

**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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 | | 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 | 198 | 0.0 | 2000 | 198 | 0 | 0.44 | 0 | 66.0 | 57.1 | 44.7 | |
| 1-2 AM | 147 | 0.0 | 2000 | 147 | 0 | 0.44 | 0 | 66.1 | 57.2 | 44.9 | |
| 2-3 AM | 145 | 0.0 | 2000 | 145 | 0 | 0.44 | 0 | 66.1 | 57.3 | 44.9 | |
| 3-4 AM | 191 | 0.0 | 2000 | 191 | 0 | 0.44 | 0 | 66.0 | 57.1 | 44.7 | |
| 4-5 AM | 357 | 0.0 | 2000 | 357 | 0 | 0.46 | 0 | 65.7 | 56.6 | 44.0 | |
| 5-6 AM | 873 | 0.0 | 2000 | 873 | 0 | 0.51 | 0 | 64.8 | 55.0 | 42.1 | |
| 6-7 AM | 1693 | 0.0 | 1999 | 1693 | 0 | 1.13 | 0 | 63.2 | 45.7 | 29.2 | |
| 7-8 AM | 2270 | 0.0 | 1999 | 2270 | 0 | 4.32 | 132 | 62.2 | 25.4 | 27.9 | |
| 8-9 AM | 1780 | 0.0 | 1999 | 1780 | 0 | 5.83 | 181 | 63.1 | 21.2 | 27.9 | |
| 9-10 AM | 1570 | 0.0 | 2000 | 1570 | 0 | 1.19 | 3 | 63.5 | 45.1 | 29.3 | |
| 10-11 AM | 1587 | 0.0 | 2000 | 1587 | 0 | 1.14 | 0 | 63.4 | 45.7 | 29.1 | |
| 11AM-NOON | 1643 | 0.0 | 2000 | 1643 | 0 | 1.21 | 0 | 63.3 | 44.8 | 28.1 | |
| NOON-1PM | 1693 | 0.0 | 2000 | 1693 | 0 | 1.22 | 0 | 63.2 | 44.7 | 27.9 | |
| 1-2 PM | 1826 | 0.0 | 1999 | 1826 | 0 | 1.22 | 0 | 63.0 | 44.6 | 27.9 | |
| 2-3 PM | 2004 | 0.0 | 1999 | 2004 | 0 | 1.37 | 6 | 62.7 | 42.9 | 27.9 | |
| 3-4 PM | 2181 | 0.0 | 2000 | 2181 | 0 | 3.69 | 100 | 62.3 | 27.9 | 27.9 | |
| 4-5 PM | 2457 | 0.0 | 2000 | 2390 | 67 | 12.20+ | 425 | 61.4 | 13.2 | 27.9 | |
| 5-6 PM | 2142 | 0.0 | 2000 | 1943 | 199 | 16.33+ | 559 | 62.4 | 11.4 | 27.9 | |
| 6-7 PM | 1344 | 0.0 | 1999 | 1344 | 0 | 5.25 | 255 | 63.9 | 23.3 | 31.2 | |
| 7-8 PM | 995 | 0.0 | 2000 | 995 | 0 | 0.52 | 0 | 64.5 | 54.7 | 41.7 | |
| 8-9 PM | 893 | 0.0 | 2000 | 893 | 0 | 0.51 | 0 | 64.7 | 55.0 | 42.0 | |
| 9-10 PM | 748 | 0.0 | 2000 | 748 | 0 | 0.49 | 0 | 65.0 | 55.4 | 42.6 | |
| 10-11 PM | 603 | 0.0 | 2000 | 603 | 0 | 0.48 | 0 | 65.3 | 55.8 | 43.1 | |
| 11PM-MID | 429 | 0.0 | 2000 | 429 | 0 | 0.46 | 0 | 65.6 | 56.4 | 43.8 | |

+ 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 | 0.0147 |
| MAIN ROUTE WITH WORKS | 0.0126 |
| 'DIVERSION' | 0.0003 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$26,082 |
| CONGESTED HOURS PER DAY* | 2 |

