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| USH 41: CTH AAA TO CTH G (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 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 | 398 | 0.0 | 1500 | 398 | 0 | 0.46 | 0 | 65.6 | 47.3 | 43.9 | |
| 1-2 AM | 295 | 0.0 | 1500 | 295 | 0 | 0.45 | 0 | 65.8 | 47.6 | 44.3 | |
| 2-3 AM | 250 | 0.0 | 1500 | 250 | 0 | 0.45 | 0 | 66.0 | 47.8 | 44.5 | |
| 3-4 AM | 189 | 0.0 | 1500 | 189 | 0 | 0.44 | 0 | 66.0 | 48.1 | 44.7 | |
| 4-5 AM | 217 | 0.0 | 1500 | 217 | 0 | 0.44 | 0 | 66.0 | 47.9 | 44.6 | |
| 5-6 AM | 364 | 0.0 | 1500 | 364 | 0 | 0.46 | 0 | 65.7 | 47.4 | 44.0 | |
| 6-7 AM | 618 | 0.0 | 1500 | 618 | 0 | 0.48 | 0 | 65.2 | 46.5 | 43.0 | |
| 7-8 AM | 975 | 0.0 | 1500 | 975 | 0 | 0.52 | 0 | 64.6 | 45.2 | 41.8 | |
| 8-9 AM | 1202 | 0.0 | OFF | 1202 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | |
| 9-10 AM | 1445 | 0.0 | OFF | 1445 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | |
| 10-11 AM | 1693 | 0.0 | OFF | 1693 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | |
| 11AM-NOON | 1783 | 0.0 | OFF | 1783 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 | |
| NOON-1PM | 1854 | 0.0 | OFF | 1854 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | |
| 1-2 PM | 1784 | 0.0 | OFF | 1784 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 2-3 PM | 1822 | 0.0 | OFF | 1822 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 3-4 PM | 1886 | 0.0 | OFF | 1886 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | |
| 4-5 PM | 1850 | 0.0 | OFF | 1850 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 5-6 PM | 1708 | 0.0 | OFF | 1708 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | |
