

**USH 41: USH 151 TO STH 67 (DODGE AND FOND DU LAC COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH KK - STH 175 - CTH B**

MAY
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 | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 94 | 0.0 | 14 | 0.0 | 1500 | 94 | 0 | 14 | 0.43 | 0 | 66.2 | 60.5 | 45.1 | 29.7 | 29.7 |
| 1-2 AM | 82 | 0.0 | 13 | 0.0 | 1500 | 82 | 0 | 13 | 0.43 | 0 | 66.3 | 60.6 | 45.1 | 29.7 | 29.7 |
| 2-3 AM | 97 | 0.0 | 15 | 0.0 | 1500 | 97 | 0 | 15 | 0.43 | 0 | 66.2 | 60.5 | 45.1 | 29.7 | 29.7 |
| 3-4 AM | 148 | 0.0 | 23 | 0.0 | 1500 | 148 | 0 | 23 | 0.44 | 0 | 66.1 | 60.4 | 44.9 | 29.6 | 29.6 |
| 4-5 AM | 326 | 0.0 | 50 | 0.0 | 1500 | 326 | 0 | 50 | 0.45 | 0 | 65.8 | 59.9 | 44.2 | 29.3 | 29.3 |
| 5-6 AM | 743 | 0.0 | 114 | 0.0 | 1500 | 743 | 0 | 114 | 0.49 | 0 | 65.0 | 58.8 | 42.6 | 28.8 | 28.8 |
| 6-7 AM | 1010 | 0.0 | 155 | 0.0 | 1500 | 1010 | 0 | 155 | 0.52 | 0 | 64.5 | 58.1 | 41.7 | 28.3 | 28.3 |
| 7-8 AM | 981 | 0.0 | 150 | 0.0 | 1500 | 981 | 0 | 150 | 0.52 | 0 | 64.6 | 58.2 | 41.7 | 28.4 | 28.4 |
| 8-9 AM | 928 | 0.0 | 142 | 0.0 | 1500 | 928 | 0 | 142 | 0.51 | 0 | 64.6 | 58.3 | 41.9 | 28.4 | 28.4 |
| 9-10 AM | 940 | 0.0 | 144 | 0.0 | 1500 | 940 | 0 | 144 | 0.51 | 0 | 64.6 | 58.3 | 41.9 | 28.4 | 28.4 |
| 10-11 AM | 948 | 0.0 | 145 | 0.0 | 1500 | 948 | 0 | 145 | 0.51 | 0 | 64.6 | 58.3 | 41.9 | 28.4 | 28.4 |
| 11A-NOON | 968 | 0.0 | 147 | 0.0 | 1500 | 968 | 0 | 147 | 0.52 | 0 | 64.6 | 58.2 | 41.8 | 28.4 | 28.4 |
| NOON-1PM | 1018 | 0.0 | 156 | 0.0 | 1500 | 1018 | 0 | 156 | 0.52 | 0 | 64.5 | 58.1 | 41.6 | 28.3 | 28.3 |
| 1-2 PM | 1127 | 0.0 | 172 | 0.0 | 1500 | 1127 | 0 | 172 | 0.54 | 0 | 64.3 | 57.7 | 40.9 | 28.2 | 28.2 |
| 2-3 PM | 1189 | 0.0 | 182 | 0.0 | 1500 | 1189 | 0 | 182 | 0.62 | 0 | 64.1 | 56.8 | 38.8 | 28.1 | 28.1 |
| 3-4 PM | 1284 | 0.0 | 196 | 0.0 | 1500 | 1284 | 0 | 196 | 0.74 | 0 | 64.0 | 55.4 | 36.0 | 27.9 | 27.9 |
| 4-5 PM | 1324 | 0.0 | 202 | 0.0 | 1500 | 1324 | 0 | 202 | 0.80 | 0 | 63.9 | 54.8 | 34.8 | 27.9 | 27.9 |
| 5-6 PM | 1105 | 0.0 | 169 | 0.0 | 1500 | 1105 | 0 | 169 | 0.53 | 0 | 64.3 | 57.9 | 41.3 | 28.2 | 28.2 |
| 6-7 PM | 863 | 0.0 | 132 | 0.0 | 1500 | 863 | 0 | 132 | 0.51 | 0 | 64.8 | 58.5 | 42.2 | 28.6 | 28.6 |
| 7-8 PM | 641 | 0.0 | 97 | 0.0 | 1500 | 641 | 0 | 97 | 0.48 | 0 | 65.2 | 59.1 | 43.0 | 28.9 | 28.9 |
| 8-9 PM | 561 | 0.0 | 85 | 0.0 | 1500 | 561 | 0 | 85 | 0.48 | 0 | 65.3 | 59.3 | 43.3 | 29.0 | 29.0 |
| 9-10 PM | 417 | 0.0 | 64 | 0.0 | 1500 | 417 | 0 | 64 | 0.46 | 0 | 65.6 | 59.7 | 43.8 | 29.2 | 29.2 |
| 10-11 PM | 254 | 0.0 | 39 | 0.0 | 1500 | 254 | 0 | 39 | 0.45 | 0 | 65.9 | 60.1 | 44.5 | 29.4 | 29.4 |
| 11PM-MID | 160 | 0.0 | 25 | 0.0 | 1500 | 160 | 0 | 25 | 0.44 | 0 | 66.1 | 60.4 | 44.8 | 29.6 | 29.6 |

