

**USH 41: STH 67 TO STH 60 (WASHINGTON AND DODGE COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: CTH K - STH 175 - STH 33**

MAY
Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
FRIDAY 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 | 101 | 0.0 | 26 | 0.0 | 1500 | 101 | 0 | 26 | 0.43 | 0 | 66.2 | 59.6 | 45.1 | 24.7 | 24.7 |
| 1-2 AM | 94 | 0.0 | 24 | 0.0 | 1500 | 94 | 0 | 24 | 0.43 | 0 | 66.2 | 59.6 | 45.1 | 24.7 | 24.7 |
| 2-3 AM | 110 | 0.0 | 29 | 0.0 | 1500 | 110 | 0 | 29 | 0.43 | 0 | 66.2 | 59.6 | 45.0 | 24.6 | 24.6 |
| 3-4 AM | 149 | 0.0 | 38 | 0.0 | 1500 | 149 | 0 | 38 | 0.44 | 0 | 66.1 | 59.4 | 44.9 | 24.5 | 24.5 |
| 4-5 AM | 293 | 0.0 | 76 | 0.0 | 1500 | 293 | 0 | 76 | 0.45 | 0 | 65.8 | 59.1 | 44.3 | 24.3 | 24.3 |
| 5-6 AM | 686 | 0.0 | 178 | 0.0 | OFF | 686 | 0 | 178 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | 23.5 | 23.5 |
| 6-7 AM | 998 | 0.0 | 258 | 0.0 | OFF | 998 | 0 | 258 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 22.9 | 22.9 |
| 7-8 AM | 1085 | 0.0 | 281 | 0.0 | OFF | 1085 | 0 | 281 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 22.7 | 22.7 |
| 8-9 AM | 944 | 0.0 | 245 | 0.0 | OFF | 944 | 0 | 245 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 23.0 | 23.0 |
| 9-10 AM | 881 | 0.0 | 228 | 0.0 | OFF | 881 | 0 | 228 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 23.1 | 23.1 |
| 10-11 AM | 914 | 0.0 | 237 | 0.0 | OFF | 914 | 0 | 237 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 23.0 | 23.0 |
| 11A-NOON | 933 | 0.0 | 242 | 0.0 | OFF | 933 | 0 | 242 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 23.0 | 23.0 |
| NOON-1PM | 953 | 0.0 | 247 | 0.0 | OFF | 953 | 0 | 247 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 22.9 | 22.9 |
| 1-2 PM | 1127 | 0.0 | 292 | 0.0 | OFF | 1127 | 0 | 292 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 22.6 | 22.6 |
| 2-3 PM | 1152 | 0.0 | 298 | 0.0 | OFF | 1152 | 0 | 298 | 0.00 | 0 | 64.2 | 64.2 | 64.2 | 22.5 | 22.5 |
| 3-4 PM | 1261 | 0.0 | 326 | 0.0 | OFF | 1261 | 0 | 326 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 22.4 | 22.4 |
| 4-5 PM | 1347 | 0.0 | 349 | 0.0 | OFF | 1347 | 0 | 349 | 0.00 | 0 | 63.9 | 63.9 | 63.9 | 22.2 | 22.2 |
| 5-6 PM | 1296 | 0.0 | 336 | 0.0 | OFF | 1296 | 0 | 336 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 22.3 | 22.3 |
| 6-7 PM | 929 | 0.0 | 241 | 0.0 | OFF | 929 | 0 | 241 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 23.0 | 23.0 |
| 7-8 PM | 715 | 0.0 | 185 | 0.0 | 1500 | 715 | 0 | 185 | 0.49 | 0 | 65.1 | 57.9 | 42.7 | 23.4 | 23.4 |
| 8-9 PM | 536 | 0.0 | 139 | 0.0 | 1500 | 536 | 0 | 139 | 0.47 | 0 | 65.4 | 58.4 | 43.3 | 23.8 | 23.8 |
| 9-10 PM | 457 | 0.0 | 118 | 0.0 | 1500 | 457 | 0 | 118 | 0.47 | 0 | 65.5 | 58.6 | 43.7 | 23.9 | 23.9 |
| 10-11 PM | 312 | 0.0 | 81 | 0.0 | 1500 | 312 | 0 | 81 | 0.45 | 0 | 65.8 | 59.0 | 44.2 | 24.2 | 24.2 |
| 11PM-MID | 210 | 0.0 | 55 | 0.0 | 1500 | 210 | 0 | 55 | 0.44 | 0 | 66.0 | 59.3 | 44.6 | 24.4 | 24.4 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0120 |
| MAIN ROUTE WITH WORKS | 0.0118 |
| DIVERSION | 0.0420 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$296 |
| CONGESTED HOURS PER DAY* | 0 |

