

**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

SUNDAY 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 | 151 | 0.0 | 157 | 0.0 | 1500 | 151 | 0 | 157 | 0.44 | 0 | 66.1 | 59.9 | 44.9 | 23.7 | 23.7 |
| 1-2 AM | 102 | 0.0 | 107 | 0.0 | 1500 | 102 | 0 | 107 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.0 | 24.0 |
| 2-3 AM | 85 | 0.0 | 88 | 0.0 | 1500 | 85 | 0 | 88 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.2 | 24.2 |
| 3-4 AM | 74 | 0.0 | 77 | 0.0 | 1500 | 74 | 0 | 77 | 0.43 | 0 | 66.3 | 60.2 | 45.2 | 24.2 | 24.2 |
| 4-5 AM | 77 | 0.0 | 79 | 0.0 | 1500 | 77 | 0 | 79 | 0.43 | 0 | 66.3 | 60.2 | 45.2 | 24.2 | 24.2 |
| 5-6 AM | 126 | 0.0 | 130 | 0.0 | 1500 | 126 | 0 | 130 | 0.43 | 0 | 66.1 | 60.1 | 45.0 | 23.8 | 23.8 |
| 6-7 AM | 232 | 0.0 | 241 | 0.0 | 1500 | 232 | 0 | 241 | 0.45 | 0 | 66.0 | 59.7 | 44.5 | 23.0 | 23.0 |
| 7-8 AM | 374 | 0.0 | 388 | 0.0 | 1500 | 374 | 0 | 388 | 0.46 | 0 | 65.7 | 59.4 | 44.0 | 21.9 | 21.9 |
| 8-9 AM | 596 | 0.0 | 618 | 0.0 | 1500 | 596 | 0 | 618 | 0.48 | 0 | 65.3 | 58.7 | 43.2 | 20.1 | 20.1 |
| 9-10 AM | 907 | 0.0 | 941 | 0.0 | 1500 | 907 | 0 | 941 | 0.51 | 0 | 64.7 | 57.9 | 42.0 | 17.6 | 17.6 |
| 10-11 AM | 1283 | 0.0 | 1331 | 0.0 | 1499 | 1283 | 0 | 1331+ | 0.74 | 0 | 64.0 | 54.8 | 36.1 | 14.7 | 14.7 |
| 11A-NOON | 1471 | 0.0 | 1525 | 0.0 | 1499 | 1471 | 0 | 1525+ | 1.00 | 0 | 63.7 | 51.9 | 31.4 | 13.2 | 13.2 |
| NOON-1PM | 1549 | 0.0 | 1607 | 0.0 | 1500 | 1549 | 0 | 1607+ | 1.81 | 22 | 63.5 | 45.1 | 30.8 | 12.5 | 12.5 |
| 1-2 PM | 1613 | 0.0 | 1673 | 0.0 | 1500 | 1613 | 0 | 1673+ | 4.73 | 103 | 63.4 | 30.7 | 30.8 | 12.0 | 12.0 |
| 2-3 PM | 1682 | 0.0 | 1745 | 0.0 | 1500 | 1682 | 0 | 1745+ | 10.05 | 250 | 63.3 | 19.4 | 30.8 | 11.8 | 11.8 |
| 3-4 PM | 1776 | 0.0 | 1842 | 0.0 | 1500 | 1776 | 0 | 1842+ | 18.44 | 480 | 63.1 | 12.3 | 30.8 | 11.8 | 11.8 |
| 4-5 PM | 1830 | 0.0 | 1898 | 0.0 | 1499 | 1500 | 330 | 2228+ | 24.02 | 621 | 63.0 | 10.1 | 30.8 | 11.8 | 11.9 |
| 5-6 PM | 1609 | 0.0 | 1668 | 0.0 | 1500 | 1488 | 121 | 1789+ | 23.96 | 618 | 63.4 | 10.1 | 30.8 | 12.0 | 12.0 |
| 6-7 PM | 1398 | 0.0 | 1450 | 0.0 | 1499 | 1333 | 65 | 1514+ | 20.78 | 535 | 63.8 | 11.2 | 30.8 | 13.7 | 13.2 |
| 7-8 PM | 1075 | 0.0 | 1116 | 0.0 | 1499 | 1075 | 0 | 1116 | 8.58 | 250 | 64.4 | 21.7 | 34.5 | 16.3 | 16.3 |
| 8-9 PM | 802 | 0.0 | 832 | 0.0 | 1500 | 802 | 0 | 832 | 0.51 | 0 | 64.9 | 58.1 | 42.4 | 18.4 | 18.4 |
| 9-10 PM | 492 | 0.0 | 511 | 0.0 | 1500 | 492 | 0 | 511 | 0.47 | 0 | 65.5 | 59.0 | 43.5 | 20.9 | 20.9 |
| 10-11 PM | 322 | 0.0 | 334 | 0.0 | 1500 | 322 | 0 | 334 | 0.45 | 0 | 65.8 | 59.5 | 44.2 | 22.3 | 22.3 |
| 11PM-MID | 167 | 0.0 | 174 | 0.0 | 1500 | 167 | 0 | 174 | 0.44 | 0 | 66.1 | 59.9 | 44.8 | 23.5 | 23.5 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0148 |
| MAIN ROUTE WITH WORKS | 0.0131 |
| DIVERSION | 0.1384 |

