

| | |
|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 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

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 | 70 | 0.0 | 38 | 0.0 | 1500 | 70 | 0 | 38 | 0.43 | 0 | 66.3 | 63.4 | 45.2 | 34.3 | 34.3 |
| 1-2 AM | 47 | 0.0 | 26 | 0.0 | 1500 | 47 | 0 | 26 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 2-3 AM | 55 | 0.0 | 30 | 0.0 | 1500 | 55 | 0 | 30 | 0.43 | 0 | 66.3 | 63.4 | 45.3 | 34.5 | 34.5 |
| 3-4 AM | 64 | 0.0 | 34 | 0.0 | 1500 | 64 | 0 | 34 | 0.43 | 0 | 66.3 | 63.4 | 45.2 | 34.4 | 34.4 |
| 4-5 AM | 91 | 0.0 | 48 | 0.0 | 1500 | 91 | 0 | 48 | 0.43 | 0 | 66.2 | 63.3 | 45.1 | 34.2 | 34.2 |
| 5-6 AM | 218 | 0.0 | 117 | 0.0 | 1500 | 218 | 0 | 117 | 0.44 | 0 | 66.0 | 63.0 | 44.6 | 33.5 | 33.5 |
| 6-7 AM | 412 | 0.0 | 221 | 0.0 | 1500 | 412 | 0 | 221 | 0.46 | 0 | 65.6 | 62.6 | 43.8 | 32.4 | 32.4 |
| 7-8 AM | 535 | 0.0 | 287 | 0.0 | 1500 | 535 | 0 | 287 | 0.47 | 0 | 65.4 | 62.3 | 43.3 | 31.6 | 31.6 |
| 8-9 AM | 516 | 0.0 | 277 | 0.0 | 1500 | 516 | 0 | 277 | 0.47 | 0 | 65.5 | 62.3 | 43.5 | 31.7 | 31.7 |
| 9-10 AM | 525 | 0.0 | 282 | 0.0 | 1500 | 525 | 0 | 282 | 0.47 | 0 | 65.4 | 62.3 | 43.4 | 31.7 | 31.7 |
| 10-11 AM | 555 | 0.0 | 298 | 0.0 | 1500 | 555 | 0 | 298 | 0.48 | 0 | 65.3 | 62.3 | 43.3 | 31.5 | 31.5 |
| 11A-NOON | 556 | 0.0 | 298 | 0.0 | 1500 | 556 | 0 | 298 | 0.48 | 0 | 65.3 | 62.3 | 43.3 | 31.5 | 31.5 |
| NOON-1PM | 555 | 0.0 | 298 | 0.0 | 1500 | 555 | 0 | 298 | 0.48 | 0 | 65.3 | 62.3 | 43.3 | 31.5 | 31.5 |
| 1-2 PM | 578 | 0.0 | 310 | 0.0 | 1500 | 578 | 0 | 310 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| 2-3 PM | 675 | 0.0 | 362 | 0.0 | 1500 | 675 | 0 | 362 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.8 | 30.8 |
| 3-4 PM | 805 | 0.0 | 432 | 0.0 | 1500 | 805 | 0 | 432 | 0.50 | 0 | 64.9 | 61.7 | 42.4 | 30.1 | 30.1 |
| 4-5 PM | 943 | 0.0 | 506 | 0.0 | 1500 | 943 | 0 | 506 | 0.51 | 0 | 64.6 | 61.4 | 41.9 | 29.2 | 29.2 |
| 5-6 PM | 861 | 0.0 | 462 | 0.0 | 1500 | 861 | 0 | 462 | 0.51 | 0 | 64.8 | 61.6 | 42.2 | 29.7 | 29.7 |
| 6-7 PM | 553 | 0.0 | 296 | 0.0 | 1500 | 553 | 0 | 296 | 0.48 | 0 | 65.3 | 62.3 | 43.3 | 31.5 | 31.5 |
| 7-8 PM | 388 | 0.0 | 208 | 0.0 | 1500 | 388 | 0 | 208 | 0.46 | 0 | 65.6 | 62.7 | 44.0 | 32.5 | 32.5 |
| 8-9 PM | 331 | 0.0 | 177 | 0.0 | 1500 | 331 | 0 | 177 | 0.45 | 0 | 65.8 | 62.8 | 44.2 | 32.9 | 32.9 |
| 9-10 PM | 264 | 0.0 | 142 | 0.0 | 1500 | 264 | 0 | 142 | 0.45 | 0 | 65.9 | 63.0 | 44.4 | 33.2 | 33.2 |
| 10-11 PM | 189 | 0.0 | 101 | 0.0 | 1500 | 189 | 0 | 101 | 0.44 | 0 | 66.0 | 63.1 | 44.7 | 33.7 | 33.7 |
| 11PM-MID | 139 | 0.0 | 75 | 0.0 | 1500 | 139 | 0 | 75 | 0.44 | 0 | 66.1 | 63.2 | 45.0 | 34.0 | 34.0 |