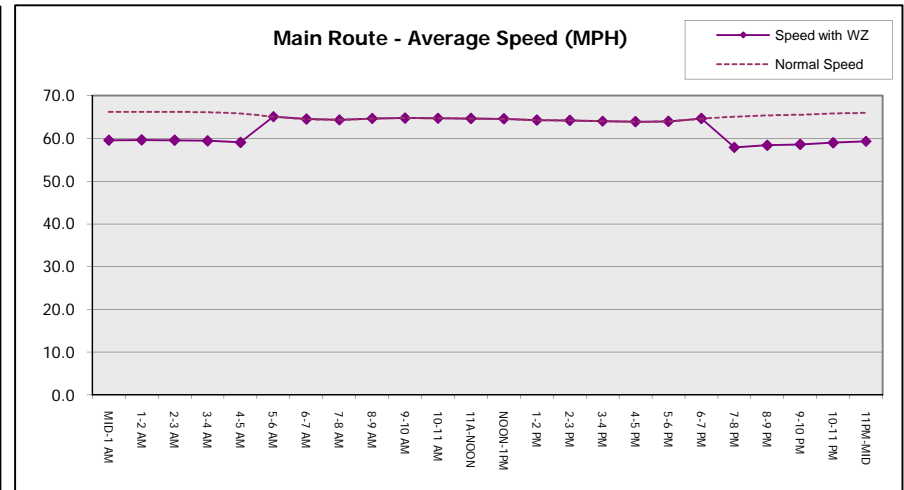
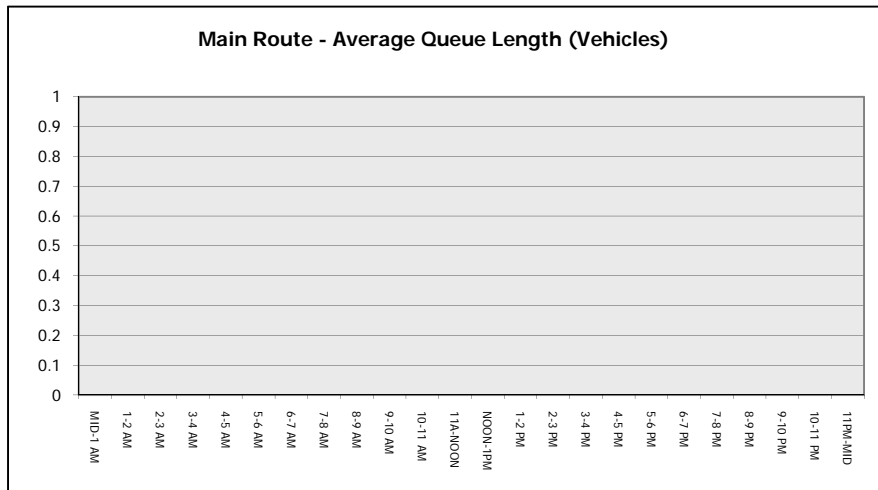