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

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

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0140 |
| MAIN ROUTE WITH WORKS | 0.0128 |
| DIVERSION | 0.0191 |

PIA: Personal Injury Accidents

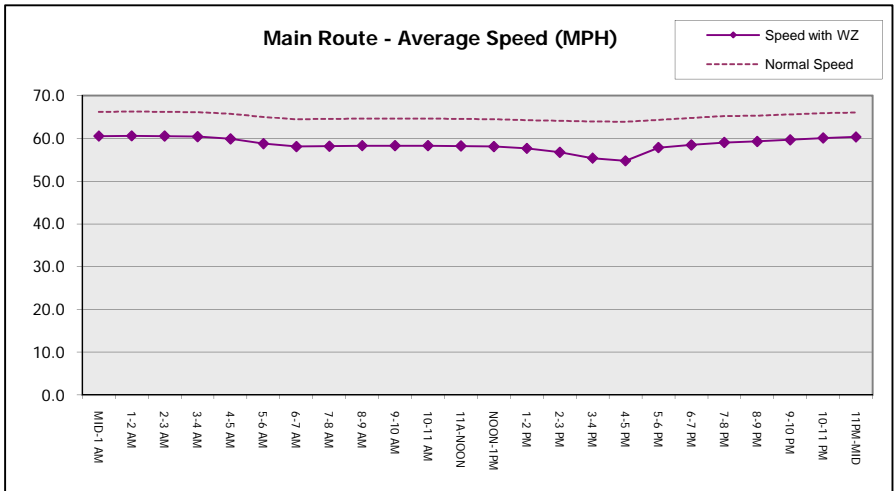
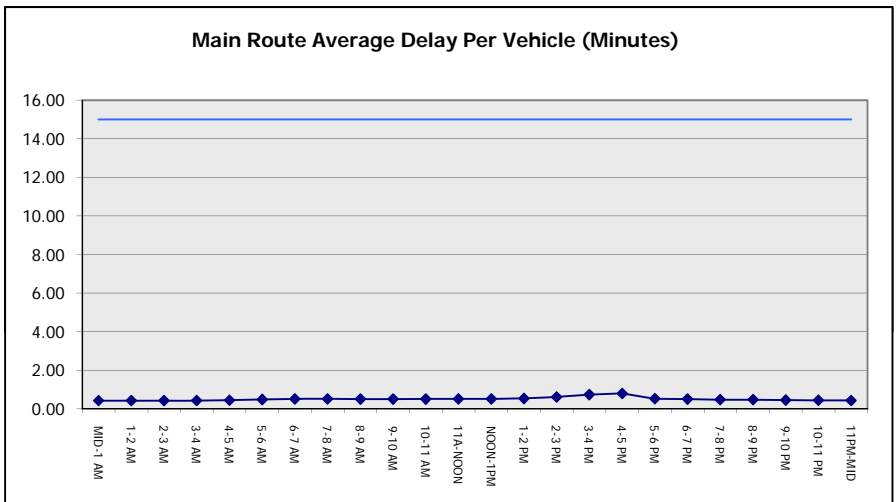
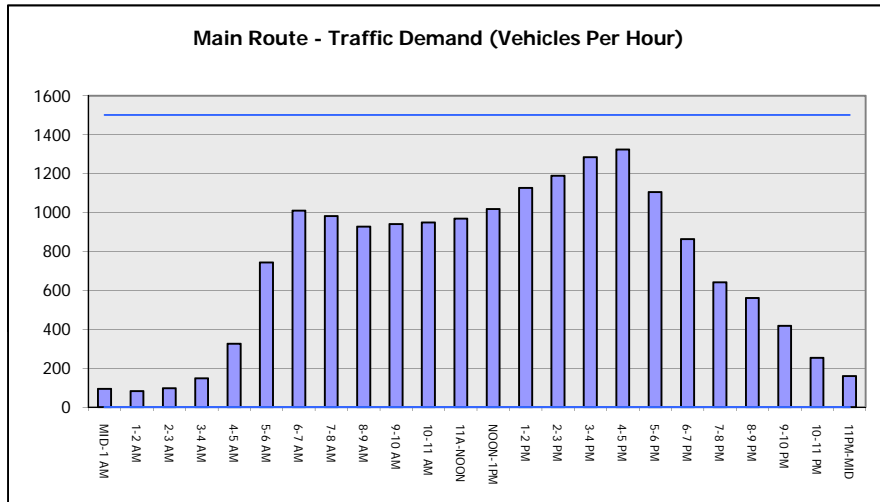
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,923 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 41: USH 151 TO STH 67 (DODGE AND FOND DU LAC COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH KK - STH 175 - CTH B