| *----- 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 | 0.0166 |
| MAIN ROUTE WITH WORKS | 0.0159 |
| DIVERSION | 0.0732 |

PIA: Personal Injury Accidents

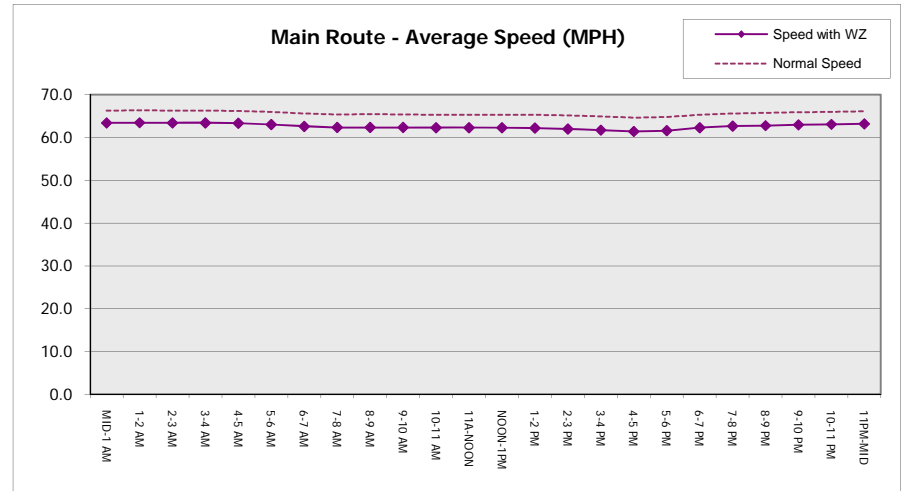
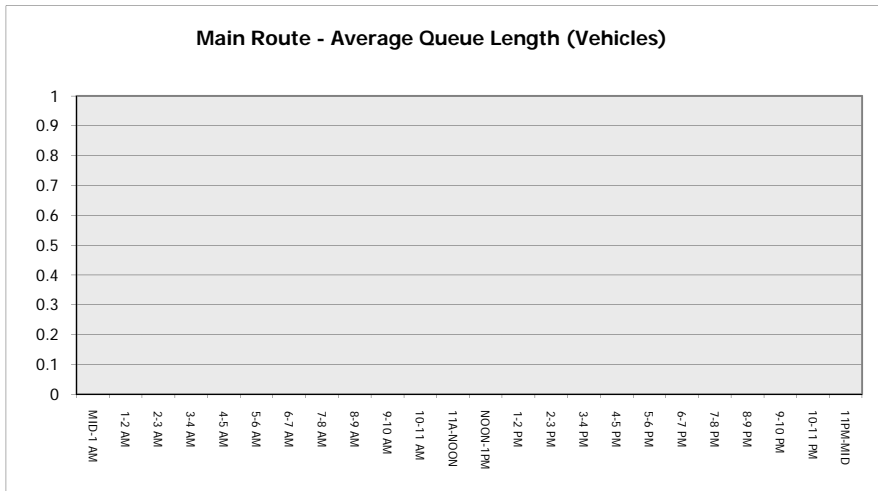
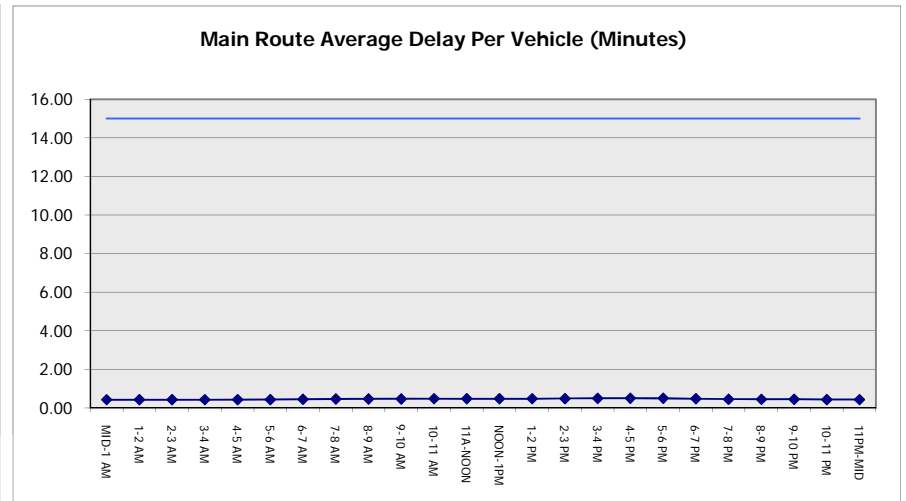
