

**USH 41: STH 26 TO STH 23 (FOND DU LAC AND WINNEBAGO COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH 00 - CTH I - CTH N**

OCTOBER

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 | 108 | 0.0 | 113 | 0.0 | 1500 | 108 | 0 | 113 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.0 | 24.0 |
| 1-2 AM | 87 | 0.0 | 90 | 0.0 | 1500 | 87 | 0 | 90 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.2 | 24.2 |
| 2-3 AM | 90 | 0.0 | 93 | 0.0 | 1500 | 90 | 0 | 93 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.1 | 24.1 |
| 3-4 AM | 114 | 0.0 | 118 | 0.0 | 1500 | 114 | 0 | 118 | 0.43 | 0 | 66.2 | 60.1 | 45.0 | 23.9 | 23.9 |
| 4-5 AM | 203 | 0.0 | 212 | 0.0 | 1500 | 203 | 0 | 212 | 0.44 | 0 | 66.0 | 59.8 | 44.6 | 23.2 | 23.2 |
| 5-6 AM | 521 | 0.0 | 544 | 0.0 | 1500 | 521 | 0 | 544 | 0.47 | 0 | 65.4 | 58.9 | 43.4 | 20.7 | 20.7 |
| 6-7 AM | 898 | 0.0 | 932 | 0.0 | 1500 | 898 | 0 | 932 | 0.51 | 0 | 64.7 | 57.9 | 42.0 | 17.7 | 17.7 |
| 7-8 AM | 1027 | 0.0 | 1065 | 0.0 | 1500 | 1027 | 0 | 1065 | 0.52 | 0 | 64.5 | 57.6 | 41.6 | 16.6 | 16.6 |
| 8-9 AM | 923 | 0.0 | 958 | 0.0 | 1500 | 923 | 0 | 958 | 0.51 | 0 | 64.6 | 57.9 | 42.0 | 17.5 | 17.5 |
| 9-10 AM | 860 | 0.0 | 894 | 0.0 | 1500 | 860 | 0 | 894 | 0.51 | 0 | 64.8 | 58.1 | 42.2 | 18.0 | 18.0 |
| 10-11 AM | 866 | 0.0 | 899 | 0.0 | 1500 | 866 | 0 | 899 | 0.51 | 0 | 64.8 | 58.0 | 42.2 | 17.9 | 17.9 |
| 11A-NOON | 923 | 0.0 | 954 | 0.0 | 1500 | 923 | 0 | 954 | 0.51 | 0 | 64.6 | 57.9 | 42.0 | 17.5 | 17.5 |
| NOON-1PM | 957 | 0.0 | 990 | 0.0 | 1500 | 957 | 0 | 990 | 0.51 | 0 | 64.6 | 57.8 | 41.9 | 17.3 | 17.3 |
| 1-2 PM | 1016 | 0.0 | 1051 | 0.0 | 1500 | 1016 | 0 | 1051 | 0.52 | 0 | 64.5 | 57.6 | 41.6 | 16.8 | 16.8 |
| 2-3 PM | 1124 | 0.0 | 1163 | 0.0 | 1500 | 1124 | 0 | 1163 | 0.54 | 0 | 64.3 | 57.3 | 41.0 | 15.9 | 15.9 |
| 3-4 PM | 1134 | 0.0 | 1174 | 0.0 | 1500 | 1134 | 0 | 1174 | 0.55 | 0 | 64.3 | 57.1 | 40.7 | 15.8 | 15.8 |
| 4-5 PM | 1157 | 0.0 | 1197 | 0.0 | 1500 | 1157 | 0 | 1197 | 0.58 | 0 | 64.2 | 56.7 | 39.9 | 15.6 | 15.6 |
| 5-6 PM | 1041 | 0.0 | 1077 | 0.0 | 1500 | 1041 | 0 | 1077 | 0.52 | 0 | 64.5 | 57.6 | 41.5 | 16.6 | 16.6 |
| 6-7 PM | 806 | 0.0 | 830 | 0.0 | 1500 | 806 | 0 | 830 | 0.50 | 0 | 64.9 | 58.2 | 42.4 | 18.4 | 18.4 |
| 7-8 PM | 604 | 0.0 | 623 | 0.0 | 1500 | 604 | 0 | 623 | 0.48 | 0 | 65.3 | 58.7 | 43.1 | 20.1 | 20.1 |
| 8-9 PM | 528 | 0.0 | 546 | 0.0 | 1500 | 528 | 0 | 546 | 0.47 | 0 | 65.4 | 58.9 | 43.4 | 20.7 | 20.7 |
| 9-10 PM | 407 | 0.0 | 423 | 0.0 | 1500 | 407 | 0 | 423 | 0.46 | 0 | 65.6 | 59.2 | 43.8 | 21.6 | 21.6 |
| 10-11 PM | 294 | 0.0 | 313 | 0.0 | 1500 | 294 | 0 | 313 | 0.45 | 0 | 65.8 | 59.6 | 44.3 | 22.4 | 22.4 |
| 11PM-MID | 161 | 0.0 | 176 | 0.0 | 1500 | 161 | 0 | 176 | 0.44 | 0 | 66.1 | 59.9 | 44.8 | 23.5 | 23.5 |

