

**USH 10: USH 45 TO CTH CB (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH CB - CTH II**

MAY
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 | 41 | 0.0 | 22 | 0.0 | 1500 | 41 | 0 | 22 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 1-2 AM | 30 | 0.0 | 15 | 0.0 | 1500 | 30 | 0 | 15 | 0.43 | 0 | 66.3 | 63.5 | 45.4 | 34.6 | 34.6 |
| 2-3 AM | 29 | 0.0 | 15 | 0.0 | 1500 | 29 | 0 | 15 | 0.43 | 0 | 66.3 | 63.5 | 45.4 | 34.6 | 34.6 |
| 3-4 AM | 42 | 0.0 | 22 | 0.0 | 1500 | 42 | 0 | 22 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 4-5 AM | 71 | 0.0 | 38 | 0.0 | 1500 | 71 | 0 | 38 | 0.43 | 0 | 66.3 | 63.4 | 45.2 | 34.3 | 34.3 |
| 5-6 AM | 151 | 0.0 | 81 | 0.0 | 1500 | 151 | 0 | 81 | 0.44 | 0 | 66.1 | 63.2 | 44.9 | 33.9 | 33.9 |
| 6-7 AM | 326 | 0.0 | 175 | 0.0 | 1500 | 326 | 0 | 175 | 0.45 | 0 | 65.8 | 62.8 | 44.2 | 32.9 | 32.9 |
| 7-8 AM | 442 | 0.0 | 237 | 0.0 | 1500 | 442 | 0 | 237 | 0.47 | 0 | 65.6 | 62.5 | 43.7 | 32.2 | 32.2 |
| 8-9 AM | 379 | 0.0 | 204 | 0.0 | 1500 | 379 | 0 | 204 | 0.46 | 0 | 65.7 | 62.7 | 44.0 | 32.5 | 32.5 |
| 9-10 AM | 338 | 0.0 | 181 | 0.0 | 1500 | 338 | 0 | 181 | 0.46 | 0 | 65.8 | 62.8 | 44.2 | 32.8 | 32.8 |
| 10-11 AM | 339 | 0.0 | 182 | 0.0 | 1500 | 339 | 0 | 182 | 0.46 | 0 | 65.8 | 62.8 | 44.2 | 32.8 | 32.8 |
| 11A-NOON | 342 | 0.0 | 184 | 0.0 | 1500 | 342 | 0 | 184 | 0.46 | 0 | 65.8 | 62.8 | 44.1 | 32.7 | 32.7 |
| NOON-1PM | 367 | 0.0 | 198 | 0.0 | 1500 | 367 | 0 | 198 | 0.46 | 0 | 65.7 | 62.7 | 44.0 | 32.6 | 32.6 |
| 1-2 PM | 394 | 0.0 | 212 | 0.0 | 1500 | 394 | 0 | 212 | 0.46 | 0 | 65.6 | 62.7 | 43.9 | 32.5 | 32.5 |
| 2-3 PM | 484 | 0.0 | 259 | 0.0 | 1500 | 484 | 0 | 259 | 0.47 | 0 | 65.5 | 62.4 | 43.6 | 31.9 | 31.9 |
| 3-4 PM | 623 | 0.0 | 333 | 0.0 | 1500 | 623 | 0 | 333 | 0.48 | 0 | 65.2 | 62.1 | 43.0 | 31.1 | 31.1 |
| 4-5 PM | 747 | 0.0 | 400 | 0.0 | 1500 | 747 | 0 | 400 | 0.49 | 0 | 65.0 | 61.9 | 42.6 | 30.4 | 30.4 |
| 5-6 PM | 689 | 0.0 | 369 | 0.0 | 1500 | 689 | 0 | 369 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.7 | 30.7 |
| 6-7 PM | 404 | 0.0 | 216 | 0.0 | 1500 | 404 | 0 | 216 | 0.46 | 0 | 65.6 | 62.6 | 43.9 | 32.4 | 32.4 |
| 7-8 PM | 270 | 0.0 | 145 | 0.0 | 1500 | 270 | 0 | 145 | 0.45 | 0 | 65.9 | 62.9 | 44.4 | 33.2 | 33.2 |
| 8-9 PM | 235 | 0.0 | 127 | 0.0 | 1500 | 235 | 0 | 127 | 0.45 | 0 | 66.0 | 63.0 | 44.5 | 33.4 | 33.4 |
| 9-10 PM | 191 | 0.0 | 103 | 0.0 | 1500 | 191 | 0 | 103 | 0.44 | 0 | 66.0 | 63.1 | 44.7 | 33.7 | 33.7 |
| 10-11 PM | 128 | 0.0 | 68 | 0.0 | 1500 | 128 | 0 | 68 | 0.43 | 0 | 66.1 | 63.3 | 45.0 | 34.0 | 34.0 |
| 11PM-MID | 80 | 0.0 | 43 | 0.0 | 1500 | 80 | 0 | 43 | 0.43 | 0 | 66.3 | 63.3 | 45.1 | 34.3 | 34.3 |