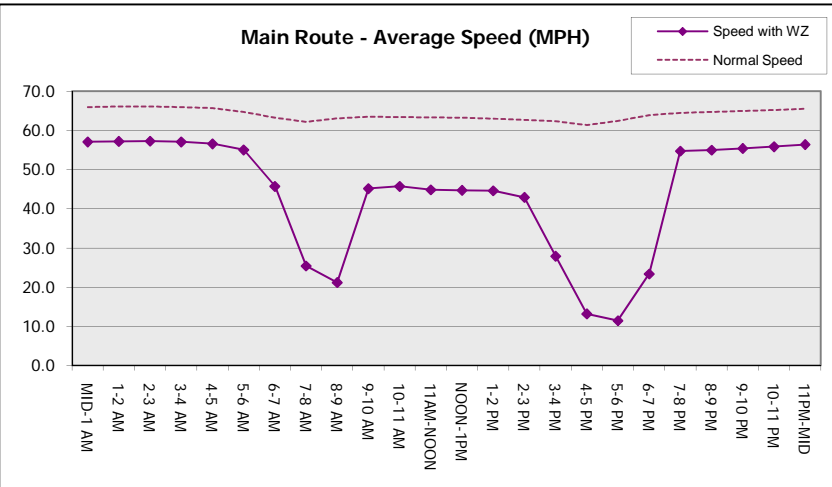
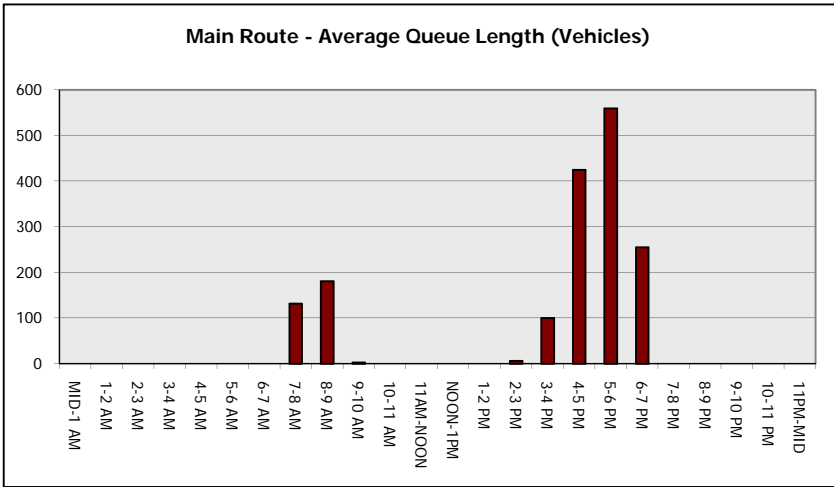
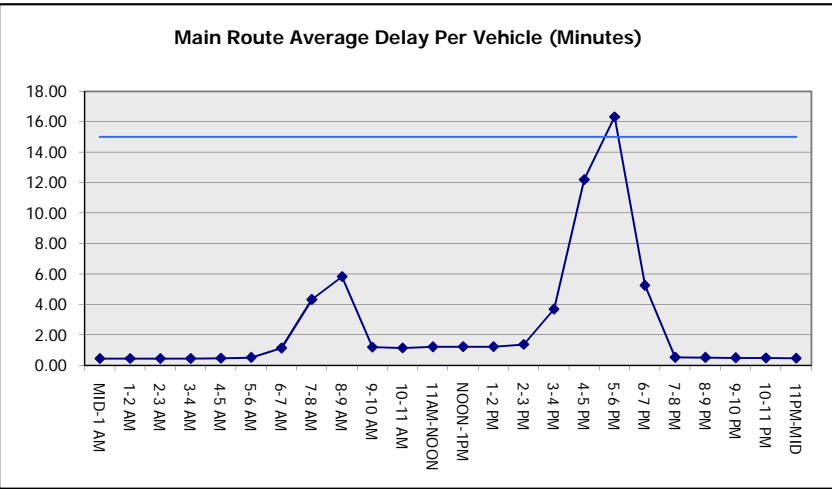
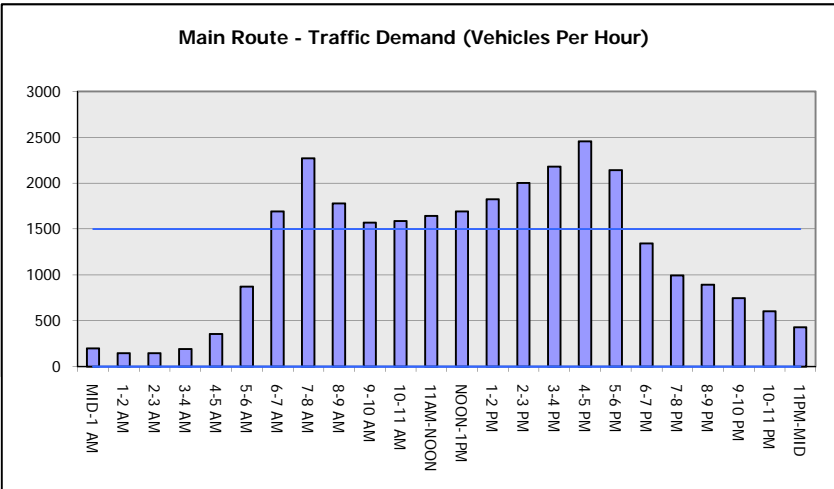
*Delays Exceeding User-Specified Maximum