MAY
 Analyzed for 2009
 Construction Season

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



| | |
|--|--|
| USH 41: USH 151 TO STH 67 (DODGE AND FOND DU LAC COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH KK - STH 175 - CTH B | MAY |
| | 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 | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 116 | 0.0 | 18 | 0.0 | 1500 | 116 | 0 | 18 | 0.43 | 0 | 66.2 | 60.5 | 45.0 | 29.6 | 29.6 |
| 1-2 AM | 106 | 0.0 | 16 | 0.0 | 1500 | 106 | 0 | 16 | 0.43 | 0 | 66.2 | 60.5 | 45.1 | 29.7 | 29.7 |
| 2-3 AM | 96 | 0.0 | 14 | 0.0 | 1500 | 96 | 0 | 14 | 0.43 | 0 | 66.2 | 60.5 | 45.1 | 29.7 | 29.7 |
| 3-4 AM | 101 | 0.0 | 15 | 0.0 | 1500 | 101 | 0 | 15 | 0.43 | 0 | 66.2 | 60.5 | 45.1 | 29.7 | 29.7 |
| 4-5 AM | 197 | 0.0 | 30 | 0.0 | 1500 | 197 | 0 | 30 | 0.44 | 0 | 66.0 | 60.3 | 44.7 | 29.5 | 29.5 |
| 5-6 AM | 442 | 0.0 | 67 | 0.0 | 1500 | 442 | 0 | 67 | 0.47 | 0 | 65.6 | 59.6 | 43.7 | 29.2 | 29.2 |
| 6-7 AM | 920 | 0.0 | 141 | 0.0 | 1500 | 920 | 0 | 141 | 0.51 | 0 | 64.6 | 58.4 | 42.0 | 28.5 | 28.5 |
| 7-8 AM | 1077 | 0.0 | 164 | 0.0 | 1500 | 1077 | 0 | 164 | 0.53 | 0 | 64.4 | 57.9 | 41.4 | 28.3 | 28.3 |
| 8-9 AM | 947 | 0.0 | 145 | 0.0 | 1500 | 947 | 0 | 145 | 0.51 | 0 | 64.6 | 58.3 | 41.9 | 28.4 | 28.4 |
| 9-10 AM | 953 | 0.0 | 146 | 0.0 | 1500 | 953 | 0 | 146 | 0.51 | 0 | 64.6 | 58.2 | 41.9 | 28.4 | 28.4 |
| 10-11 AM | 918 | 0.0 | 141 | 0.0 | 1500 | 918 | 0 | 141 | 0.51 | 0 | 64.6 | 58.4 | 42.0 | 28.5 | 28.5 |
| 11A-NOON | 911 | 0.0 | 139 | 0.0 | 1500 | 911 | 0 | 139 | 0.51 | 0 | 64.7 | 58.4 | 42.0 | 28.5 | 28.5 |
| NOON-1PM | 921 | 0.0 | 141 | 0.0 | 1500 | 921 | 0 | 141 | 0.51 | 0 | 64.6 | 58.4 | 42.0 | 28.5 | 28.5 |