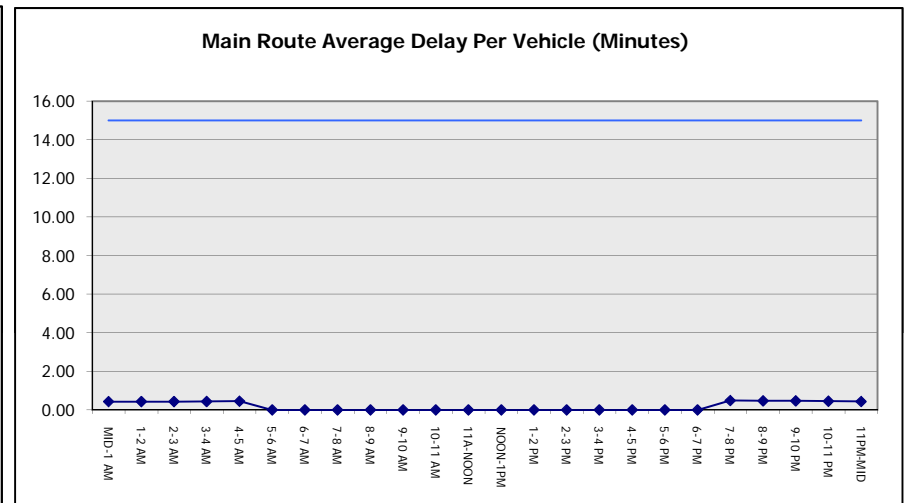
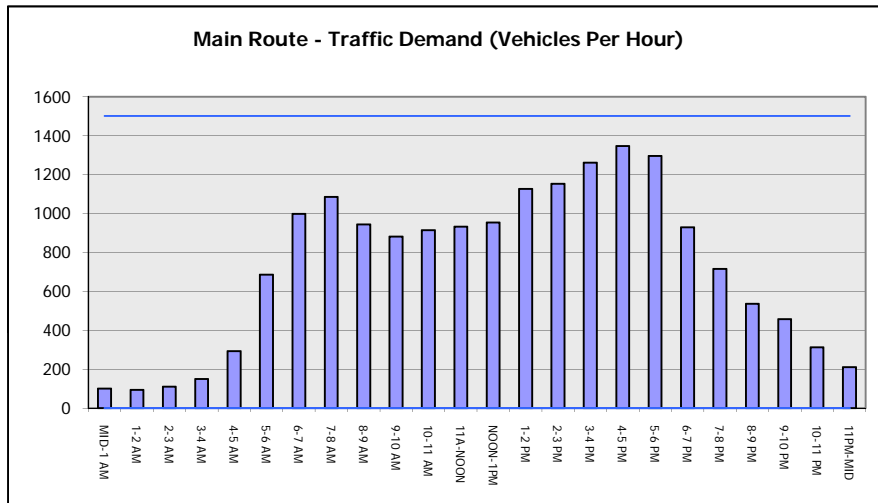
*Delays Exceeding 15 Minutes

