSION'                                   | 0.0002   |
| <small>PIA: Personal Injury Accidents</small> |          |
| IMPACTS ON ROAD USERS                         |          |
| ROAD USER COSTS PER DAY                       | \$12,182 |
| CONGESTED HOURS PER DAY*                      | 2        |

\*Delays Exceeding User-Specified Maximum

**USH 41: CTH G TO CTH F (BROWN COUNTY)  
NIGHTTIME CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

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



|  |  |
|--|--|
| <b>USH 41: CTH G TO CTH F (BROWN COUNTY)<br/>                 NIGHTTIME CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</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    | 299                          | 0.0       | 1500           | 299        | 0           | 0.45                  | 0                     | 65.8              | 52.2           | 44.3 |
| 1-2 AM      | 196                          | 0.0       | 1500           | 196        | 0           | 0.44                  | 0                     | 66.0              | 52.6           | 44.7 |
| 2-3 AM      | 168                          | 0.0       | 1500           | 168        | 0           | 0.44                  | 0                     | 66.1              | 52.7           | 44.8 |
| 3-4 AM      | 141                          | 0.0       | 1500           | 141        | 0           | 0.44                  | 0                     | 66.1              | 52.8           | 44.9 |
| 4-5 AM      | 175                          | 0.0       | 1500           | 175        | 0           | 0.44                  | 0                     | 66.1              | 52.7           | 44.8 |
| 5-6 AM      | 300                          | 0.0       | 1500           | 300        | 0           | 0.45                  | 0                     | 65.8              | 52.2           | 44.3 |
| 6-7 AM      | 503                          | 0.0       | 1500           | 503        | 0           | 0.47                  | 0                     | 65.5              | 51.5           | 43.5 |
| 7-8 AM      | 789                          | 0.0       | 1500           | 789        | 0           | 0.50                  | 0                     | 64.9              | 50.5           | 42.4 |
| 8-9 AM      | 1155                         | 0.0       | OFF            | 1155       | 0           | 0.00                  | 0                     | 64.2              | 64.2           | 64.2 |
| 9-10 AM     | 1477                         | 0.0       | OFF            | 1477       | 0           | 0.00                  | 0                     | 63.7              | 63.7           | 63.7 |
| 10-11 AM    | 1811                         | 0.0       | OFF            | 1811       | 0           | 0.00                  | 0                     | 63.0              | 63.0           | 63.0 |
| 11AM-NOON   | 1939                         | 0.0       | OFF            | 1939       | 0           | 0.00                  | 0                     | 62.8              | 62.8           | 62.8 |
| NOON-1PM    | 1949                         | 0.0       | OFF            | 1949       | 0           | 0.00                  | 0                     | 62.8              | 62.8           | 62.8 |
| 1-2 PM      | 2032                         | 0.0       | OFF            | 2032       | 0           | 0.00                  | 0                     | 62.6              | 62.6           | 62.6 |
| 2-3 PM      | 2180                         | 0.0       | OFF            | 2180       | 0           | 0.00                  | 0                     | 62.3              | 62.3           | 62.3 |
| 3-4 PM      | 2278                         | 0.0       | OFF            | 2278       | 0           | 0.00                  | 0                     | 62.2              | 62.2           | 62.2 |
| 4-5 PM      | 2304                         | 0.0       | OFF            | 2304       | 0           | 0.00                  | 0                     | 62.1              | 62.1           | 62.1 |
| 5-6 PM      | 2058                         | 0.0       | OFF            | 2058       | 0           | 0.00                  | 0                     | 62.5              | 62.5           | 62.5 |
| 6-7 PM      | 1588                         | 0.0       | 1499           | 1588       | 0           | 3.72                  | 76                    | 63.4              | 20.7           | 30.8 |
| 7-8 PM      | 1037                         | 0.0       | 1500           | 1037       | 0           | 0.77                  | 10                    | 64.5              | 44.8           | 40.9 |
| 8-9 PM      | 878                          | 0.0       | 1500           | 878        | 0           | 0.51                  | 0                     | 64.8              | 50.2           | 42.1 |
| 9-10 PM     | 740                          | 0.0       | 1500           | 740        | 0           | 0.49                  | 0                     | 65.0              | 50.7           | 42.6 |
| 10-11 PM    | 638                          | 0.0       | 1500           | 638        | 0           | 0.48                  | 0                     | 65.2              | 51.0           | 43.0 |
| 11PM-MID    | 489                          | 0.0       | 1500           | 489        | 0           | 0.47                  | 0                     | 65.5              | 51.5           | 43.5 |

"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           | 0.0082 |
| MAIN ROUTE WITH WORKS              | 0.0077 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$2,461 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