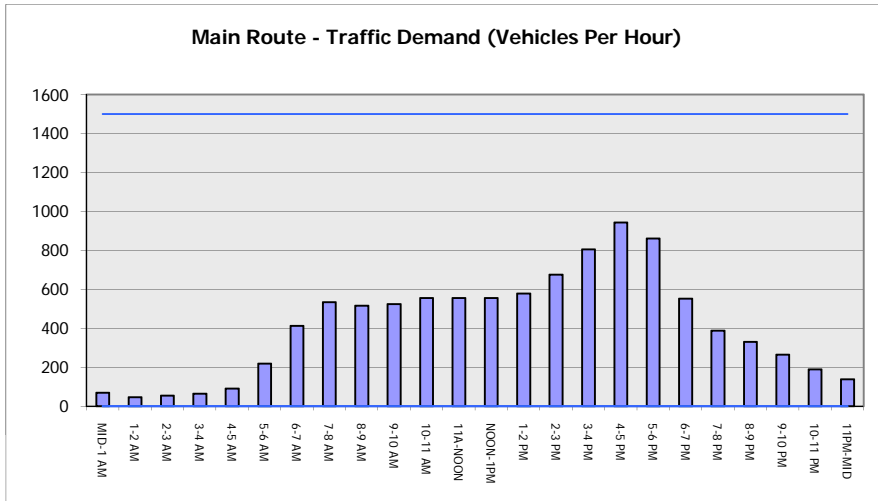
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$940 |
| CONGESTED HOURS PER DAY* | 0 |

*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
MON-THUR 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