| *----- 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 | 0.0119 |
| MAIN ROUTE WITH WORKS | 0.0115 |
| DIVERSION | 0.0527 |

PIA: Personal Injury Accidents

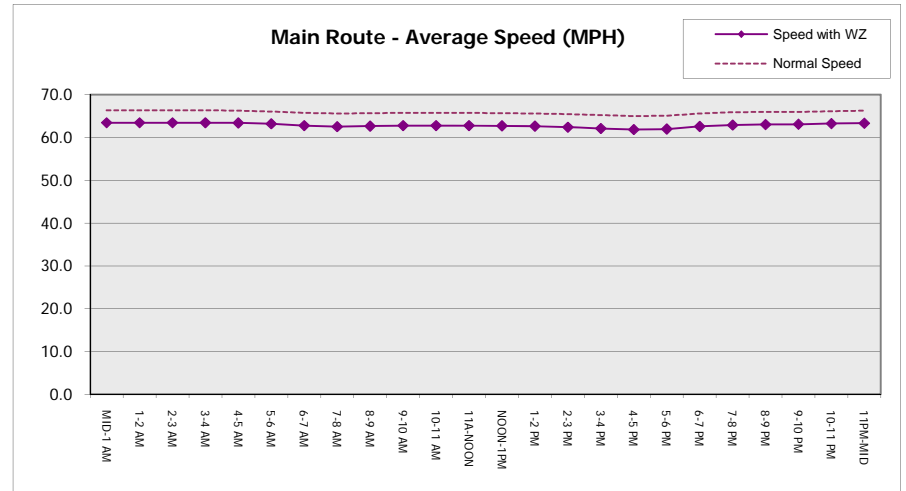
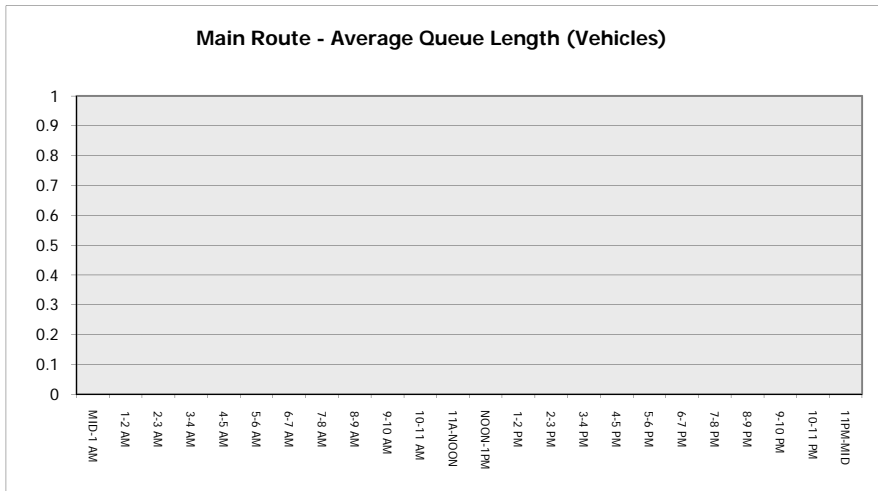
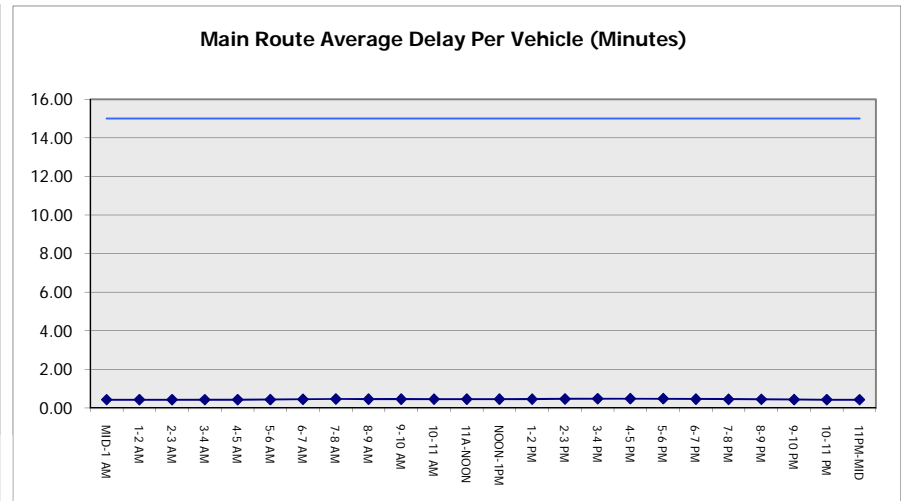