| *----- 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 | 0.0118 |
| MAIN ROUTE WITH WORKS | 0.0108 |
| DIVERSION | 0.1081 |

PIA: Personal Injury Accidents

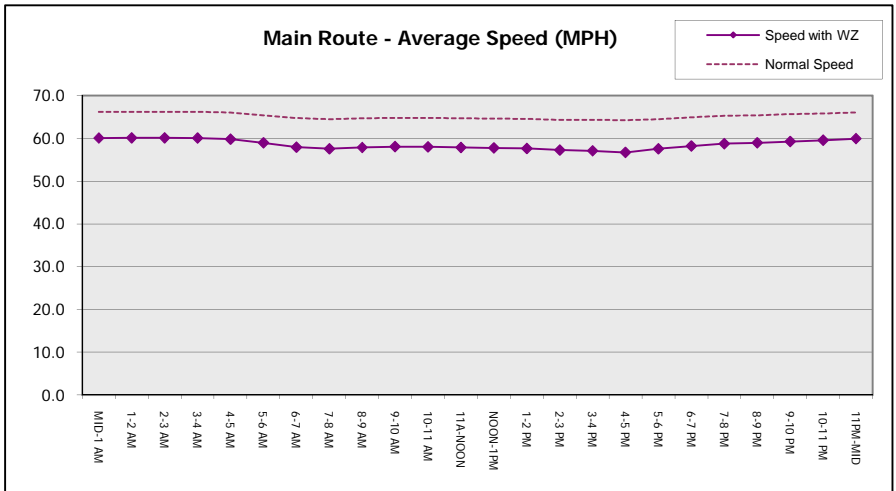
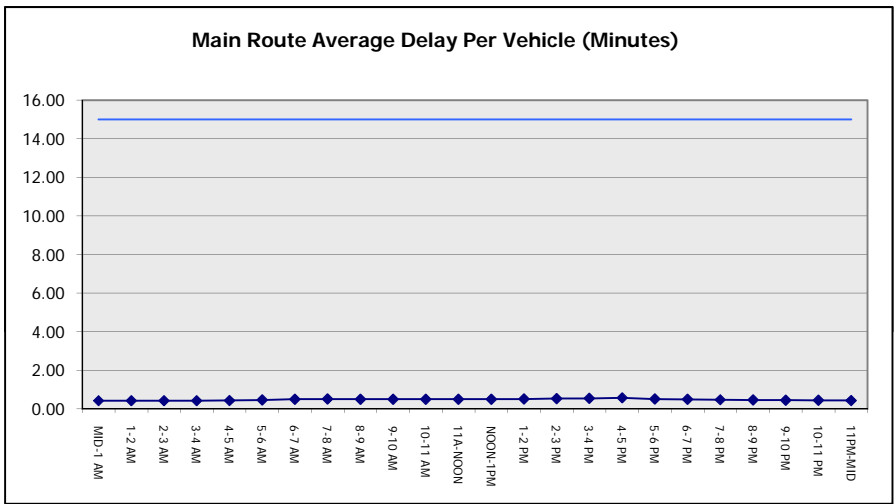
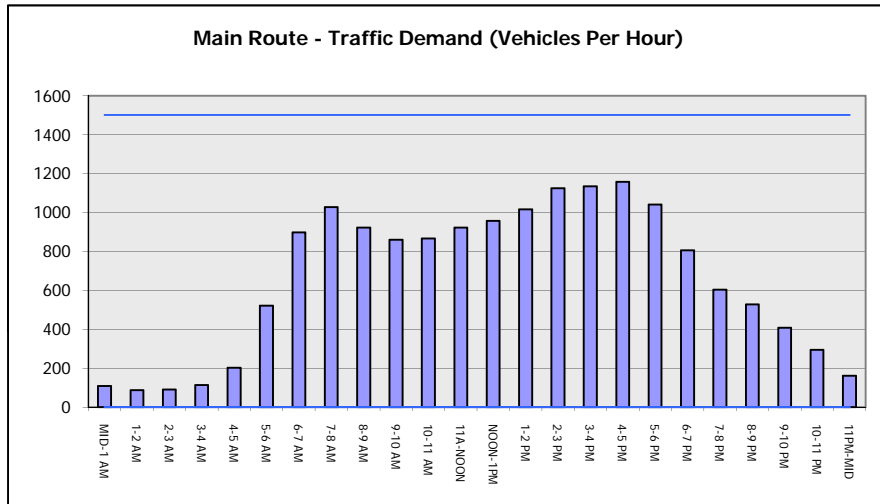
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,622 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 41: STH 26 TO STH 23 (FOND DU LAC AND WINNEBAGO COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH OO - CTH I - CTH N

