

| | |
|--|--|
| USH 10: STH 96 TO USH 45 (WINNEBAGO AND WAUPACA COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 96 - USH 45 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR WESTBOUND 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 | 60 | 0.0 | 15 | 0.0 | 1500 | 60 | 0 | 15 | 0.43 | 0 | 66.3 | 61.3 | 45.3 | 50.2 | 50.2 |
| 1-2 AM | 38 | 0.0 | 9 | 0.0 | 1500 | 38 | 0 | 9 | 0.43 | 0 | 66.3 | 61.4 | 45.3 | 50.2 | 50.2 |
| 2-3 AM | 46 | 0.0 | 12 | 0.0 | 1500 | 46 | 0 | 12 | 0.43 | 0 | 66.3 | 61.3 | 45.3 | 50.2 | 50.2 |
| 3-4 AM | 53 | 0.0 | 13 | 0.0 | 1500 | 53 | 0 | 13 | 0.43 | 0 | 66.3 | 61.3 | 45.3 | 50.2 | 50.2 |
| 4-5 AM | 82 | 0.0 | 20 | 0.0 | 1500 | 82 | 0 | 20 | 0.43 | 0 | 66.3 | 61.2 | 45.1 | 50.1 | 50.1 |
| 5-6 AM | 192 | 0.0 | 47 | 0.0 | 1500 | 192 | 0 | 47 | 0.44 | 0 | 66.0 | 60.9 | 44.7 | 49.8 | 49.8 |
| 6-7 AM | 327 | 0.0 | 81 | 0.0 | 1500 | 327 | 0 | 81 | 0.45 | 0 | 65.8 | 60.5 | 44.2 | 49.5 | 49.5 |
| 7-8 AM | 438 | 0.0 | 108 | 0.0 | 1500 | 438 | 0 | 108 | 0.46 | 0 | 65.6 | 60.3 | 43.7 | 49.2 | 49.2 |
| 8-9 AM | 445 | 0.0 | 110 | 0.0 | 1500 | 445 | 0 | 110 | 0.47 | 0 | 65.6 | 60.2 | 43.7 | 49.2 | 49.2 |
| 9-10 AM | 445 | 0.0 | 110 | 0.0 | 1500 | 445 | 0 | 110 | 0.47 | 0 | 65.6 | 60.2 | 43.7 | 49.2 | 49.2 |
| 10-11 AM | 467 | 0.0 | 115 | 0.0 | 1500 | 467 | 0 | 115 | 0.47 | 0 | 65.5 | 60.2 | 43.7 | 49.1 | 49.1 |
| 11A-NOON | 470 | 0.0 | 116 | 0.0 | 1500 | 470 | 0 | 116 | 0.47 | 0 | 65.5 | 60.2 | 43.6 | 49.1 | 49.1 |
| NOON-1PM | 467 | 0.0 | 115 | 0.0 | 1500 | 467 | 0 | 115 | 0.47 | 0 | 65.5 | 60.2 | 43.7 | 49.1 | 49.1 |
| 1-2 PM | 485 | 0.0 | 119 | 0.0 | 1500 | 485 | 0 | 119 | 0.47 | 0 | 65.5 | 60.2 | 43.6 | 49.1 | 49.1 |
| 2-3 PM | 532 | 0.0 | 131 | 0.0 | 1500 | 532 | 0 | 131 | 0.47 | 0 | 65.4 | 60.1 | 43.4 | 49.0 | 49.0 |
| 3-4 PM | 608 | 0.0 | 150 | 0.0 | 1500 | 608 | 0 | 150 | 0.48 | 0 | 65.3 | 59.9 | 43.1 | 48.8 | 48.8 |
| 4-5 PM | 679 | 0.0 | 167 | 0.0 | 1500 | 679 | 0 | 167 | 0.49 | 0 | 65.1 | 59.7 | 42.8 | 48.6 | 48.6 |
| 5-6 PM | 655 | 0.0 | 161 | 0.0 | 1500 | 655 | 0 | 161 | 0.49 | 0 | 65.1 | 59.7 | 42.9 | 48.7 | 48.7 |
| 6-7 PM | 441 | 0.0 | 109 | 0.0 | 1500 | 441 | 0 | 109 | 0.47 | 0 | 65.6 | 60.3 | 43.7 | 49.2 | 49.2 |
| 7-8 PM | 323 | 0.0 | 80 | 0.0 | 1500 | 323 | 0 | 80 | 0.45 | 0 | 65.8 | 60.6 | 44.2 | 49.5 | 49.5 |
| 8-9 PM | 266 | 0.0 | 65 | 0.0 | 1500 | 266 | 0 | 65 | 0.45 | 0 | 65.9 | 60.7 | 44.4 | 49.6 | 49.6 |
| 9-10 PM | 220 | 0.0 | 54 | 0.0 | 1500 | 220 | 0 | 54 | 0.44 | 0 | 66.0 | 60.9 | 44.6 | 49.7 | 49.7 |
| 10-11 PM | 152 | 0.0 | 38 | 0.0 | 1500 | 152 | 0 | 38 | 0.44 | 0 | 66.1 | 61.0 | 44.9 | 49.9 | 49.9 |
| 11PM-MID | 108 | 0.0 | 26 | 0.0 | 1500 | 108 | 0 | 26 | 0.43 | 0 | 66.2 | 61.2 | 45.1 | 50.1 | 50.1 |

