

| | |
|--|--|
| USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 21 - USH 45 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 212 | 0.0 | 54 | 0.0 | 1500 | 212 | 0 | 54 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.9 | 22.9 |
| 1-2 AM | 182 | 0.0 | 46 | 0.0 | 1500 | 182 | 0 | 46 | 0.44 | 0 | 66.1 | 52.6 | 44.8 | 23.0 | 23.0 |
| 2-3 AM | 178 | 0.0 | 45 | 0.0 | 1500 | 178 | 0 | 45 | 0.44 | 0 | 66.1 | 52.7 | 44.8 | 23.0 | 23.0 |
| 3-4 AM | 227 | 0.0 | 58 | 0.0 | 1500 | 227 | 0 | 58 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.9 | 22.9 |
| 4-5 AM | 456 | 0.0 | 117 | 0.0 | 1500 | 456 | 0 | 117 | 0.47 | 0 | 65.5 | 51.7 | 43.7 | 22.0 | 22.0 |
| 5-6 AM | 1079 | 0.0 | 276 | 0.0 | OFF | 1079 | 0 | 276 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | 20.0 | 20.0 |
| 6-7 AM | 2011 | 0.0 | 512 | 0.0 | OFF | 2011 | 0 | 512 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 17.0 | 17.0 |
| 7-8 AM | 2842 | 0.0 | 724 | 0.0 | OFF | 2842 | 0 | 724 | 0.00 | 0 | 57.4 | 57.4 | 57.4 | 14.2 | 14.2 |
| 8-9 AM | 2263 | 0.0 | 576 | 0.0 | OFF | 2263 | 0 | 576 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 16.1 | 16.1 |
| 9-10 AM | 1975 | 0.0 | 503 | 0.0 | OFF | 1975 | 0 | 503 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 17.0 | 17.0 |
| 10-11 AM | 1961 | 0.0 | 499 | 0.0 | OFF | 1961 | 0 | 499 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 17.1 | 17.1 |
| 11A-NOON | 2033 | 0.0 | 518 | 0.0 | OFF | 2033 | 0 | 518 | 0.00 | 0 | 62.6 | 62.6 | 62.6 | 16.8 | 16.8 |
| NOON-1PM | 2128 | 0.0 | 541 | 0.0 | OFF | 2128 | 0 | 541 | 0.00 | 0 | 62.4 | 62.4 | 62.4 | 16.5 | 16.5 |