PIA: Personal Injury Accidents

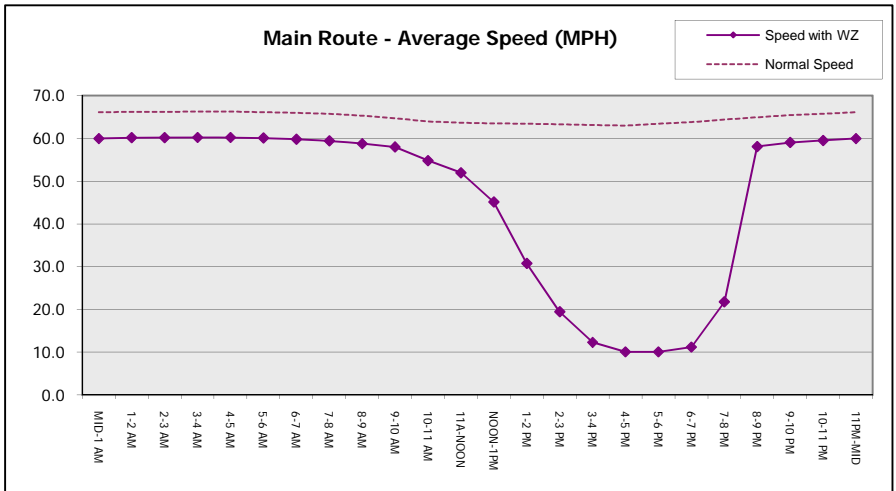
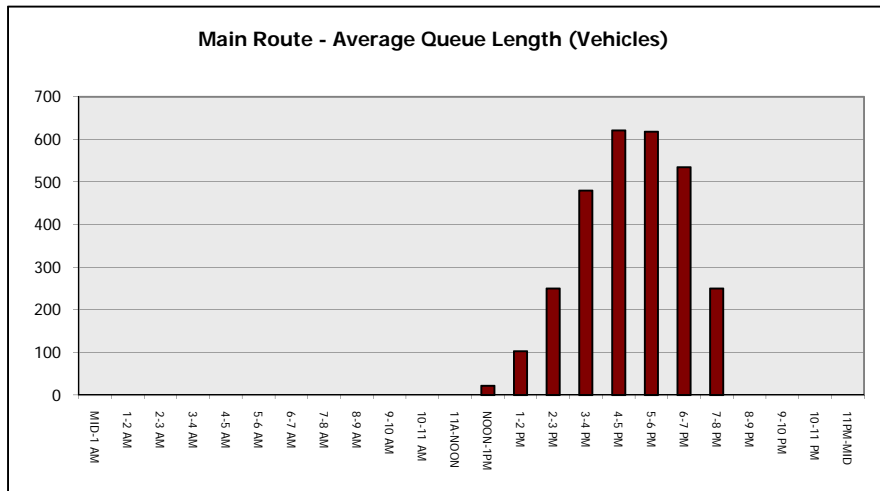
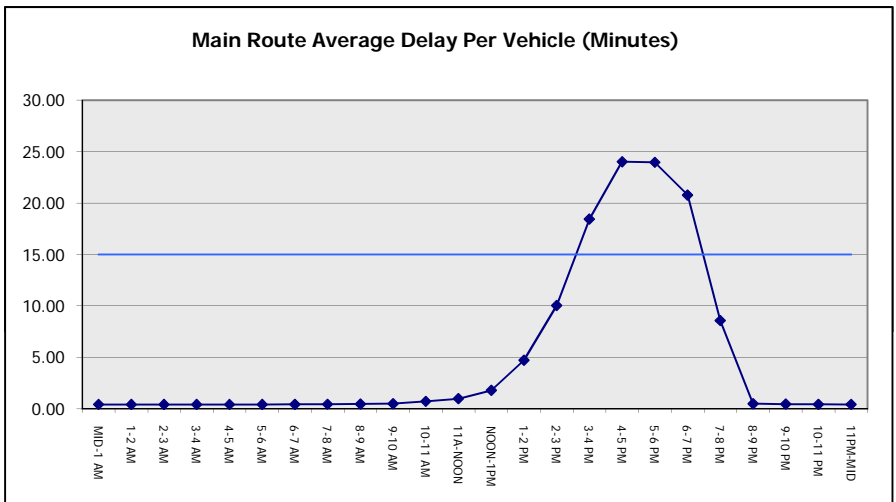
