

**USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 21, USH 45**

OCTOBER

Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 297 | 0.0 | 76 | 0.0 | 1500 | 297 | 0 | 76 | 0.45 | 0 | 65.8 | 52.2 | 44.3 | 22.6 | 22.6 |
| 1-2 AM | 206 | 0.0 | 53 | 0.0 | 1500 | 206 | 0 | 53 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.9 | 22.9 |
| 2-3 AM | 185 | 0.0 | 47 | 0.0 | 1500 | 185 | 0 | 47 | 0.44 | 0 | 66.0 | 52.6 | 44.7 | 23.0 | 23.0 |
| 3-4 AM | 171 | 0.0 | 43 | 0.0 | 1500 | 171 | 0 | 43 | 0.44 | 0 | 66.1 | 52.7 | 44.8 | 23.0 | 23.0 |
| 4-5 AM | 277 | 0.0 | 71 | 0.0 | 1500 | 277 | 0 | 71 | 0.45 | 0 | 65.9 | 52.3 | 44.4 | 22.7 | 22.7 |
| 5-6 AM | 483 | 0.0 | 124 | 0.0 | 1500 | 483 | 0 | 124 | 0.47 | 0 | 65.5 | 51.6 | 43.6 | 22.0 | 22.0 |
| 6-7 AM | 899 | 0.0 | 230 | 0.0 | 1500 | 899 | 0 | 230 | 0.51 | 0 | 64.7 | 50.2 | 42.0 | 20.6 | 20.6 |
| 7-8 AM | 1555 | 0.0 | 396 | 0.0 | 1499 | 1555 | 0 | 396 | 1.59 | 21 | 63.5 | 33.7 | 31.5 | 18.4 | 18.4 |
| 8-9 AM | 1853 | 0.0 | 473 | 0.0 | 1500 | 1745 | 107 | 580 | 8.85 | 223 | 62.9 | 11.9 | 30.8 | 17.5 | 16.9 |
| 9-10 AM | 2104 | 0.0 | 536 | 0.0 | 1499 | 1606 | 498 | 1034 | 15.48 | 392 | 62.5 | 8.9 | 30.8 | 16.6 | 13.2 |
| 10-11 AM | 2336 | 0.0 | 595 | 0.0 | 1500 | 1614 | 722 | 1317 | 19.64 | 504 | 62.0 | 8.1 | 30.8 | 15.8 | 11.5 |
| 11A-NOON | 2314 | 0.0 | 590 | 0.0 | 1499 | 1498 | 816 | 1406 | 21.38 | 551 | 62.1 | 7.8 | 30.8 | 15.9 | 11.0 |
| NOON-1PM | 2350 | 0.0 | 599 | 0.0 | 1500 | 1518 | 832 | 1431 | 21.94 | 566 | 62.0 | 7.7 | 30.8 | 15.8 | 10.8 |
| 1-2 PM | 2207 | 0.0 | 563 | 0.0 | 1499 | 1419 | 788 | 1351 | 20.30 | 522 | 62.3 | 7.9 | 30.8 | 16.3 | 11.3 |
| 2-3 PM | 2217 | 0.0 | 565 | 0.0 | 1500 | 1499 | 718 | 1283 | 19.03 | 487 | 62.2 | 8.1 | 30.8 | 16.2 | 11.7 |
| 3-4 PM | 2202 | 0.0 | 561 | 0.0 | 1499 | 1492 | 710 | 1271 | 18.82 | 481 | 62.3 | 8.2 | 30.8 | 16.3 | 11.8 |
| 4-5 PM | 2207 | 0.0 | 563 | 0.0 | 1500 | 1497 | 710 | 1273 | 18.86 | 482 | 62.3 | 8.2 | 30.8 | 16.3 | 11.8 |
| 5-6 PM | 2035 | 0.0 | 519 | 0.0 | 1499 | 1411 | 624 | 1143 | 16.88 | 429 | 62.6 | 8.6 | 30.8 | 16.8 | 12.5 |
| 6-7 PM | 1762 | 0.0 | 449 | 0.0 | 1499 | 1389 | 374 | 822 | 13.06 | 326 | 63.1 | 9.6 | 30.8 | 17.8 | 14.7 |
| 7-8 PM | 1449 | 0.0 | 370 | 0.0 | 1500 | 1374 | 75 | 444 | 8.69 | 209 | 63.7 | 11.9 | 30.8 | 18.8 | 18.5 |
| 8-9 PM | 1199 | 0.0 | 306 | 0.0 | 1499 | 1199 | 0 | 306 | 1.62 | 44 | 64.1 | 33.6 | 36.8 | 19.6 | 19.6 |
| 9-10 PM | 1034 | 0.0 | 264 | 0.0 | 1500 | 1034 | 0 | 264 | 0.52 | 0 | 64.5 | 49.7 | 41.5 | 20.2 | 20.2 |
| 10-11 PM | 825 | 0.0 | 210 | 0.0 | 1500 | 825 | 0 | 210 | 0.50 | 0 | 64.8 | 50.4 | 42.3 | 20.9 | 20.9 |
| 11PM-MID | 537 | 0.0 | 137 | 0.0 | 1500 | 537 | 0 | 137 | 0.47 | 0 | 65.4 | 51.4 | 43.3 | 21.8 | 21.8 |