| *----- 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 | 0.0074 |
| MAIN ROUTE WITH WORKS | 0.0068 |
| DIVERSION | 0.0063 |

PIA: Personal Injury Accidents

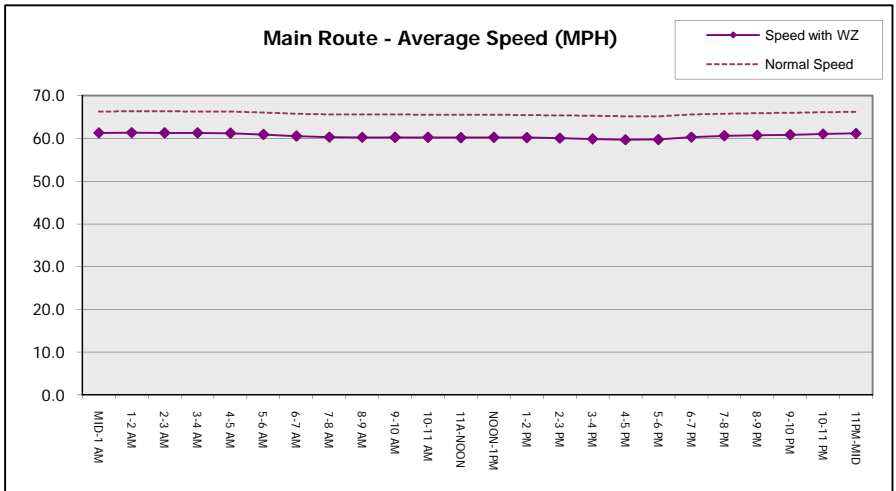
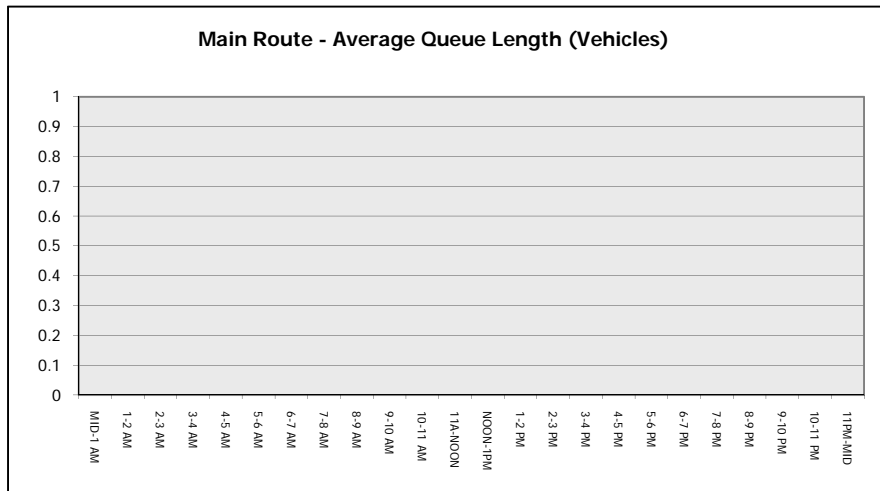
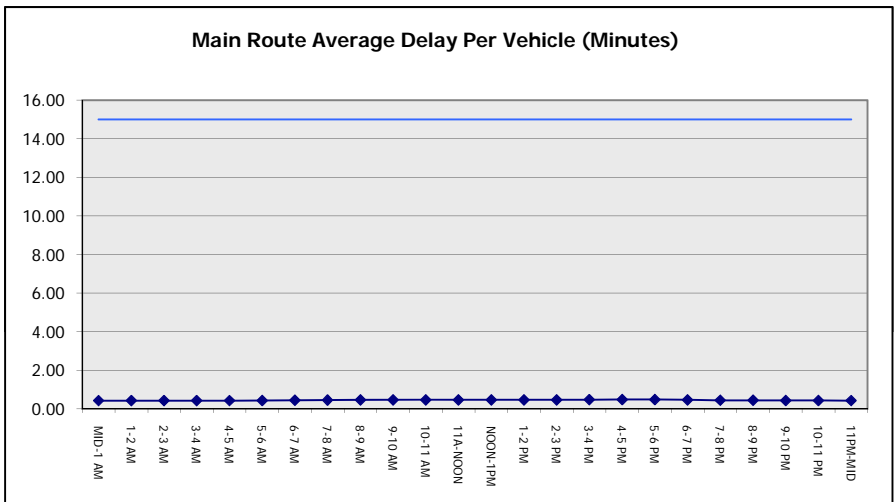