USH 41: STH 67 TO STH 60 (WASHINGTON AND DODGE COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: CTH K - STH 175 - STH 33

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: STH 67 TO STH 60 (WASHINGTON AND DODGE COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: CTH K - STH 175 - STH 33 | MAY |
| | Analyzed for 2009 Construction Season |

| | |
|--|----------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| FRIDAY | 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 | 188 | 0.0 | 48 | 0.0 | 1500 | 188 | 0 | 48 | 0.44 | 0 | 66.0 | 59.3 | 44.7 | 24.5 | 24.5 |
| 1-2 AM | 146 | 0.0 | 38 | 0.0 | 1500 | 146 | 0 | 38 | 0.44 | 0 | 66.1 | 59.4 | 44.9 | 24.5 | 24.5 |
| 2-3 AM | 108 | 0.0 | 28 | 0.0 | 1500 | 108 | 0 | 28 | 0.43 | 0 | 66.2 | 59.6 | 45.1 | 24.7 | 24.7 |
| 3-4 AM | 128 | 0.0 | 33 | 0.0 | 1500 | 128 | 0 | 33 | 0.43 | 0 | 66.1 | 59.5 | 45.0 | 24.6 | 24.6 |
| 4-5 AM | 219 | 0.0 | 57 | 0.0 | 1500 | 219 | 0 | 57 | 0.44 | 0 | 66.0 | 59.2 | 44.6 | 24.4 | 24.4 |
| 5-6 AM | 436 | 0.0 | 113 | 0.0 | OFF | 436 | 0 | 113 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 24.0 | 24.0 |
| 6-7 AM | 781 | 0.0 | 203 | 0.0 | OFF | 781 | 0 | 203 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | 23.3 | 23.3 |
| 7-8 AM | 984 | 0.0 | 255 | 0.0 | OFF | 984 | 0 | 255 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 22.9 | 22.9 |
| 8-9 AM | 1003 | 0.0 | 259 | 0.0 | OFF | 1003 | 0 | 259 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 22.9 | 22.9 |
| 9-10 AM | 1156 | 0.0 | 299 | 0.0 | OFF | 1156 | 0 | 299 | 0.00 | 0 | 64.2 | 64.2 | 64.2 | 22.5 | 22.5 |
| 10-11 AM | 1241 | 0.0 | 321 | 0.0 | OFF | 1241 | 0 | 321 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 22.4 | 22.4 |
| 11A-NOON | 1223 | 0.0 | 317 | 0.0 | OFF | 1223 | 0 | 317 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 22.4 | 22.4 |
| NOON-1PM | 1383 | 0.0 | 358 | 0.0 | OFF | 1383 | 0 | 358 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | 22.1 | 22.1 |
| 1-2 PM | 1556 | 0.0 | 403 | 0.0 | OFF | 1556 | 0 | 403 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | 21.7 | 21.7 |
| 2-3 PM | 1725 | 0.0 | 447 | 0.0 | OFF | 1725 | 0 | 447 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 21.4 | 21.4 |
| 3-4 PM | 2118 | 0.0 | 549 | 0.0 | OFF | 2118 | 0 | 549 | 0.00 | 0 | 62.4 | 62.4 | 62.4 | 20.6 | 20.6 |
| 4-5 PM | 2329 | 0.0 | 603 | 0.0 | OFF | 2329 | 0 | 603 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | 20.2 | 20.2 |
| 5-6 PM | 2274 | 0.0 | 589 | 0.0 | OFF | 2274 | 0 | 589 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 20.3 | 20.3 |
| 6-7 PM | 1734 | 0.0 | 450 | 0.0 | OFF | 1734 | 0 | 450 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 21.4 | 21.4 |
| 7-8 PM | 1239 | 0.0 | 321 | 0.0 | 1500 | 1239 | 0 | 321 | 0.69 | 0 | 64.1 | 54.7 | 37.3 | 22.4 | 22.4 |
| 8-9 PM | 868 | 0.0 | 224 | 0.0 | 1500 | 868 | 0 | 224 | 0.51 | 0 | 64.8 | 57.4 | 42.2 | 23.1 | 23.1 |
| 9-10 PM | 721 | 0.0 | 186 | 0.0 | 1500 | 721 | 0 | 186 | 0.49 | 0 | 65.0 | 57.9 | 42.7 | 23.4 | 23.4 |
| 10-11 PM | 627 | 0.0 | 163 | 0.0 | 1500 | 627 | 0 | 163 | 0.48 | 0 | 65.2 | 58.1 | 43.0 | 23.6 | 23.6 |
| 11PM-MID | 469 | 0.0 | 121 | 0.0 | 1500 | 469 | 0 | 121 | 0.47 | 0 | 65.5 | 58.6 | 43.6 | 23.9 | 23.9 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0169 |
| MAIN ROUTE WITH WORKS | 0.0166 |
| DIVERSION | 0.0592 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$541 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 41: STH 67 TO STH 60 (WASHINGTON AND DODGE COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: CTH K - STH 175 - STH 33

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

