

| | |
|---|--|
| USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 202 | 0.0 | OFF | 202 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 1-2 AM | 150 | 0.0 | OFF | 150 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 2-3 AM | 164 | 0.0 | OFF | 164 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 3-4 AM | 201 | 0.0 | OFF | 201 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 4-5 AM | 306 | 0.0 | OFF | 306 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | |
| 5-6 AM | 711 | 0.0 | OFF | 711 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |
| 6-7 AM | 1509 | 0.0 | OFF | 1509 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 | |
| 7-8 AM | 2110 | 0.0 | OFF | 2110 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 | |
| 8-9 AM | 1835 | 0.0 | OFF | 1835 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 9-10 AM | 1532 | 0.0 | OFF | 1532 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | |
| 10-11 AM | 1593 | 0.0 | 1499 | 1593 | 0 | 2.45 | 42 | 63.4 | 34.5 | 30.8 | |
| 11AM-NOON | 1660 | 0.0 | 1500 | 1660 | 0 | 6.92 | 166 | 63.3 | 18.9 | 30.8 | |
| NOON-1PM | 1807 | 0.0 | 1500 | 1633 | 173 | 14.31+ | 363 | 63.0 | 11.1 | 30.8 | |
| 1-2 PM | 1986 | 0.0 | 1500 | 1501 | 485 | 16.10+ | 407 | 62.7 | 10.4 | 30.8 | |
| 2-3 PM | 2266 | 0.0 | 1500 | 1501 | 765 | 16.08+ | 407 | 62.2 | 10.4 | 30.8 | |
| 3-4 PM | 2450 | 0.0 | OFF | 2450 | 0 | 0.94 | 48 | 61.4 | 46.8 | 46.8 | |
| 4-5 PM | 2651 | 0.0 | OFF | 2651 | 0 | 0.00 | 0 | 59.4 | 59.4 | 59.4 | |
| 5-6 PM | 2337 | 0.0 | OFF | 2337 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | |
| 6-7 PM | 1598 | 0.0 | OFF | 1598 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 | |
| 7-8 PM | 1087 | 0.0 | OFF | 1087 | 0 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | |
| 8-9 PM | 913 | 0.0 | OFF | 913 | 0 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | |
| 9-10 PM | 830 | 0.0 | OFF | 830 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | |
| 10-11 PM | 739 | 0.0 | OFF | 739 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | |
| 11PM-MID | 504 | 0.0 | OFF | 504 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | |

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

+ 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 | 0.0154 |
| MAIN ROUTE WITH WORKS | 0.0141 |
| 'DIVERSION' | 0.0016 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$24,400 |
| CONGESTED HOURS PER DAY* | 3 |