OCTOBER
 Analyzed for 2009
 Construction Season

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



| | |
|---|--|
| USH 41: STH 26 TO STH 23 (FOND DU LAC AND WINNEBAGO COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH OO - CTH I - CTH N | OCTOBER |
| | 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 | 143 | 0.0 | 148 | 0.0 | 1500 | 143 | 0 | 148 | 0.44 | 0 | 66.1 | 60.0 | 44.9 | 23.7 | 23.7 |
| 1-2 AM | 99 | 0.0 | 102 | 0.0 | 1500 | 99 | 0 | 102 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.0 | 24.0 |
| 2-3 AM | 90 | 0.0 | 93 | 0.0 | 1500 | 90 | 0 | 93 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.1 | 24.1 |
| 3-4 AM | 108 | 0.0 | 111 | 0.0 | 1500 | 108 | 0 | 111 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.0 | 24.0 |
| 4-5 AM | 183 | 0.0 | 189 | 0.0 | 1500 | 183 | 0 | 189 | 0.44 | 0 | 66.1 | 59.9 | 44.8 | 23.4 | 23.4 |
| 5-6 AM | 423 | 0.0 | 437 | 0.0 | 1500 | 423 | 0 | 437 | 0.46 | 0 | 65.6 | 59.2 | 43.8 | 21.5 | 21.5 |
| 6-7 AM | 744 | 0.0 | 770 | 0.0 | 1500 | 744 | 0 | 770 | 0.49 | 0 | 65.0 | 58.3 | 42.6 | 18.9 | 18.9 |
| 7-8 AM | 987 | 0.0 | 1022 | 0.0 | 1500 | 987 | 0 | 1022 | 0.52 | 0 | 64.5 | 57.7 | 41.7 | 17.0 | 17.0 |
| 8-9 AM | 877 | 0.0 | 909 | 0.0 | 1500 | 877 | 0 | 909 | 0.51 | 0 | 64.8 | 58.0 | 42.1 | 17.9 | 17.9 |
| 9-10 AM | 890 | 0.0 | 923 | 0.0 | 1500 | 890 | 0 | 923 | 0.51 | 0 | 64.7 | 57.9 | 42.0 | 17.8 | 17.8 |
| 10-11 AM | 864 | 0.0 | 897 | 0.0 | 1500 | 864 | 0 | 897 | 0.51 | 0 | 64.8 | 58.0 | 42.2 | 17.9 | 17.9 |
| 11A-NOON | 845 | 0.0 | 878 | 0.0 | 1500 | 845 | 0 | 878 | 0.50 | 0 | 64.8 | 58.1 | 42.2 | 18.1 | 18.1 |
| NOON-1PM | 857 | 0.0 | 890 | 0.0 | 1500 | 857 | 0 | 890 | 0.51 | 0 | 64.8 | 58.1 | 42.2 | 18.0 | 18.0 |