| 1-2 PM | 2239 | 0.0 | 570 | 0.0 | OFF | 2239 | 0 | 570 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 16.1 | 16.1 |
| 2-3 PM | 2480 | 0.0 | 632 | 0.0 | OFF | 2480 | 0 | 632 | 0.00 | 0 | 61.1 | 61.1 | 61.1 | 15.3 | 15.3 |
| 3-4 PM | 2938 | 0.0 | 749 | 0.0 | OFF | 2938 | 0 | 749 | 0.00 | 0 | 56.4 | 56.4 | 56.4 | 13.8 | 13.8 |
| 4-5 PM | 3196 | 0.0 | 815 | 0.0 | OFF | 3196 | 0 | 815 | 0.00 | 0 | 53.8 | 53.8 | 53.8 | 13.0 | 13.0 |
| 5-6 PM | 2832 | 0.0 | 722 | 0.0 | OFF | 2832 | 0 | 722 | 0.00 | 0 | 57.5 | 57.5 | 57.5 | 14.2 | 14.2 |
| 6-7 PM | 1863 | 0.0 | 476 | 0.0 | OFF | 1863 | 0 | 476 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | 17.4 | 17.4 |
| 7-8 PM | 1371 | 0.0 | 349 | 0.0 | 1500 | 1371 | 0 | 349 | 0.86 | 0 | 63.8 | 43.1 | 33.7 | 19.1 | 19.1 |
| 8-9 PM | 1204 | 0.0 | 308 | 0.0 | 1500 | 1204 | 0 | 308 | 0.64 | 0 | 64.1 | 47.1 | 38.3 | 19.6 | 19.6 |
| 9-10 PM | 891 | 0.0 | 228 | 0.0 | 1500 | 891 | 0 | 228 | 0.51 | 0 | 64.7 | 50.2 | 42.0 | 20.6 | 20.6 |
| 10-11 PM | 690 | 0.0 | 176 | 0.0 | 1500 | 690 | 0 | 176 | 0.49 | 0 | 65.1 | 50.9 | 42.8 | 21.3 | 21.3 |
| 11PM-MID | 400 | 0.0 | 102 | 0.0 | 1500 | 400 | 0 | 102 | 0.46 | 0 | 65.6 | 51.9 | 43.9 | 22.3 | 22.3 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0114 |
| MAIN ROUTE WITH WORKS | 0.0110 |
| DIVERSION | 0.0357 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$736 |
| CONGESTED HOURS PER DAY* | 0 |

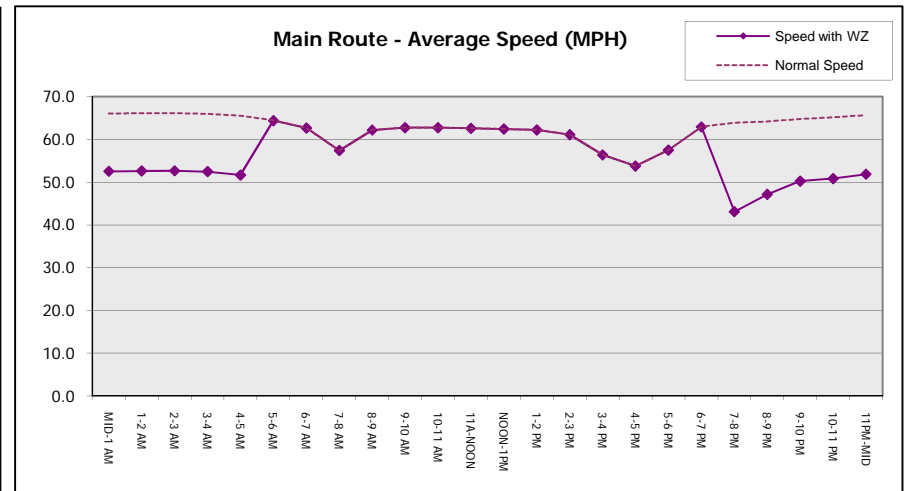
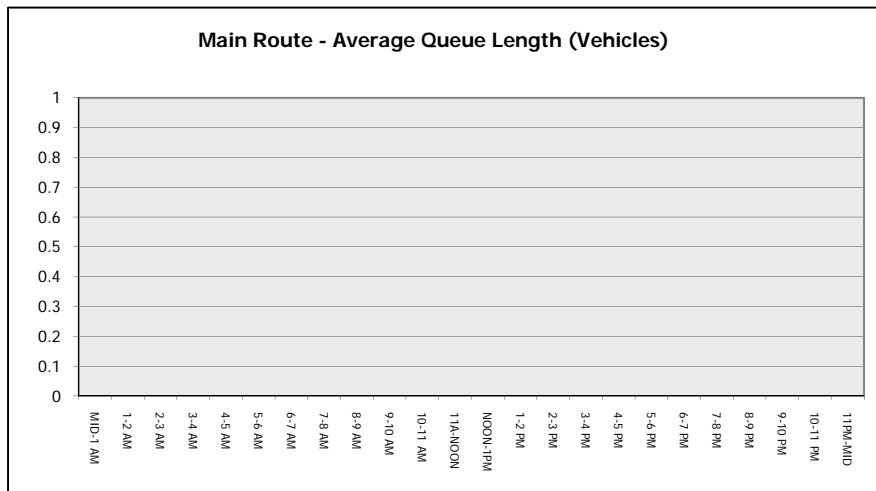
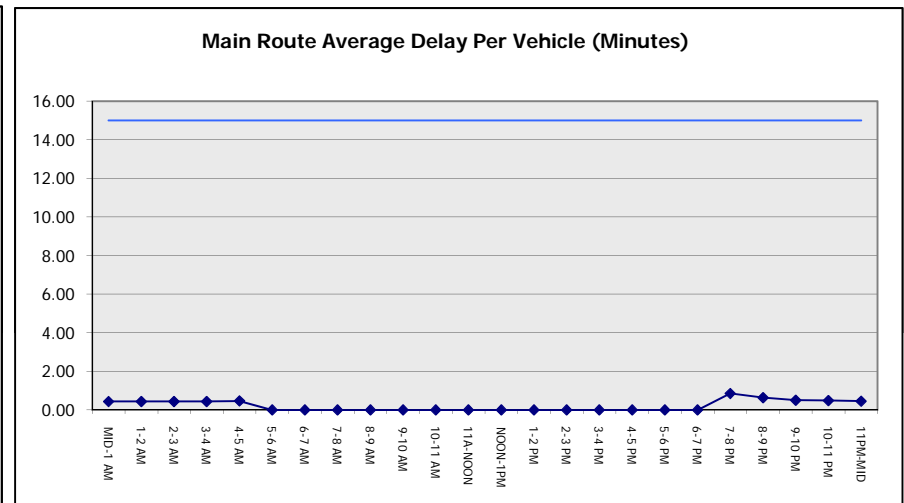
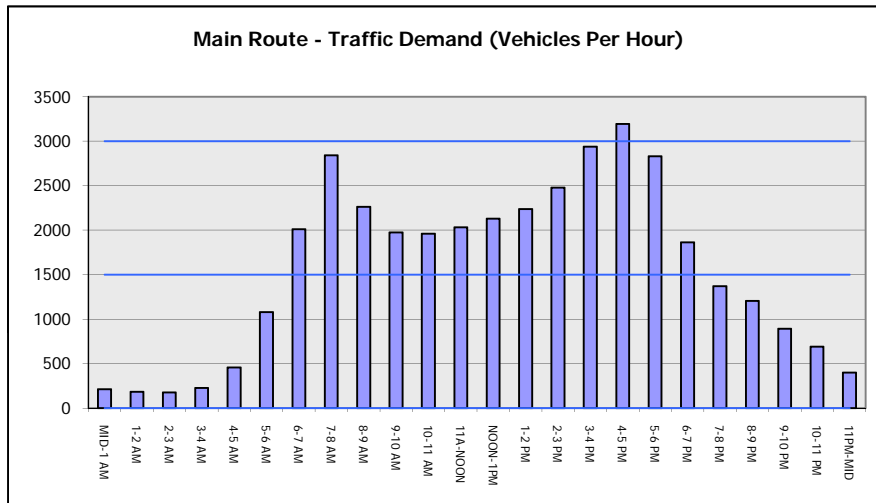
*Delays Exceeding 15 Minutes

**USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 21 - USH 45**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 21 - USH 45 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | | 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 | 213 | 0.0 | 55 | 0.0 | 1500 | 213 | 0 | 55 | 0.44 | 0 | 66.0 | 52.5 | 44.6 | 22.2 | 22.2 | |
| 1-2 AM | 151 | 0.0 | 38 | 0.0 | 1500 | 151 | 0 | 38 | 0.44 | 0 | 66.1 | 52.7 | 44.9 | 22.6 | 22.6 | |
| 2-3 AM | 142 | 0.0 | 36 | 0.0 | 1500 | 142 | 0 | 36 | 0.44 | 0 | 66.1 | 52.8 | 44.9 | 22.7 | 22.7 | |
| 3-4 AM | 194 | 0.0 | 49 | 0.0 | 1500 | 194 | 0 | 49 | 0.44 | 0 | 66.0 | 52.6 | 44.7 | 22.3 | 22.3 | |
| 4-5 AM | 325 | 0.0 | 82 | 0.0 | 1500 | 325 | 0 | 82 | 0.45 | 0 | 65.8 | 52.1 | 44.2 | 21.4 | 21.4 | |
| 5-6 AM | 924 | 0.0 | 235 | 0.0 | OFF | 924 | 0 | 235 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 17.4 | 17.4 | |
| 6-7 AM | 1729 | 0.0 | 440 | 0.0 | OFF | 1729 | 0 | 440 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 12.4 | 12.4 | |
| 7-8 AM | 2461 | 0.0 | 626 | 0.0 | OFF | 2461 | 0 | 626 | 0.00 | 0 | 61.3 | 61.3 | 61.3 | 9.6 | 9.6 | |
| 8-9 AM | 1808 | 0.0 | 460 | 0.0 | OFF | 1808 | 0 | 460 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 12.1 | 12.1 | |
| 9-10 AM | 1658 | 0.0 | 422 | 0.0 | OFF | 1658 | 0 | 422 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | 12.7 | 12.7 | |
| 10-11 AM | 1704 | 0.0 | 434 | 0.0 | OFF | 1704 | 0 | 434 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 12.5 | 12.5 | |
| 11A-NOON | 1772 | 0.0 | 451 | 0.0 | OFF | 1772 | 0 | 451 | 0.00 | 0 | 63.1 | 63.1 | 63.1 | 12.2 | 12.2 | |
| NOON-1PM | 1832 | 0.0 | 467 | 0.0 | OFF | 1832 | 0 | 467 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 12.0 | 12.0 | |