----- 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 | 0.0099 |
| MAIN ROUTE WITH WORKS | 0.0061 |
| DIVERSION | 0.0570 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

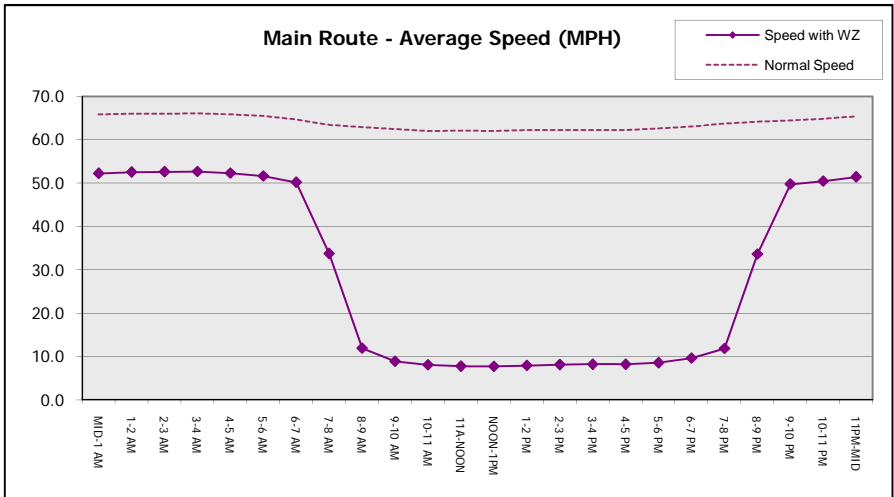
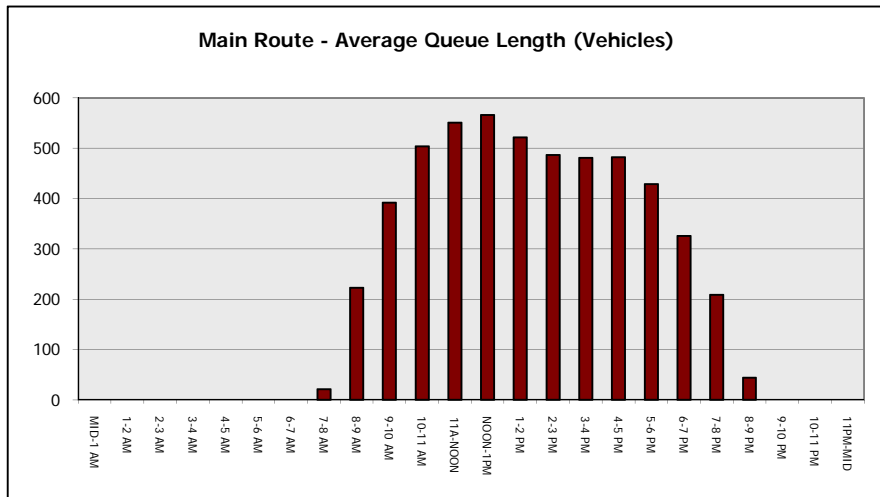