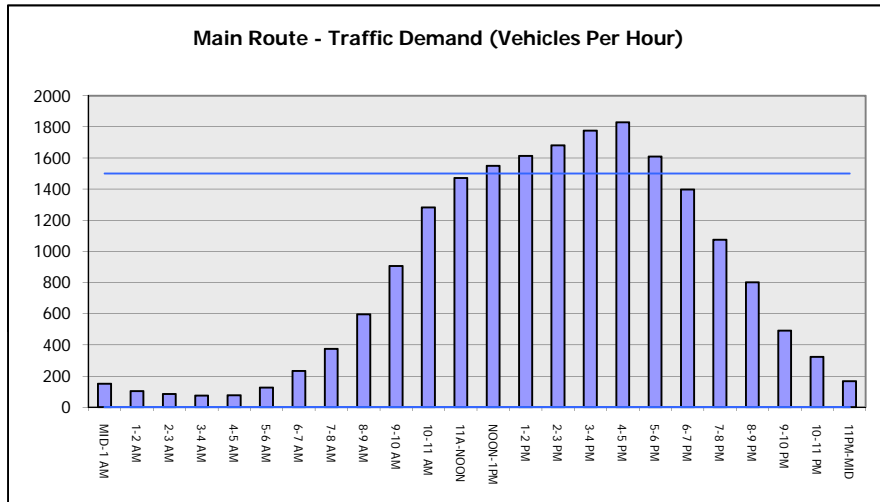
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$53,124 |
| CONGESTED HOURS PER DAY* | 4 |

