

<b>USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	294	0.0	2000	294	0	0.45	0	65.8	56.8	44.3
1-2 AM	185	0.0	2000	185	0	0.44	0	66.0	57.1	44.7
2-3 AM	174	0.0	2000	174	0	0.44	0	66.1	57.1	44.8
3-4 AM	203	0.0	2000	203	0	0.44	0	66.0	57.1	44.6
4-5 AM	331	0.0	2000	331	0	0.45	0	65.8	56.6	44.2
5-6 AM	777	0.0	2000	777	0	0.50	0	65.0	55.3	42.5
6-7 AM	1490	0.0	1999	1490	0	1.00	0	63.6	47.4	31.4
7-8 AM	2014	0.0	1999	2014	0	1.36	5	62.7	42.9	27.9
8-9 AM	1751	0.0	2000	1751	0	1.25	1	63.1	44.3	27.9
9-10 AM	1717	0.0	2000	1717	0	1.22	0	63.2	44.6	27.9
10-11 AM	1844	0.0	2000	1844	0	1.22	0	63.0	44.6	27.9
11AM-NOON	1961	0.0	1999	1961	0	1.21	0	62.7	44.5	27.9
NOON-1PM	2063	0.0	1999	2063	0	1.83	24	62.5	38.7	27.9
1-2 PM	2187	0.0	2000	2187	0	4.92	145	62.3	23.5	27.9
2-3 PM	2414	0.0	2000	2346	68	12.63+	436	61.8	12.9	27.9
3-4 PM	2548	0.0	2000	1994	554	16.39+	566	60.4	11.4	27.9
4-5 PM	2637	0.0	1999	1995	642	16.34+	566	59.5	11.4	27.9
5-6 PM	2174	0.0	1999	1971	203	16.40+	562	62.3	11.4	27.9
6-7 PM	1627	0.0	1999	1627	0	11.68+	402	63.3	13.6	27.9
7-8 PM	1143	0.0	2000	1143	0	0.96	21	64.3	48.3	38.6
8-9 PM	957	0.0	2000	957	0	0.51	0	64.6	54.8	41.9
9-10 PM	856	0.0	2000	856	0	0.51	0	64.8	55.1	42.2
10-11 PM	766	0.0	2000	766	0	0.50	0	65.0	55.3	42.5
11PM-MID	491	0.0	2000	491	0	0.47	0	65.5	56.2	43.5