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 | 51 | 0.0 | 27 | 0.0 | 1500 | 51 | 0 | 27 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 1-2 AM | 40 | 0.0 | 22 | 0.0 | 1500 | 40 | 0 | 22 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.5 | 34.5 |
| 2-3 AM | 38 | 0.0 | 20 | 0.0 | 1500 | 38 | 0 | 20 | 0.43 | 0 | 66.3 | 63.5 | 45.3 | 34.6 | 34.6 |
| 3-4 AM | 65 | 0.0 | 35 | 0.0 | 1500 | 65 | 0 | 35 | 0.43 | 0 | 66.3 | 63.4 | 45.2 | 34.4 | 34.4 |
| 4-5 AM | 172 | 0.0 | 93 | 0.0 | 1500 | 172 | 0 | 93 | 0.44 | 0 | 66.1 | 63.2 | 44.8 | 33.8 | 33.8 |
| 5-6 AM | 449 | 0.0 | 242 | 0.0 | 1500 | 449 | 0 | 242 | 0.47 | 0 | 65.6 | 62.5 | 43.7 | 32.1 | 32.1 |
| 6-7 AM | 698 | 0.0 | 375 | 0.0 | 1500 | 698 | 0 | 375 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.7 | 30.7 |
| 7-8 AM | 873 | 0.0 | 468 | 0.0 | 1500 | 873 | 0 | 468 | 0.51 | 0 | 64.8 | 61.5 | 42.1 | 29.6 | 29.6 |
| 8-9 AM | 582 | 0.0 | 313 | 0.0 | 1500 | 582 | 0 | 313 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| 9-10 AM | 578 | 0.0 | 311 | 0.0 | 1500 | 578 | 0 | 311 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| 10-11 AM | 609 | 0.0 | 327 | 0.0 | 1500 | 609 | 0 | 327 | 0.48 | 0 | 65.3 | 62.2 | 43.1 | 31.2 | 31.2 |
| 11A-NOON | 575 | 0.0 | 309 | 0.0 | 1500 | 575 | 0 | 309 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.4 | 31.4 |
| NOON-1PM | 600 | 0.0 | 321 | 0.0 | 1500 | 600 | 0 | 321 | 0.48 | 0 | 65.3 | 62.2 | 43.2 | 31.2 | 31.2 |
| 1-2 PM | 650 | 0.0 | 349 | 0.0 | 1500 | 650 | 0 | 349 | 0.49 | 0 | 65.1 | 62.0 | 42.9 | 30.9 | 30.9 |
| 2-3 PM | 647 | 0.0 | 348 | 0.0 | 1500 | 647 | 0 | 348 | 0.49 | 0 | 65.2 | 62.0 | 43.0 | 31.0 | 31.0 |
| 3-4 PM | 678 | 0.0 | 364 | 0.0 | 1500 | 678 | 0 | 364 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.8 | 30.8 |
| 4-5 PM | 697 | 0.0 | 375 | 0.0 | 1500 | 697 | 0 | 375 | 0.49 | 0 | 65.1 | 62.0 | 42.8 | 30.7 | 30.7 |
| 5-6 PM | 610 | 0.0 | 328 | 0.0 | 1500 | 610 | 0 | 328 | 0.48 | 0 | 65.3 | 62.2 | 43.1 | 31.2 | 31.2 |
| 6-7 PM | 432 | 0.0 | 233 | 0.0 | 1500 | 432 | 0 | 233 | 0.46 | 0 | 65.6 | 62.5 | 43.8 | 32.2 | 32.2 |
| 7-8 PM | 318 | 0.0 | 171 | 0.0 | 1500 | 318 | 0 | 171 | 0.45 | 0 | 65.8 | 62.8 | 44.2 | 32.9 | 32.9 |
| 8-9 PM | 273 | 0.0 | 147 | 0.0 | 1500 | 273 | 0 | 147 | 0.45 | 0 | 65.9 | 62.9 | 44.4 | 33.2 | 33.2 |
| 9-10 PM | 226 | 0.0 | 121 | 0.0 | 1500 | 226 | 0 | 121 | 0.44 | 0 | 66.0 | 63.0 | 44.6 | 33.5 | 33.5 |
| 10-11 PM | 150 | 0.0 | 81 | 0.0 | 1500 | 150 | 0 | 81 | 0.44 | 0 | 66.1 | 63.2 | 44.9 | 33.9 | 33.9 |
| 11PM-MID | 92 | 0.0 | 49 | 0.0 | 1500 | 92 | 0 | 49 | 0.43 | 0 | 66.2 | 63.3 | 45.1 | 34.2 | 34.2 |

| *----- 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 | 0.0162 |
| DIVERSION | 0.0746 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$958 |
| 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
MON-THUR EASTBOUND DIRECTION