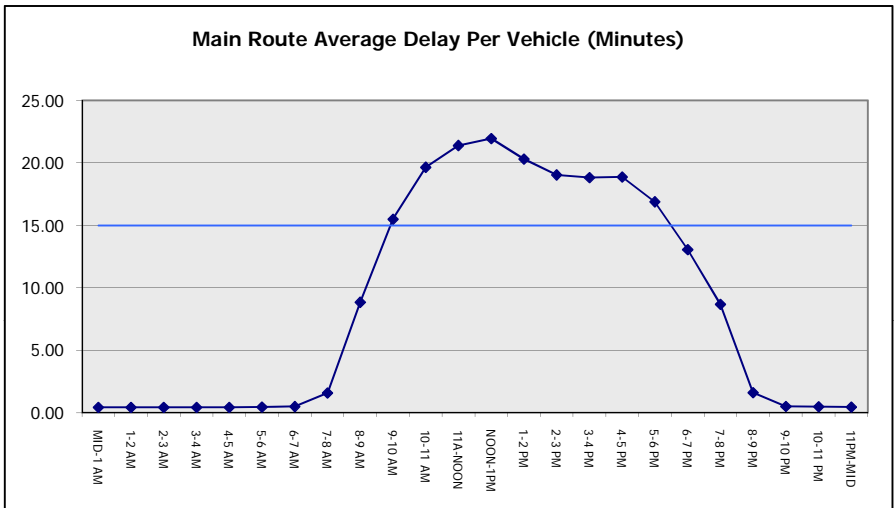
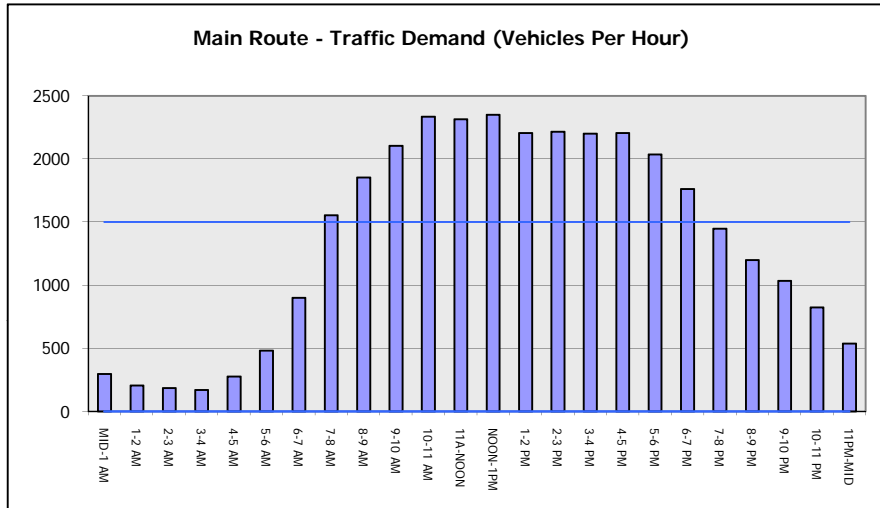
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|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$138,207 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding 15 Minutes

USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 21, USH 45

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 21, USH 45 | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | | 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 | 346 | 0.0 | 89 | 0.0 | 1500 | 346 | 0 | 89 | 0.46 | 0 | 65.8 | 52.0 | 44.1 | 21.2 | 21.2 |
| 1-2 AM | 217 | 0.0 | 56 | 0.0 | 1500 | 217 | 0 | 56 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.1 | 22.1 |
| 2-3 AM | 184 | 0.0 | 47 | 0.0 | 1500 | 184 | 0 | 47 | 0.44 | 0 | 66.0 | 52.6 | 44.8 | 22.4 | 22.4 |
| 3-4 AM | 173 | 0.0 | 44 | 0.0 | 1500 | 173 | 0 | 44 | 0.44 | 0 | 66.1 | 52.7 | 44.8 | 22.4 | 22.4 |
| 4-5 AM | 229 | 0.0 | 58 | 0.0 | 1500 | 229 | 0 | 58 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.0 | 22.0 |
| 5-6 AM | 470 | 0.0 | 120 | 0.0 | 1500 | 470 | 0 | 120 | 0.47 | 0 | 65.5 | 51.6 | 43.6 | 20.4 | 20.4 |
| 6-7 AM | 655 | 0.0 | 167 | 0.0 | 1500 | 655 | 0 | 167 | 0.49 | 0 | 65.1 | 51.0 | 42.9 | 19.2 | 19.2 |
| 7-8 AM | 1074 | 0.0 | 274 | 0.0 | 1499 | 1074 | 0 | 274 | 0.56 | 0 | 64.4 | 49.0 | 40.6 | 16.4 | 16.4 |
| 8-9 AM | 1434 | 0.0 | 365 | 0.0 | 1499 | 1434 | 0 | 365 | 1.06 | 4 | 63.7 | 40.0 | 32.7 | 14.0 | 14.0 |
| 9-10 AM | 1915 | 0.0 | 488 | 0.0 | 1500 | 1915 | 0 | 488 | 7.06 | 197 | 62.8 | 14.2 | 30.8 | 11.7 | 12.4 |
| 10-11 AM | 2353 | 0.0 | 600 | 0.0 | 1499 | 1888 | 465 | 1065+ | 26.27 | 689 | 62.0 | 7.3 | 30.8 | 9.9 | 10.0 |
| 11A-NOON | 2494 | 0.0 | 636 | 0.0 | 1500 | 1495 | 999 | 1635+ | 29.95 | 784 | 60.9 | 6.9 | 30.8 | 9.4 | 9.3 |
| NOON-1PM | 2424 | 0.0 | 618 | 0.0 | 1500 | 1496 | 928 | 1546+ | 29.97 | 783 | 61.7 | 7.0 | 30.8 | 9.7 | 9.3 |
| 1-2 PM | 2372 | 0.0 | 604 | 0.0 | 1500 | 1496 | 875 | 1479+ | 29.97 | 783 | 62.0 | 7.0 | 30.8 | 9.9 | 9.3 |
| 2-3 PM | 2264 | 0.0 | 578 | 0.0 | 1500 | 1497 | 766 | 1344+ | 29.96 | 782 | 62.2 | 7.0 | 30.8 | 10.3 | 9.3 |
| 3-4 PM | 2282 | 0.0 | 582 | 0.0 | 1500 | 1498 | 784 | 1366+ | 29.96 | 782 | 62.2 | 7.0 | 30.8 | 10.2 | 9.3 |
| 4-5 PM | 2288 | 0.0 | 584 | 0.0 | 1500 | 1498 | 791 | 1374+ | 29.96 | 782 | 62.1 | 7.0 | 30.8 | 10.2 | 9.3 |
| 5-6 PM | 2197 | 0.0 | 560 | 0.0 | 1500 | 1497 | 700 | 1260+ | 29.95 | 782 | 62.3 | 7.0 | 30.8 | 10.6 | 9.3 |
| 6-7 PM | 1846 | 0.0 | 470 | 0.0 | 1500 | 1370 | 475 | 946+ | 28.72 | 748 | 63.0 | 7.0 | 30.8 | 11.9 | 9.4 |
| 7-8 PM | 1489 | 0.0 | 380 | 0.0 | 1499 | 1204 | 285 | 665 | 20.12 | 520 | 63.6 | 8.0 | 30.8 | 13.6 | 11.5 |
| 8-9 PM | 1231 | 0.0 | 314 | 0.0 | 1500 | 1209 | 22 | 336 | 9.05 | 233 | 64.1 | 11.9 | 32.1 | 15.3 | 15.6 |
| 9-10 PM | 1011 | 0.0 | 257 | 0.0 | 1500 | 1011 | 0 | 257 | 0.70 | 7 | 64.5 | 46.1 | 41.4 | 16.8 | 16.8 |
| 10-11 PM | 705 | 0.0 | 180 | 0.0 | 1500 | 705 | 0 | 180 | 0.49 | 0 | 65.1 | 50.9 | 42.7 | 18.8 | 18.8 |
| 11PM-MID | 487 | 0.0 | 125 | 0.0 | 1500 | 487 | 0 | 125 | 0.47 | 0 | 65.5 | 51.5 | 43.5 | 20.3 | 20.3 |

+ 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 | 0.0097 |
| MAIN ROUTE WITH WORKS | 0.0059 |
| DIVERSION | 0.0569 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$206,947 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding 15 Minutes

**USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 21, USH 45**

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