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

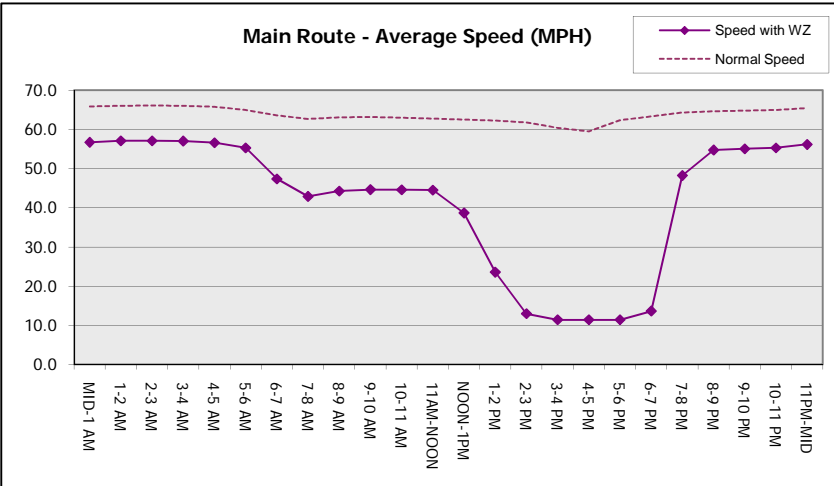
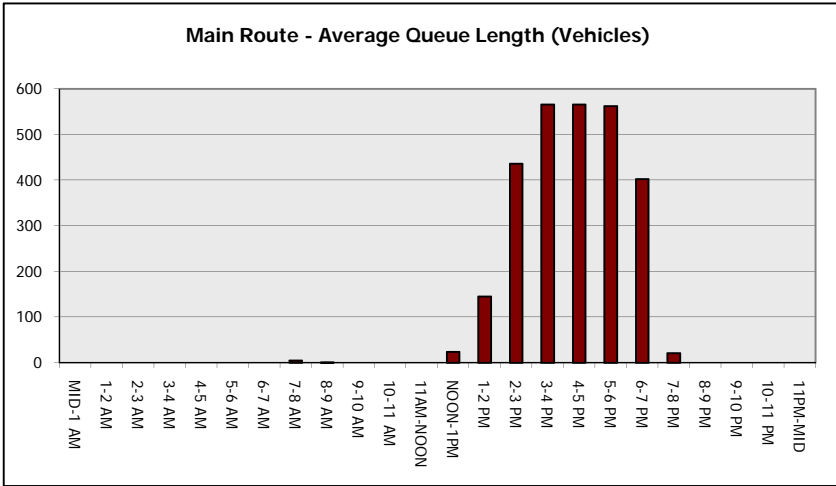
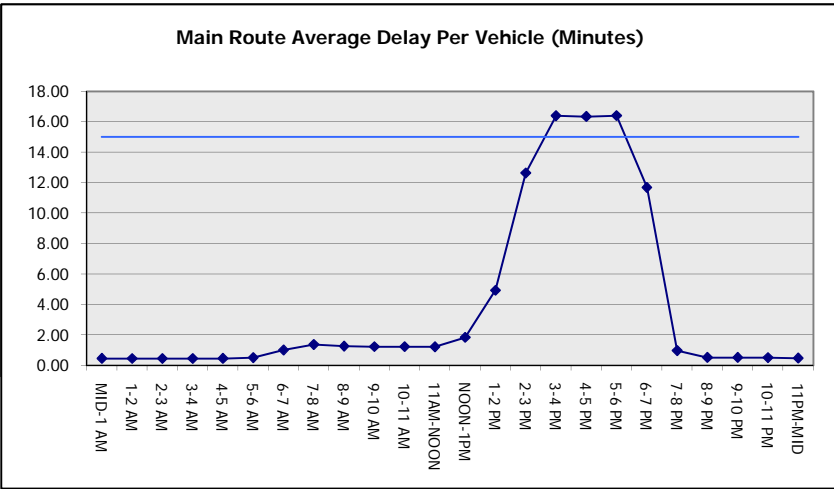
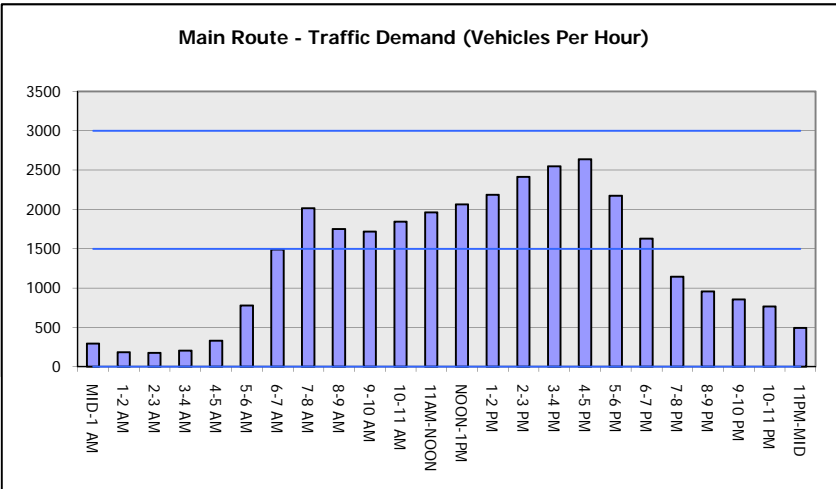
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0161
MAIN ROUTE WITH WORKS	0.0133
'DIVERSION'	0.0017
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,997
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	278	0.0	2000	278	0	0.45	0	65.9	56.8	44.4
1-2 AM	182	0.0	2000	182	0	0.44	0	66.1	57.1	44.8
2-3 AM	173	0.0	2000	173	0	0.44	0	66.1	57.1	44.8
3-4 AM	190	0.0	2000	190	0	0.44	0	66.0	57.1	44.7
4-5 AM	301	0.0	2000	301	0	0.45	0	65.8	56.8	44.3
5-6 AM	854	0.0	2000	854	0	0.51	0	64.8	55.1	42.2
6-7 AM	1549	0.0	1999	1549	0	1.03	0	63.5	46.9	30.8
7-8 AM	2258	0.0	1999	2258	0	4.04	121	62.2	26.5	27.9
8-9 AM	1809	0.0	1999	1809	0	5.70	173	63.0	21.5	27.9
9-10 AM	1904	0.0	2000	1904	0	1.62	16	62.8	40.7	27.9
10-11 AM	2132	0.0	1999	2132	0	2.52	53	62.4	33.8	27.9
11AM-NOON	2288	0.0	2000	2288	0	8.03	266	62.1	17.0	27.9
NOON-1PM	2422	0.0	2000	2187	235	15.74+	541	61.7	11.6	27.9
1-2 PM	2592	0.0	1999	1992	600	16.36+	566	59.9	11.4	27.9
2-3 PM	2815	0.0	1999	1994	822	16.23+	567	57.6	11.4	27.9
3-4 PM	3065	0.0	1999	1986	1079	16.11+	569	55.1	11.3	27.9
4-5 PM	3183	0.0	1999	1992	1190	16.05+	571	53.9	11.3	27.9
5-6 PM	3056	0.0	2000	1998	1058	16.08+	568	55.2	11.4	27.9
6-7 PM	2556	0.0	2000	1999	557	16.38+	566	60.3	11.4	27.9
7-8 PM	1997	0.0	2000	1930	67	16.05+	549	62.7	11.5	27.9
8-9 PM	1468	0.0	1999	1468	0	6.46	259	63.7	20.2	28.8
9-10 PM	1163	0.0	2000	1163	0	0.59	0	64.2	53.3	39.7
10-11 PM	816	0.0	2000	816	0	0.50	0	64.9	55.2	42.4
11PM-MID	646	0.0	2000	646	0	0.49	0	65.2	55.7	43.0

