

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

AUGUST

Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 86 | 0.0 | 46 | 0.0 | 1500 | 86 | 0 | 46 | 0.43 | 0 | 66.2 | 63.3 | 45.1 | 34.3 | 34.3 |
| 1-2 AM | 56 | 0.0 | 30 | 0.0 | 1500 | 56 | 0 | 30 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.5 | 34.5 |
| 2-3 AM | 57 | 0.0 | 31 | 0.0 | 1500 | 57 | 0 | 31 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.5 | 34.5 |
| 3-4 AM | 63 | 0.0 | 34 | 0.0 | 1500 | 63 | 0 | 34 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.4 | 34.4 |
| 4-5 AM | 80 | 0.0 | 43 | 0.0 | 1500 | 80 | 0 | 43 | 0.43 | 0 | 66.3 | 63.3 | 45.1 | 34.3 | 34.3 |
| 5-6 AM | 192 | 0.0 | 103 | 0.0 | 1500 | 192 | 0 | 103 | 0.44 | 0 | 66.0 | 63.1 | 44.7 | 33.7 | 33.7 |
| 6-7 AM | 354 | 0.0 | 190 | 0.0 | 1500 | 354 | 0 | 190 | 0.46 | 0 | 65.7 | 62.7 | 44.1 | 32.7 | 32.7 |
| 7-8 AM | 487 | 0.0 | 261 | 0.0 | 1500 | 487 | 0 | 261 | 0.47 | 0 | 65.5 | 62.4 | 43.5 | 31.9 | 31.9 |
| 8-9 AM | 576 | 0.0 | 309 | 0.0 | 1500 | 576 | 0 | 309 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| 9-10 AM | 623 | 0.0 | 334 | 0.0 | 1500 | 623 | 0 | 334 | 0.48 | 0 | 65.2 | 62.1 | 43.0 | 31.1 | 31.1 |
| 10-11 AM | 720 | 0.0 | 387 | 0.0 | 1500 | 720 | 0 | 387 | 0.49 | 0 | 65.0 | 61.9 | 42.7 | 30.6 | 30.6 |
| 11A-NOON | 787 | 0.0 | 423 | 0.0 | 1500 | 787 | 0 | 423 | 0.50 | 0 | 64.9 | 61.7 | 42.4 | 30.1 | 30.1 |
| NOON-1PM | 821 | 0.0 | 441 | 0.0 | 1500 | 821 | 0 | 441 | 0.50 | 0 | 64.8 | 61.7 | 42.3 | 29.9 | 29.9 |
| 1-2 PM | 963 | 0.0 | 517 | 0.0 | 1500 | 963 | 0 | 517 | 0.52 | 0 | 64.6 | 61.4 | 41.8 | 29.1 | 29.1 |
| 2-3 PM | 1117 | 0.0 | 599 | 0.0 | 1500 | 1117 | 0 | 599 | 0.53 | 0 | 64.3 | 61.0 | 41.3 | 28.2 | 28.2 |
| 3-4 PM | 1229 | 0.0 | 660 | 0.0 | 1500 | 1229 | 0 | 660 | 0.67 | 0 | 64.1 | 60.0 | 37.6 | 27.6 | 27.6 |
| 4-5 PM | 1374 | 0.0 | 737 | 0.0 | 1500 | 1374 | 0 | 737 | 0.86 | 0 | 63.8 | 58.7 | 33.6 | 26.7 | 26.7 |
| 5-6 PM | 1316 | 0.0 | 706 | 0.0 | 1500 | 1316 | 0 | 706 | 0.79 | 0 | 64.0 | 59.2 | 35.1 | 27.0 | 27.0 |
| 6-7 PM | 983 | 0.0 | 528 | 0.0 | 1500 | 983 | 0 | 528 | 0.52 | 0 | 64.6 | 61.3 | 41.7 | 29.0 | 29.0 |
| 7-8 PM | 755 | 0.0 | 406 | 0.0 | 1500 | 755 | 0 | 406 | 0.50 | 0 | 65.0 | 61.8 | 42.5 | 30.3 | 30.3 |
| 8-9 PM | 545 | 0.0 | 292 | 0.0 | 1500 | 545 | 0 | 292 | 0.48 | 0 | 65.4 | 62.3 | 43.3 | 31.5 | 31.5 |
| 9-10 PM | 387 | 0.0 | 208 | 0.0 | 1500 | 387 | 0 | 208 | 0.46 | 0 | 65.6 | 62.7 | 44.0 | 32.5 | 32.5 |
| 10-11 PM | 276 | 0.0 | 148 | 0.0 | 1500 | 276 | 0 | 148 | 0.45 | 0 | 65.9 | 62.9 | 44.4 | 33.2 | 33.2 |
| 11PM-MID | 180 | 0.0 | 97 | 0.0 | 1500 | 180 | 0 | 97 | 0.44 | 0 | 66.1 | 63.2 | 44.8 | 33.7 | 33.7 |