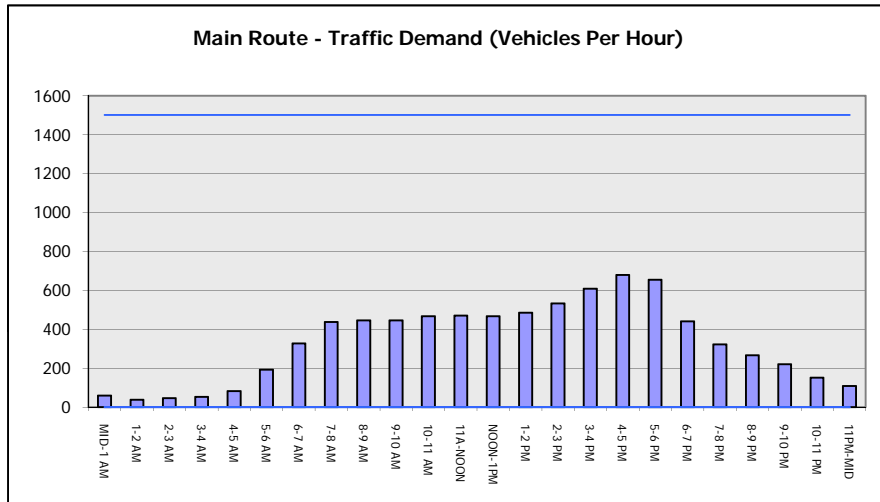
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$740 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 10: STH 96 TO USH 45 (WINNEBAGO AND WAUPACA COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 96 - USH 45