**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 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 | 232 | 0.0 | 2000 | 232 | 0 | 0.44 | 0 | 66.0 | 56.9 | 44.5 |
| 1-2 AM | 171 | 0.0 | 2000 | 171 | 0 | 0.44 | 0 | 66.1 | 57.1 | 44.8 |
| 2-3 AM | 146 | 0.0 | 2000 | 146 | 0 | 0.44 | 0 | 66.1 | 57.3 | 44.9 |
| 3-4 AM | 177 | 0.0 | 2000 | 177 | 0 | 0.44 | 0 | 66.1 | 57.1 | 44.8 |
| 4-5 AM | 305 | 0.0 | 2000 | 305 | 0 | 0.45 | 0 | 65.8 | 56.8 | 44.3 |
| 5-6 AM | 904 | 0.0 | 2000 | 904 | 0 | 0.51 | 0 | 64.7 | 55.0 | 42.0 |
| 6-7 AM | 1684 | 0.0 | 1999 | 1684 | 0 | 1.11 | 0 | 63.2 | 45.9 | 29.5 |
| 7-8 AM | 2465 | 0.0 | 1999 | 2465 | 0 | 6.40 | 229 | 61.2 | 19.9 | 27.9 |
| 8-9 AM | 1773 | 0.0 | 1999 | 1773 | 0 | 11.17 | 374 | 63.1 | 13.7 | 27.9 |
| 9-10 AM | 1746 | 0.0 | 2000 | 1746 | 0 | 3.68 | 108 | 63.2 | 28.1 | 27.9 |
| 10-11 AM | 1857 | 0.0 | 2000 | 1857 | 0 | 1.22 | 0 | 62.9 | 44.6 | 27.9 |
| 11AM-NOON | 1888 | 0.0 | 2000 | 1888 | 0 | 1.21 | 0 | 62.8 | 44.6 | 27.9 |
| NOON-1PM | 1889 | 0.0 | 1999 | 1889 | 0 | 1.21 | 0 | 62.8 | 44.6 | 27.9 |
| 1-2 PM | 2002 | 0.0 | 1999 | 2002 | 0 | 1.34 | 5 | 62.7 | 43.2 | 27.9 |
| 2-3 PM | 2197 | 0.0 | 2000 | 2197 | 0 | 3.68 | 101 | 62.3 | 27.9 | 27.9 |
| 3-4 PM | 2542 | 0.0 | 2000 | 2333 | 209 | 12.48+ | 437 | 60.5 | 13.0 | 27.9 |
| 4-5 PM | 2876 | 0.0 | 1999 | 2004 | 872 | 16.19+ | 567 | 57.0 | 11.4 | 27.9 |
| 5-6 PM | 2695 | 0.0 | 2000 | 2003 | 692 | 16.30+ | 567 | 58.9 | 11.4 | 27.9 |
| 6-7 PM | 1763 | 0.0 | 2000 | 1763 | 0 | 14.16+ | 483 | 63.1 | 12.2 | 27.9 |
| 7-8 PM | 1235 | 0.0 | 2000 | 1235 | 0 | 1.83 | 76 | 64.1 | 39.2 | 35.0 |
| 8-9 PM | 998 | 0.0 | 2000 | 998 | 0 | 0.52 | 0 | 64.5 | 54.6 | 41.7 |
| 9-10 PM | 794 | 0.0 | 2000 | 794 | 0 | 0.50 | 0 | 64.9 | 55.3 | 42.4 |
| 10-11 PM | 559 | 0.0 | 2000 | 559 | 0 | 0.48 | 0 | 65.3 | 56.0 | 43.3 |
| 11PM-MID | 399 | 0.0 | 2000 | 399 | 0 | 0.46 | 0 | 65.6 | 56.4 | 43.9 |

+ 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 | 0.0164 |
| MAIN ROUTE WITH WORKS | 0.0135 |
| 'DIVERSION' | 0.0020 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$47,288 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

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