*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
SUNDAY 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

SUNDAY 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 | 134 | 0.0 | 140 | 0.0 | 1500 | 134 | 0 | 140 | 0.44 | 0 | 66.1 | 60.0 | 45.0 | 23.8 | 23.8 |
| 1-2 AM | 89 | 0.0 | 92 | 0.0 | 1500 | 89 | 0 | 92 | 0.43 | 0 | 66.2 | 60.1 | 45.1 | 24.2 | 24.2 |
| 2-3 AM | 67 | 0.0 | 69 | 0.0 | 1500 | 67 | 0 | 69 | 0.43 | 0 | 66.3 | 60.2 | 45.2 | 24.3 | 24.3 |
| 3-4 AM | 54 | 0.0 | 56 | 0.0 | 1500 | 54 | 0 | 56 | 0.43 | 0 | 66.3 | 60.2 | 45.3 | 24.4 | 24.4 |
| 4-5 AM | 77 | 0.0 | 80 | 0.0 | 1500 | 77 | 0 | 80 | 0.43 | 0 | 66.3 | 60.2 | 45.2 | 24.2 | 24.2 |
| 5-6 AM | 125 | 0.0 | 130 | 0.0 | 1500 | 125 | 0 | 130 | 0.43 | 0 | 66.1 | 60.1 | 45.0 | 23.8 | 23.8 |
| 6-7 AM | 223 | 0.0 | 232 | 0.0 | 1500 | 223 | 0 | 232 | 0.44 | 0 | 66.0 | 59.7 | 44.6 | 23.0 | 23.0 |
| 7-8 AM | 351 | 0.0 | 365 | 0.0 | 1500 | 351 | 0 | 365 | 0.46 | 0 | 65.7 | 59.4 | 44.1 | 22.0 | 22.0 |
| 8-9 AM | 471 | 0.0 | 488 | 0.0 | 1500 | 471 | 0 | 488 | 0.47 | 0 | 65.5 | 59.1 | 43.6 | 21.1 | 21.1 |
| 9-10 AM | 747 | 0.0 | 775 | 0.0 | 1500 | 747 | 0 | 775 | 0.49 | 0 | 65.0 | 58.3 | 42.6 | 18.9 | 18.9 |
| 10-11 AM | 1000 | 0.0 | 1037 | 0.0 | 1500 | 1000 | 0 | 1037 | 0.52 | 0 | 64.5 | 57.7 | 41.7 | 16.9 | 16.9 |
| 11A-NOON | 1147 | 0.0 | 1190 | 0.0 | 1500 | 1147 | 0 | 1190 | 0.57 | 0 | 64.3 | 56.9 | 40.2 | 15.7 | 15.7 |
| NOON-1PM | 1119 | 0.0 | 1161 | 0.0 | 1500 | 1119 | 0 | 1161 | 0.53 | 0 | 64.3 | 57.3 | 41.2 | 16.0 | 16.0 |
| 1-2 PM | 1035 | 0.0 | 1074 | 0.0 | 1500 | 1035 | 0 | 1074 | 0.52 | 0 | 64.5 | 57.6 | 41.5 | 16.6 | 16.6 |
| 2-3 PM | 1055 | 0.0 | 1095 | 0.0 | 1500 | 1055 | 0 | 1095 | 0.52 | 0 | 64.4 | 57.5 | 41.5 | 16.5 | 16.5 |
| 3-4 PM | 1056 | 0.0 | 1096 | 0.0 | 1500 | 1056 | 0 | 1096 | 0.52 | 0 | 64.4 | 57.5 | 41.5 | 16.5 | 16.5 |
| 4-5 PM | 1117 | 0.0 | 1158 | 0.0 | 1500 | 1117 | 0 | 1158 | 0.53 | 0 | 64.3 | 57.4 | 41.3 | 16.0 | 16.0 |
| 5-6 PM | 1094 | 0.0 | 1134 | 0.0 | 1500 | 1094 | 0 | 1134 | 0.53 | 0 | 64.3 | 57.4 | 41.4 | 16.1 | 16.1 |
| 6-7 PM | 1002 | 0.0 | 1040 | 0.0 | 1500 | 1002 | 0 | 1040 | 0.52 | 0 | 64.5 | 57.6 | 41.7 | 16.9 | 16.9 |
| 7-8 PM | 832 | 0.0 | 863 | 0.0 | 1500 | 832 | 0 | 863 | 0.50 | 0 | 64.8 | 58.1 | 42.3 | 18.2 | 18.2 |
| 8-9 PM | 632 | 0.0 | 656 | 0.0 | 1500 | 632 | 0 | 656 | 0.48 | 0 | 65.2 | 58.6 | 43.0 | 19.8 | 19.8 |
| 9-10 PM | 476 | 0.0 | 493 | 0.0 | 1500 | 476 | 0 | 493 | 0.47 | 0 | 65.5 | 59.1 | 43.6 | 21.1 | 21.1 |
| 10-11 PM | 289 | 0.0 | 300 | 0.0 | 1500 | 289 | 0 | 300 | 0.45 | 0 | 65.8 | 59.6 | 44.3 | 22.5 | 22.5 |
| 11PM-MID | 179 | 0.0 | 185 | 0.0 | 1500 | 179 | 0 | 185 | 0.44 | 0 | 66.1 | 59.9 | 44.8 | 23.4 | 23.4 |

| *----- 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 | 0.0107 |
| MAIN ROUTE WITH WORKS | 0.0098 |
| DIVERSION | 0.0981 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,100 |
| 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
SUNDAY NORTHBOUND DIRECTION