| 1-2 PM | 865 | 0.0 | 900 | 0.0 | 1500 | 865 | 0 | 900 | 0.51 | 0 | 64.8 | 58.0 | 42.2 | 17.9 | 17.9 |
| 2-3 PM | 928 | 0.0 | 967 | 0.0 | 1500 | 928 | 0 | 967 | 0.51 | 0 | 64.6 | 57.9 | 41.9 | 17.5 | 17.5 |
| 3-4 PM | 1068 | 0.0 | 1110 | 0.0 | 1500 | 1068 | 0 | 1110 | 0.53 | 0 | 64.4 | 57.5 | 41.4 | 16.3 | 16.3 |
| 4-5 PM | 1138 | 0.0 | 1178 | 0.0 | 1500 | 1138 | 0 | 1178 | 0.56 | 0 | 64.3 | 57.0 | 40.6 | 15.8 | 15.8 |
| 5-6 PM | 1057 | 0.0 | 1096 | 0.0 | 1500 | 1057 | 0 | 1096 | 0.52 | 0 | 64.4 | 57.5 | 41.5 | 16.5 | 16.5 |
| 6-7 PM | 812 | 0.0 | 840 | 0.0 | 1500 | 812 | 0 | 840 | 0.50 | 0 | 64.9 | 58.2 | 42.4 | 18.4 | 18.4 |
| 7-8 PM | 609 | 0.0 | 632 | 0.0 | 1500 | 609 | 0 | 632 | 0.48 | 0 | 65.3 | 58.7 | 43.1 | 20.0 | 20.0 |
| 8-9 PM | 523 | 0.0 | 544 | 0.0 | 1500 | 523 | 0 | 544 | 0.47 | 0 | 65.4 | 58.9 | 43.4 | 20.7 | 20.7 |
| 9-10 PM | 408 | 0.0 | 423 | 0.0 | 1500 | 408 | 0 | 423 | 0.46 | 0 | 65.6 | 59.2 | 43.8 | 21.6 | 21.6 |
| 10-11 PM | 306 | 0.0 | 318 | 0.0 | 1500 | 306 | 0 | 318 | 0.45 | 0 | 65.8 | 59.6 | 44.3 | 22.4 | 22.4 |
| 11PM-MID | 288 | 0.0 | 299 | 0.0 | 1500 | 288 | 0 | 299 | 0.45 | 0 | 65.8 | 59.6 | 44.3 | 22.5 | 22.5 |

| *----- 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 | 0.0113 |
| MAIN ROUTE WITH WORKS | 0.0103 |
| DIVERSION | 0.1031 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,522 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 41: STH 26 TO STH 23 (FOND DU LAC AND WINNEBAGO COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH OO - CTH I - CTH N

OCTOBER
 Analyzed for 2009
 Construction Season

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