| 6-7 PM | 1471 | 0.0 | 1499 | 1471 | 0 | 1.20 | 7 | 63.7 | 32.0 | 31.7 | |
| 7-8 PM | 1160 | 0.0 | 1500 | 1160 | 0 | 0.58 | 0 | 64.2 | 43.3 | 39.8 | |
| 8-9 PM | 1055 | 0.0 | 1500 | 1055 | 0 | 0.52 | 0 | 64.4 | 45.0 | 41.5 | |
| 9-10 PM | 924 | 0.0 | 1500 | 924 | 0 | 0.51 | 0 | 64.6 | 45.4 | 41.9 | |
| 10-11 PM | 742 | 0.0 | 1500 | 742 | 0 | 0.49 | 0 | 65.0 | 46.0 | 42.6 | |
| 11PM-MID | 591 | 0.0 | 1500 | 591 | 0 | 0.48 | 0 | 65.3 | 46.6 | 43.2 | |

"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 |

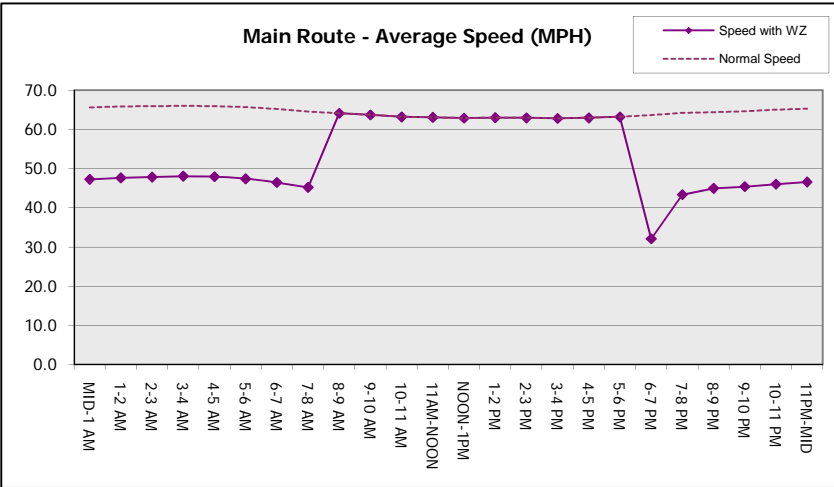
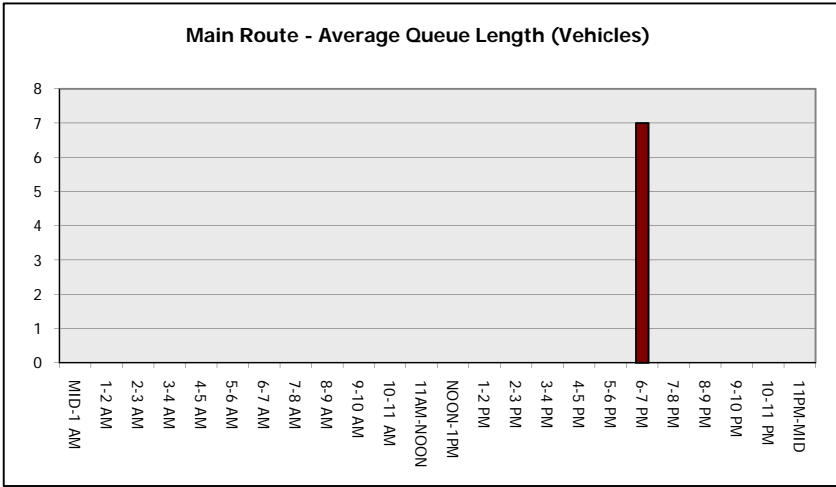
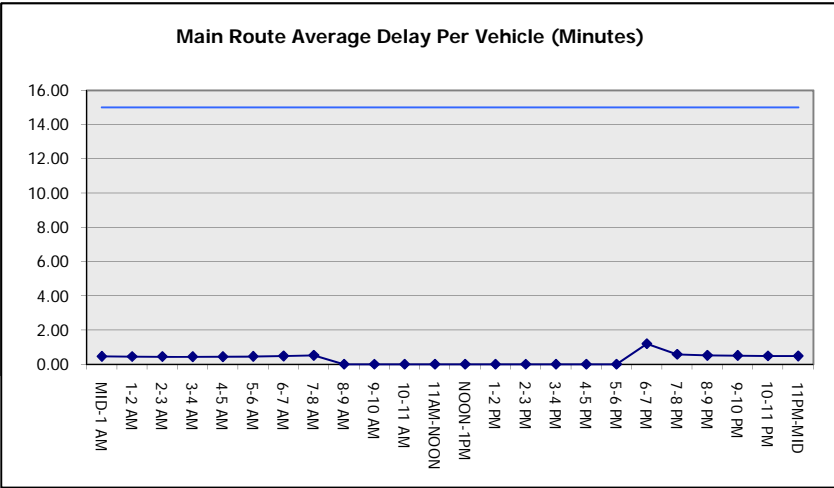
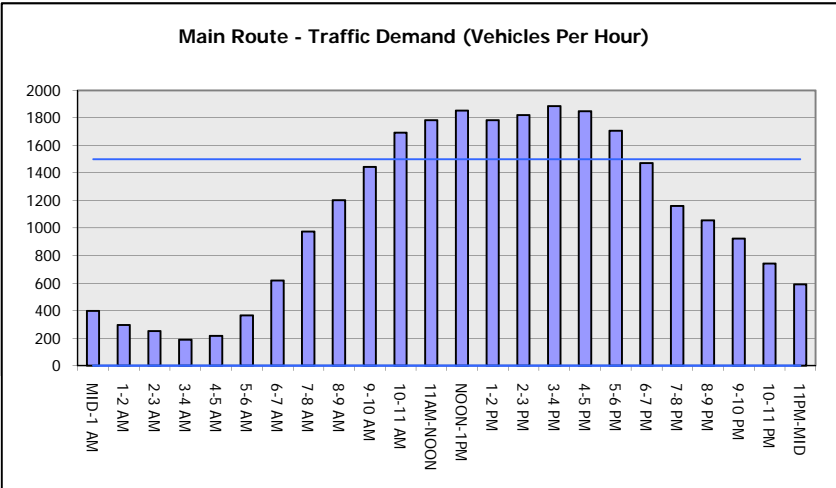
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0054 |
| MAIN ROUTE WITH WORKS | 0.0048 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$1,383 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| USH 41: CTH AAA TO CTH G (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 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 | 327 | 0.0 | 1500 | 327 | 0 | 0.45 | 0 | 65.8 | 47.6 | 44.2 |
| 1-2 AM | 206 | 0.0 | 1500 | 206 | 0 | 0.44 | 0 | 66.0 | 48.0 | 44.6 |
| 2-3 AM | 190 | 0.0 | 1500 | 190 | 0 | 0.44 | 0 | 66.0 | 48.1 | 44.7 |
| 3-4 AM | 144 | 0.0 | 1500 | 144 | 0 | 0.44 | 0 | 66.1 | 48.3 | 44.9 |
| 4-5 AM | 177 | 0.0 | 1500 | 177 | 0 | 0.44 | 0 | 66.1 | 48.1 | 44.8 |
| 5-6 AM | 324 | 0.0 | 1500 | 324 | 0 | 0.45 | 0 | 65.8 | 47.6 | 44.2 |
| 6-7 AM | 579 | 0.0 | 1500 | 579 | 0 | 0.48 | 0 | 65.3 | 46.6 | 43.2 |