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0196
MAIN ROUTE WITH WORKS	0.0146
'DIVERSION'	0.0064

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$93,592
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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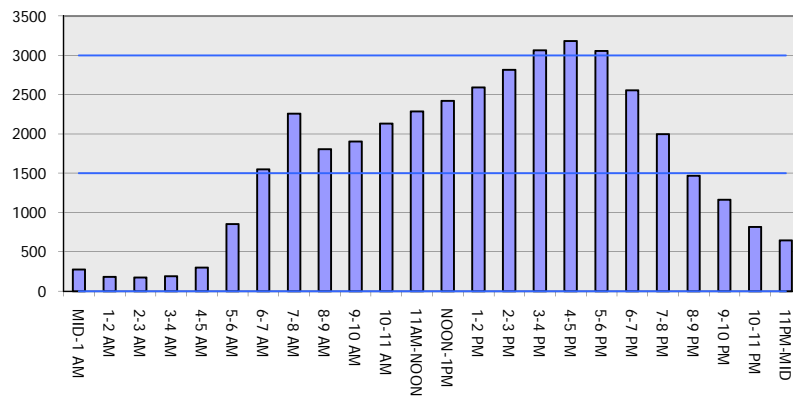
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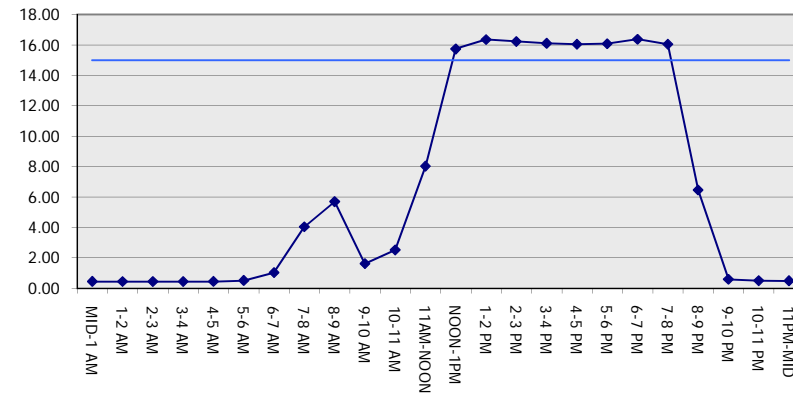
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY NORTHBOUND DIRECTION**

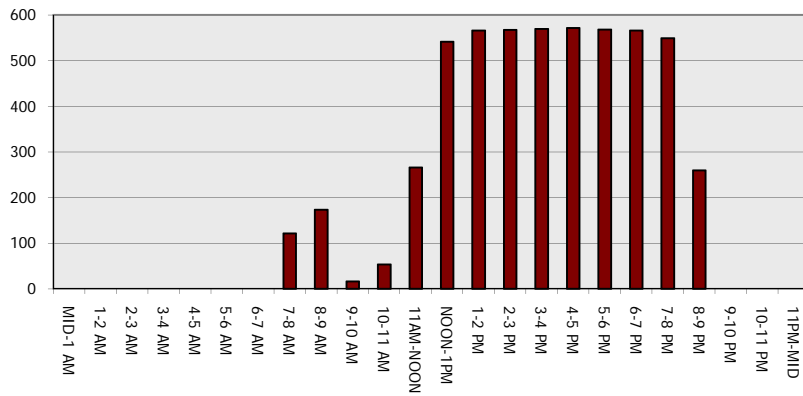
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