| *----- 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 | 0.0234 |
| MAIN ROUTE WITH WORKS | 0.0225 |
| DIVERSION | 0.1035 |

PIA: Personal Injury Accidents

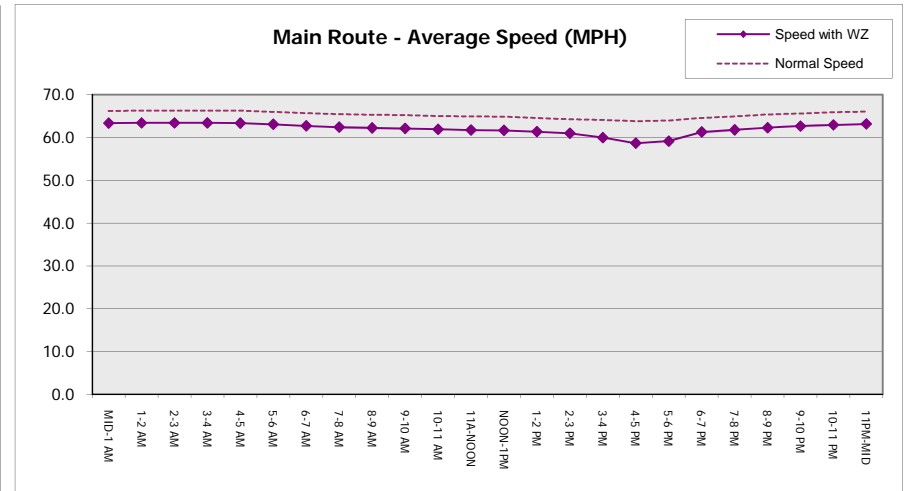
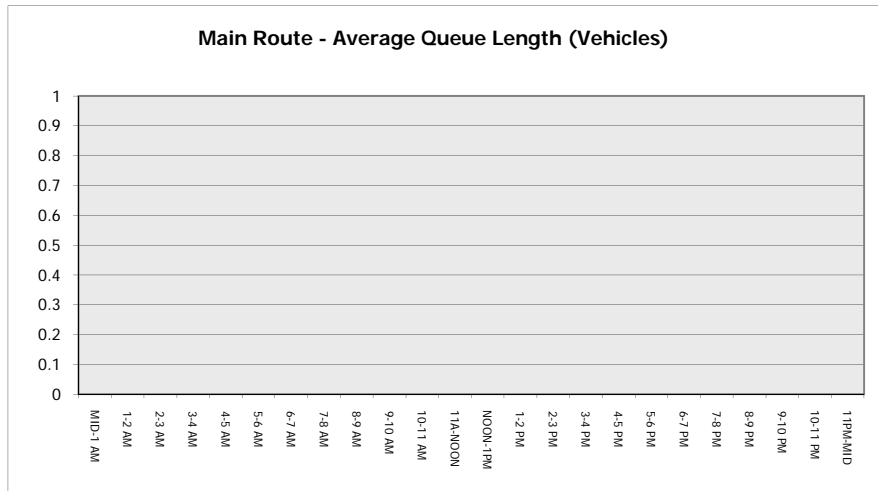
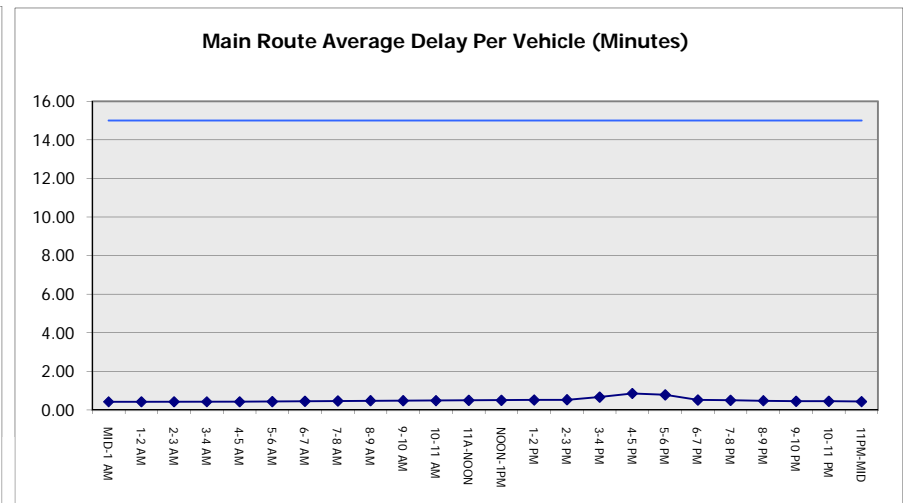
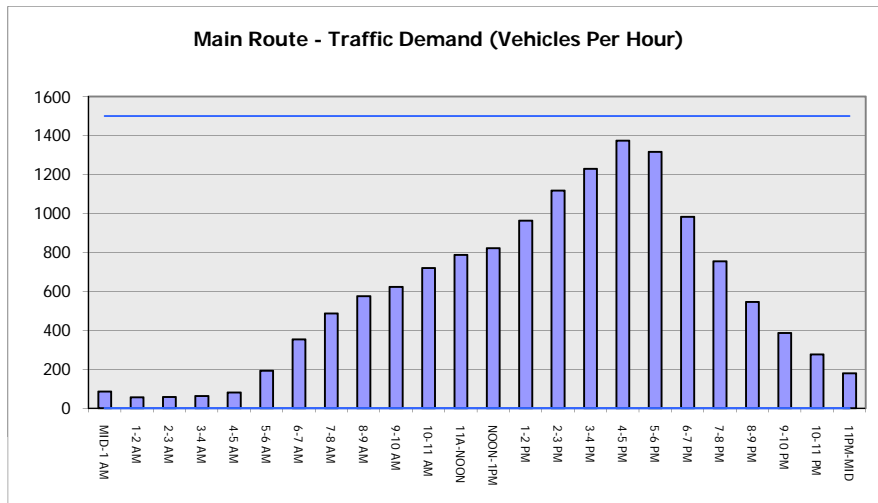
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,662 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
| USH 10: USH 45 TO CTH CB (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH CB - CTH II | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 54 | 0.0 | 29 | 0.0 | 1500 | 54 | 0 | 29 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.5 | 34.5 |
| 1-2 AM | 44 | 0.0 | 24 | 0.0 | 1500 | 44 | 0 | 24 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 2-3 AM | 41 | 0.0 | 22 | 0.0 | 1500 | 41 | 0 | 22 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 3-4 AM | 55 | 0.0 | 29 | 0.0 | 1500 | 55 | 0 | 29 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.5 | 34.5 |
| 4-5 AM | 151 | 0.0 | 81 | 0.0 | 1500 | 151 | 0 | 81 | 0.44 | 0 | 66.1 | 63.2 | 44.9 | 33.9 | 33.9 |