| 1-2 PM | 1877 | 0.0 | 479 | 0.0 | OFF | 1877 | 0 | 479 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | 11.8 | 11.8 | |
| 2-3 PM | 2118 | 0.0 | 539 | 0.0 | OFF | 2118 | 0 | 539 | 0.00 | 0 | 62.4 | 62.4 | 62.4 | 10.9 | 10.9 | |
| 3-4 PM | 2457 | 0.0 | 625 | 0.0 | OFF | 2457 | 0 | 625 | 0.00 | 0 | 61.4 | 61.4 | 61.4 | 9.6 | 9.6 | |
| 4-5 PM | 2752 | 0.0 | 700 | 0.0 | OFF | 2752 | 0 | 700 | 0.00 | 0 | 58.3 | 58.3 | 58.3 | 8.4 | 8.4 | |
| 5-6 PM | 2606 | 0.0 | 663 | 0.0 | OFF | 2606 | 0 | 663 | 0.00 | 0 | 59.8 | 59.8 | 59.8 | 8.9 | 8.9 | |
| 6-7 PM | 1814 | 0.0 | 462 | 0.0 | OFF | 1814 | 0 | 462 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 12.0 | 12.0 | |
| 7-8 PM | 1264 | 0.0 | 321 | 0.0 | 1500 | 1264 | 0 | 321 | 0.72 | 0 | 64.0 | 45.6 | 36.5 | 15.1 | 15.1 | |
| 8-9 PM | 1064 | 0.0 | 271 | 0.0 | 1500 | 1064 | 0 | 271 | 0.53 | 0 | 64.4 | 49.7 | 41.5 | 16.5 | 16.5 | |
| 9-10 PM | 857 | 0.0 | 218 | 0.0 | 1500 | 857 | 0 | 218 | 0.51 | 0 | 64.8 | 50.4 | 42.2 | 17.8 | 17.8 | |
| 10-11 PM | 592 | 0.0 | 151 | 0.0 | 1500 | 592 | 0 | 151 | 0.48 | 0 | 65.3 | 51.2 | 43.2 | 19.6 | 19.6 | |
| 11PM-MID | 415 | 0.0 | 106 | 0.0 | 1500 | 415 | 0 | 106 | 0.46 | 0 | 65.6 | 51.8 | 43.8 | 20.8 | 20.8 | |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0096 |
| DIVERSION | 0.0310 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$598 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 41: USH 45 TO 9TH AVE (WINNEBAGO COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 21 - USH 45**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR NORTHBOUND DIRECTION