| 7-8 AM | 1033 | 0.0 | 1499 | 1033 | 0 | 0.54 | 0 | 64.5 | 44.5 | 41.0 |
| 8-9 AM | 1519 | 0.0 | OFF | 1519 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 9-10 AM | 1689 | 0.0 | OFF | 1689 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 10-11 AM | 1861 | 0.0 | OFF | 1861 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 11AM-NOON | 1988 | 0.0 | OFF | 1988 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| NOON-1PM | 2010 | 0.0 | OFF | 2010 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| 1-2 PM | 1879 | 0.0 | OFF | 1879 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 2-3 PM | 1848 | 0.0 | OFF | 1848 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 3-4 PM | 1881 | 0.0 | OFF | 1881 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 4-5 PM | 1788 | 0.0 | OFF | 1788 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 5-6 PM | 1714 | 0.0 | OFF | 1714 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 6-7 PM | 1492 | 0.0 | 1499 | 1492 | 0 | 1.47 | 13 | 63.6 | 28.9 | 31.4 |
| 7-8 PM | 1162 | 0.0 | 1500 | 1162 | 0 | 0.59 | 0 | 64.2 | 43.3 | 39.7 |
| 8-9 PM | 1032 | 0.0 | 1500 | 1032 | 0 | 0.52 | 0 | 64.5 | 45.0 | 41.5 |
| 9-10 PM | 895 | 0.0 | 1500 | 895 | 0 | 0.51 | 0 | 64.7 | 45.5 | 42.0 |
| 10-11 PM | 782 | 0.0 | 1500 | 782 | 0 | 0.50 | 0 | 65.0 | 45.9 | 42.5 |
| 11PM-MID | 492 | 0.0 | 1500 | 492 | 0 | 0.47 | 0 | 65.5 | 46.9 | 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 | 0.0056 |
| MAIN ROUTE WITH WORKS | 0.0050 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$1,445 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