| 5-6 AM | 369 | 0.0 | 199 | 0.0 | 1500 | 369 | 0 | 199 | 0.46 | 0 | 65.7 | 62.7 | 44.0 | 32.6 | 32.6 |
| 6-7 AM | 615 | 0.0 | 330 | 0.0 | 1500 | 615 | 0 | 330 | 0.48 | 0 | 65.3 | 62.2 | 43.1 | 31.2 | 31.2 |
| 7-8 AM | 749 | 0.0 | 401 | 0.0 | 1500 | 749 | 0 | 401 | 0.49 | 0 | 65.0 | 61.9 | 42.6 | 30.4 | 30.4 |
| 8-9 AM | 524 | 0.0 | 281 | 0.0 | 1500 | 524 | 0 | 281 | 0.47 | 0 | 65.4 | 62.3 | 43.4 | 31.7 | 31.7 |
| 9-10 AM | 574 | 0.0 | 308 | 0.0 | 1500 | 574 | 0 | 308 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| 10-11 AM | 639 | 0.0 | 343 | 0.0 | 1500 | 639 | 0 | 343 | 0.48 | 0 | 65.2 | 62.1 | 43.0 | 31.1 | 31.1 |
| 11A-NOON | 637 | 0.0 | 342 | 0.0 | 1500 | 637 | 0 | 342 | 0.48 | 0 | 65.2 | 62.1 | 43.0 | 31.1 | 31.1 |
| NOON-1PM | 671 | 0.0 | 360 | 0.0 | 1500 | 671 | 0 | 360 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.8 | 30.8 |
| 1-2 PM | 760 | 0.0 | 408 | 0.0 | 1500 | 760 | 0 | 408 | 0.50 | 0 | 65.0 | 61.8 | 42.5 | 30.3 | 30.3 |
| 2-3 PM | 724 | 0.0 | 389 | 0.0 | 1500 | 724 | 0 | 389 | 0.49 | 0 | 65.0 | 61.9 | 42.7 | 30.5 | 30.5 |
| 3-4 PM | 776 | 0.0 | 417 | 0.0 | 1500 | 776 | 0 | 417 | 0.50 | 0 | 65.0 | 61.8 | 42.5 | 30.2 | 30.2 |