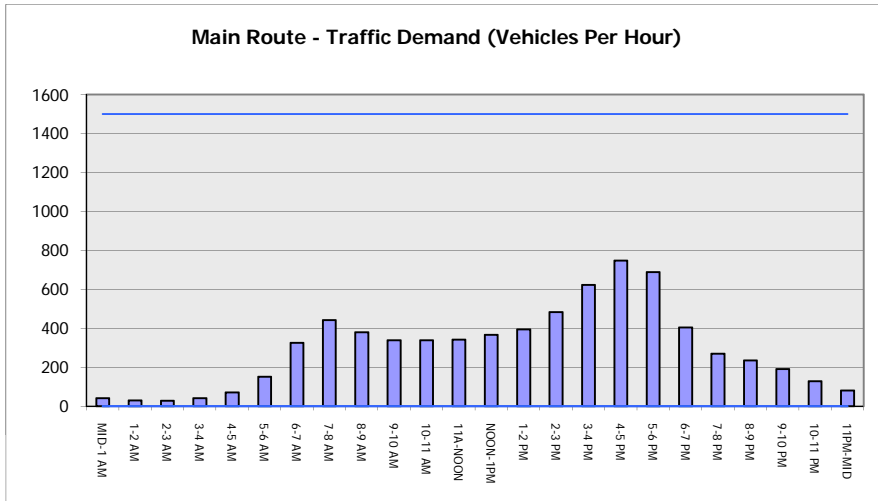
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$652 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 10: USH 45 TO CTH CB (WINNEBAGO COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: CTH CB - CTH II**