AUGUST
 Analyzed for 2009
 Construction Season

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



| | |
|--|--|
| USH 10: STH 96 TO USH 45 (WINNEBAGO AND WAUPACA COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 96 - USH 45 | AUGUST |
| | Analyzed for 2009 Construction Season |

| | |
|--|---------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| MON-THUR | EASTBOUND 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 | 40 | 0.0 | 9 | 0.0 | 1500 | 40 | 0 | 9 | 0.43 | 0 | 66.3 | 61.4 | 45.3 | 50.2 | 50.2 |
| 1-2 AM | 32 | 0.0 | 8 | 0.0 | 1500 | 32 | 0 | 8 | 0.43 | 0 | 66.3 | 61.4 | 45.4 | 50.2 | 50.2 |
| 2-3 AM | 28 | 0.0 | 7 | 0.0 | 1500 | 28 | 0 | 7 | 0.43 | 0 | 66.3 | 61.4 | 45.4 | 50.2 | 50.2 |
| 3-4 AM | 47 | 0.0 | 12 | 0.0 | 1500 | 47 | 0 | 12 | 0.43 | 0 | 66.3 | 61.3 | 45.3 | 50.2 | 50.2 |
| 4-5 AM | 128 | 0.0 | 31 | 0.0 | 1500 | 128 | 0 | 31 | 0.43 | 0 | 66.1 | 61.1 | 45.0 | 50.0 | 50.0 |
| 5-6 AM | 290 | 0.0 | 71 | 0.0 | 1500 | 290 | 0 | 71 | 0.45 | 0 | 65.8 | 60.7 | 44.3 | 49.6 | 49.6 |
| 6-7 AM | 464 | 0.0 | 114 | 0.0 | 1500 | 464 | 0 | 114 | 0.47 | 0 | 65.5 | 60.2 | 43.7 | 49.1 | 49.1 |
| 7-8 AM | 589 | 0.0 | 145 | 0.0 | 1500 | 589 | 0 | 145 | 0.48 | 0 | 65.3 | 59.9 | 43.2 | 48.8 | 48.8 |
| 8-9 AM | 448 | 0.0 | 111 | 0.0 | 1500 | 448 | 0 | 111 | 0.47 | 0 | 65.6 | 60.2 | 43.7 | 49.2 | 49.2 |
| 9-10 AM | 490 | 0.0 | 120 | 0.0 | 1500 | 490 | 0 | 120 | 0.47 | 0 | 65.5 | 60.2 | 43.5 | 49.1 | 49.1 |
| 10-11 AM | 506 | 0.0 | 124 | 0.0 | 1500 | 506 | 0 | 124 | 0.47 | 0 | 65.5 | 60.1 | 43.5 | 49.1 | 49.1 |
| 11A-NOON | 475 | 0.0 | 117 | 0.0 | 1500 | 475 | 0 | 117 | 0.47 | 0 | 65.5 | 60.2 | 43.6 | 49.1 | 49.1 |
| NOON-1PM | 506 | 0.0 | 124 | 0.0 | 1500 | 506 | 0 | 124 | 0.47 | 0 | 65.5 | 60.1 | 43.5 | 49.1 | 49.1 |
| 1-2 PM | 544 | 0.0 | 134 | 0.0 | 1500 | 544 | 0 | 134 | 0.48 | 0 | 65.4 | 60.0 | 43.3 | 48.9 | 48.9 |
| 2-3 PM | 555 | 0.0 | 137 | 0.0 | 1500 | 555 | 0 | 137 | 0.48 | 0 | 65.3 | 60.0 | 43.3 | 48.9 | 48.9 |
| 3-4 PM | 599 | 0.0 | 148 | 0.0 | 1500 | 599 | 0 | 148 | 0.48 | 0 | 65.3 | 59.9 | 43.2 | 48.8 | 48.8 |
| 4-5 PM | 584 | 0.0 | 144 | 0.0 | 1500 | 584 | 0 | 144 | 0.48 | 0 | 65.3 | 59.9 | 43.2 | 48.9 | 48.9 |
| 5-6 PM | 501 | 0.0 | 123 | 0.0 | 1500 | 501 | 0 | 123 | 0.47 | 0 | 65.5 | 60.1 | 43.5 | 49.1 | 49.1 |
| 6-7 PM | 360 | 0.0 | 89 | 0.0 | 1500 | 360 | 0 | 89 | 0.46 | 0 | 65.7 | 60.5 | 44.0 | 49.4 | 49.4 |
| 7-8 PM | 270 | 0.0 | 67 | 0.0 | 1500 | 270 | 0 | 67 | 0.45 | 0 | 65.9 | 60.7 | 44.4 | 49.6 | 49.6 |
| 8-9 PM | 241 | 0.0 | 60 | 0.0 | 1500 | 241 | 0 | 60 | 0.45 | 0 | 66.0 | 60.8 | 44.5 | 49.7 | 49.7 |
| 9-10 PM | 186 | 0.0 | 46 | 0.0 | 1500 | 186 | 0 | 46 | 0.44 | 0 | 66.0 | 60.9 | 44.7 | 49.9 | 49.9 |
| 10-11 PM | 123 | 0.0 | 30 | 0.0 | 1500 | 123 | 0 | 30 | 0.43 | 0 | 66.1 | 61.1 | 45.0 | 50.0 | 50.0 |
| 11PM-MID | 75 | 0.0 | 19 | 0.0 | 1500 | 75 | 0 | 19 | 0.43 | 0 | 66.3 | 61.2 | 45.2 | 50.1 | 50.1 |

| *----- 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 | 0.0075 |
| MAIN ROUTE WITH WORKS | 0.0069 |
| DIVERSION | 0.0064 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$749 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 10: STH 96 TO USH 45 (WINNEBAGO AND WAUPACA COUNTIES)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 96 - USH 45**

AUGUST
 Analyzed for 2009
 Construction Season

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