| 4-5 PM | 752 | 0.0 | 403 | 0.0 | 1500 | 752 | 0 | 403 | 0.50 | 0 | 65.0 | 61.9 | 42.5 | 30.4 | 30.4 |
| 5-6 PM | 692 | 0.0 | 372 | 0.0 | 1500 | 692 | 0 | 372 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.7 | 30.7 |
| 6-7 PM | 551 | 0.0 | 295 | 0.0 | 1500 | 551 | 0 | 295 | 0.48 | 0 | 65.3 | 62.3 | 43.3 | 31.5 | 31.5 |
| 7-8 PM | 409 | 0.0 | 219 | 0.0 | 1500 | 409 | 0 | 219 | 0.46 | 0 | 65.6 | 62.6 | 43.8 | 32.4 | 32.4 |
| 8-9 PM | 343 | 0.0 | 184 | 0.0 | 1500 | 343 | 0 | 184 | 0.46 | 0 | 65.8 | 62.8 | 44.1 | 32.7 | 32.7 |
| 9-10 PM | 265 | 0.0 | 142 | 0.0 | 1500 | 265 | 0 | 142 | 0.45 | 0 | 65.9 | 63.0 | 44.4 | 33.2 | 33.2 |
| 10-11 PM | 201 | 0.0 | 108 | 0.0 | 1500 | 201 | 0 | 108 | 0.44 | 0 | 66.0 | 63.1 | 44.6 | 33.6 | 33.6 |
| 11PM-MID | 124 | 0.0 | 66 | 0.0 | 1500 | 124 | 0 | 66 | 0.43 | 0 | 66.1 | 63.3 | 45.0 | 34.0 | 34.0 |

| *----- 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 | 0.0179 |
| MAIN ROUTE WITH WORKS | 0.0172 |
| DIVERSION | 0.0791 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,067 |
| 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**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