| 1-2 PM | 965 | 0.0 | 147 | 0.0 | 1500 | 965 | 0 | 147 | 0.52 | 0 | 64.6 | 58.2 | 41.8 | 28.4 | 28.4 |
| 2-3 PM | 1080 | 0.0 | 164 | 0.0 | 1500 | 1080 | 0 | 164 | 0.53 | 0 | 64.4 | 57.9 | 41.4 | 28.3 | 28.3 |
| 3-4 PM | 1336 | 0.0 | 204 | 0.0 | 1500 | 1336 | 0 | 204 | 0.81 | 0 | 63.9 | 54.6 | 34.5 | 27.9 | 27.9 |
| 4-5 PM | 1324 | 0.0 | 202 | 0.0 | 1500 | 1324 | 0 | 202 | 0.80 | 0 | 63.9 | 54.8 | 34.8 | 27.9 | 27.9 |
| 5-6 PM | 1106 | 0.0 | 169 | 0.0 | 1500 | 1106 | 0 | 169 | 0.53 | 0 | 64.3 | 57.9 | 41.3 | 28.2 | 28.2 |
| 6-7 PM | 823 | 0.0 | 125 | 0.0 | 1500 | 823 | 0 | 125 | 0.50 | 0 | 64.8 | 58.6 | 42.3 | 28.6 | 28.6 |
| 7-8 PM | 565 | 0.0 | 86 | 0.0 | 1500 | 565 | 0 | 86 | 0.48 | 0 | 65.3 | 59.3 | 43.3 | 29.0 | 29.0 |
| 8-9 PM | 484 | 0.0 | 74 | 0.0 | 1500 | 484 | 0 | 74 | 0.47 | 0 | 65.5 | 59.5 | 43.6 | 29.1 | 29.1 |
| 9-10 PM | 388 | 0.0 | 59 | 0.0 | 1500 | 388 | 0 | 59 | 0.46 | 0 | 65.6 | 59.7 | 44.0 | 29.2 | 29.2 |
| 10-11 PM | 312 | 0.0 | 48 | 0.0 | 1500 | 312 | 0 | 48 | 0.45 | 0 | 65.8 | 60.0 | 44.2 | 29.4 | 29.4 |
| 11PM-MID | 214 | 0.0 | 32 | 0.0 | 1500 | 214 | 0 | 32 | 0.44 | 0 | 66.0 | 60.2 | 44.6 | 29.5 | 29.5 |

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

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

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0132 |
| MAIN ROUTE WITH WORKS | 0.0122 |
| DIVERSION | 0.0181 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,818 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 41: USH 151 TO STH 67 (DODGE AND FOND DU LAC COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH KK - STH 175 - CTH B

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