MAY
 Analyzed for 2009
 Construction Season

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



| | |
|--|--|
| USH 10: USH 45 TO CTH CB (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH CB - CTH II | MAY |
| | 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 | 30 | 0.0 | 16 | 0.0 | 1500 | 30 | 0 | 16 | 0.43 | 0 | 66.3 | 63.5 | 45.4 | 34.6 | 34.6 |
| 1-2 AM | 21 | 0.0 | 11 | 0.0 | 1500 | 21 | 0 | 11 | 0.42 | 0 | 66.3 | 63.5 | 45.4 | 34.7 | 34.7 |
| 2-3 AM | 26 | 0.0 | 14 | 0.0 | 1500 | 26 | 0 | 14 | 0.42 | 0 | 66.3 | 63.5 | 45.4 | 34.6 | 34.6 |
| 3-4 AM | 39 | 0.0 | 21 | 0.0 | 1500 | 39 | 0 | 21 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 4-5 AM | 109 | 0.0 | 59 | 0.0 | 1500 | 109 | 0 | 59 | 0.43 | 0 | 66.2 | 63.3 | 45.1 | 34.2 | 34.2 |
| 5-6 AM | 346 | 0.0 | 186 | 0.0 | 1500 | 346 | 0 | 186 | 0.46 | 0 | 65.8 | 62.8 | 44.1 | 32.7 | 32.7 |
| 6-7 AM | 614 | 0.0 | 329 | 0.0 | 1500 | 614 | 0 | 329 | 0.48 | 0 | 65.3 | 62.2 | 43.1 | 31.2 | 31.2 |
| 7-8 AM | 759 | 0.0 | 408 | 0.0 | 1500 | 759 | 0 | 408 | 0.50 | 0 | 65.0 | 61.8 | 42.5 | 30.3 | 30.3 |
| 8-9 AM | 471 | 0.0 | 253 | 0.0 | 1500 | 471 | 0 | 253 | 0.47 | 0 | 65.5 | 62.5 | 43.6 | 32.0 | 32.0 |
| 9-10 AM | 414 | 0.0 | 222 | 0.0 | 1500 | 414 | 0 | 222 | 0.46 | 0 | 65.6 | 62.6 | 43.8 | 32.4 | 32.4 |
| 10-11 AM | 397 | 0.0 | 214 | 0.0 | 1500 | 397 | 0 | 214 | 0.46 | 0 | 65.6 | 62.7 | 43.9 | 32.4 | 32.4 |
| 11A-NOON | 395 | 0.0 | 212 | 0.0 | 1500 | 395 | 0 | 212 | 0.46 | 0 | 65.6 | 62.7 | 43.9 | 32.5 | 32.5 |
| NOON-1PM | 410 | 0.0 | 220 | 0.0 | 1500 | 410 | 0 | 220 | 0.46 | 0 | 65.6 | 62.6 | 43.8 | 32.4 | 32.4 |
| 1-2 PM | 455 | 0.0 | 245 | 0.0 | 1500 | 455 | 0 | 245 | 0.47 | 0 | 65.5 | 62.5 | 43.7 | 32.1 | 32.1 |
| 2-3 PM | 459 | 0.0 | 246 | 0.0 | 1500 | 459 | 0 | 246 | 0.47 | 0 | 65.5 | 62.5 | 43.7 | 32.1 | 32.1 |
| 3-4 PM | 509 | 0.0 | 274 | 0.0 | 1500 | 509 | 0 | 274 | 0.47 | 0 | 65.5 | 62.3 | 43.5 | 31.8 | 31.8 |
| 4-5 PM | 542 | 0.0 | 291 | 0.0 | 1500 | 542 | 0 | 291 | 0.47 | 0 | 65.4 | 62.3 | 43.3 | 31.6 | 31.6 |
| 5-6 PM | 465 | 0.0 | 250 | 0.0 | 1500 | 465 | 0 | 250 | 0.47 | 0 | 65.5 | 62.5 | 43.7 | 32.0 | 32.0 |
| 6-7 PM | 332 | 0.0 | 178 | 0.0 | 1500 | 332 | 0 | 178 | 0.45 | 0 | 65.8 | 62.8 | 44.2 | 32.9 | 32.9 |
| 7-8 PM | 231 | 0.0 | 125 | 0.0 | 1500 | 231 | 0 | 125 | 0.44 | 0 | 66.0 | 63.0 | 44.6 | 33.4 | 33.4 |
| 8-9 PM | 204 | 0.0 | 110 | 0.0 | 1500 | 204 | 0 | 110 | 0.44 | 0 | 66.0 | 63.1 | 44.6 | 33.6 | 33.6 |
| 9-10 PM | 169 | 0.0 | 92 | 0.0 | 1500 | 169 | 0 | 92 | 0.44 | 0 | 66.1 | 63.2 | 44.8 | 33.8 | 33.8 |
| 10-11 PM | 111 | 0.0 | 60 | 0.0 | 1500 | 111 | 0 | 60 | 0.43 | 0 | 66.2 | 63.3 | 45.0 | 34.1 | 34.1 |
| 11PM-MID | 66 | 0.0 | 35 | 0.0 | 1500 | 66 | 0 | 35 | 0.43 | 0 | 66.3 | 63.4 | 45.2 | 34.4 | 34.4 |

| *----- 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 | 0.0127 |
| MAIN ROUTE WITH WORKS | 0.0122 |
| DIVERSION | 0.0560 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$693 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 10: USH 45 TO CTH CB (WINNEBAGO COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: CTH CB - CTH II**

MAY
 Analyzed for 2009
 Construction Season

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