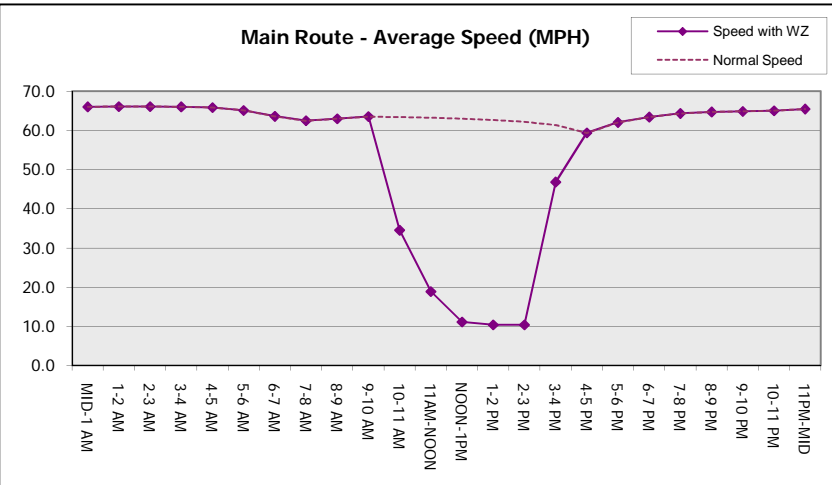
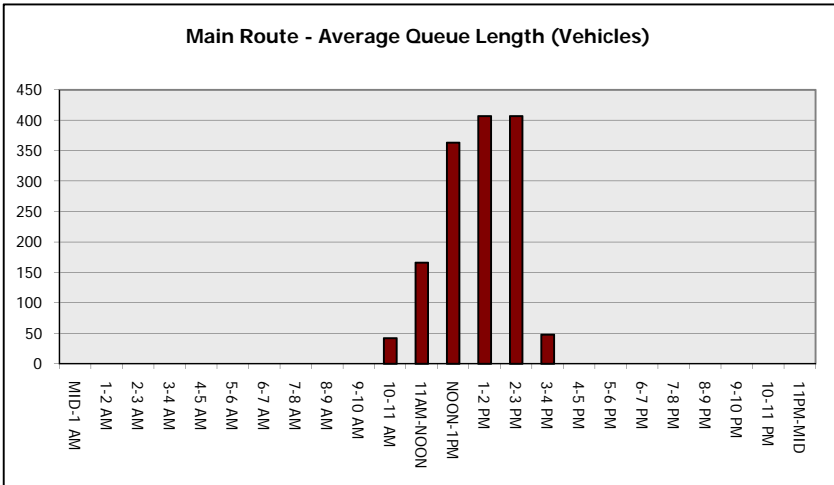
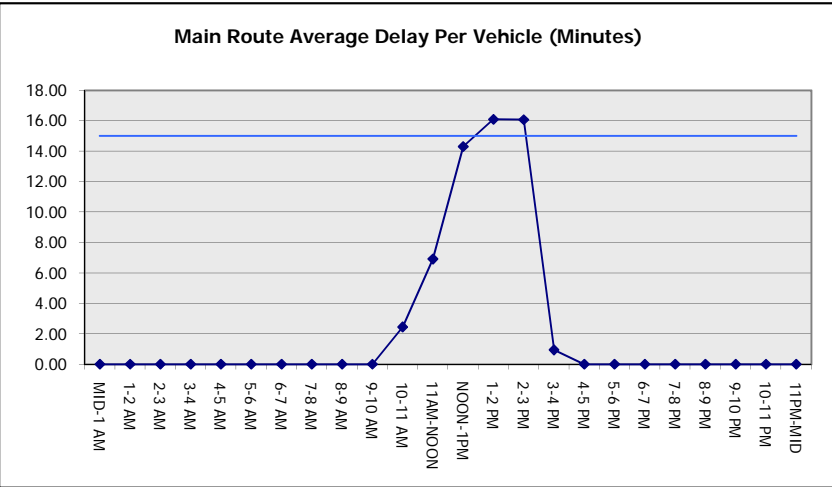
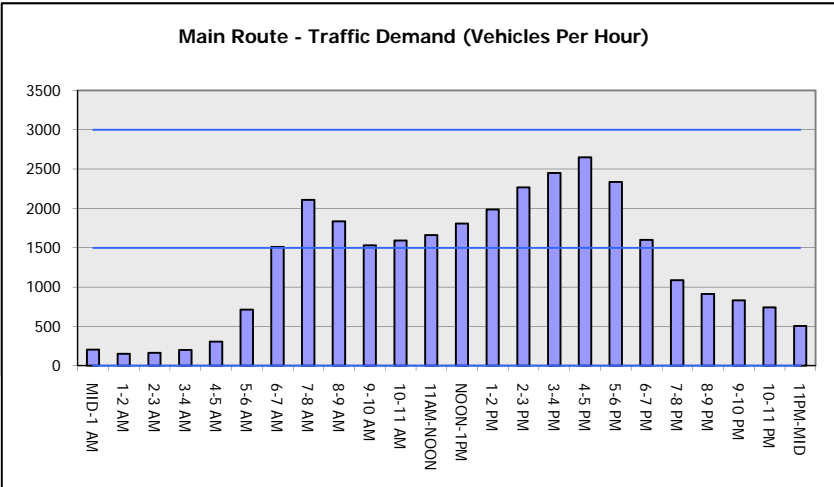
*Delays Exceeding User-Specified Maximum

**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION



| | |
|---|--|
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| | Analyzed for 2009 Construction Season |

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 | 253 | 0.0 | OFF | 253 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 |
| 1-2 AM | 179 | 0.0 | OFF | 179 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 2-3 AM | 151 | 0.0 | OFF | 151 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 184 | 0.0 | OFF | 184 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 4-5 AM | 275 | 0.0 | OFF | 275 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 |
| 5-6 AM | 780 | 0.0 | OFF | 780 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 6-7 AM | 1547 | 0.0 | OFF | 1547 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 7-8 AM | 2402 | 0.0 | OFF | 2402 | 0 | 0.00 | 0 | 61.9 | 61.9 | 61.9 |
| 8-9 AM | 1819 | 0.0 | OFF | 1819 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 9-10 AM | 1825 | 0.0 | OFF | 1825 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 10-11 AM | 1958 | 0.0 | 1499 | 1958 | 0 | 7.67 | 220 | 62.7 | 17.6 | 30.8 |
| 11AM-NOON | 2084 | 0.0 | 1500 | 1497 | 586 | 16.09+ | 407 | 62.5 | 10.4 | 30.8 |
| NOON-1PM | 2230 | 0.0 | 1499 | 1498 | 732 | 16.08+ | 407 | 62.2 | 10.4 | 30.8 |
| 1-2 PM | 2385 | 0.0 | 1499 | 1496 | 889 | 16.08+ | 408 | 61.9 | 10.4 | 30.8 |
| 2-3 PM | 2666 | 0.0 | 1499 | 1489 | 1177 | 15.98+ | 409 | 59.2 | 10.3 | 30.8 |
| 3-4 PM | 2913 | 0.0 | OFF | 2913 | 0 | 1.61 | 88 | 56.6 | 38.0 | 38.0 |
| 4-5 PM | 3215 | 0.0 | OFF | 3215 | 0 | 0.00 | 0 | 53.6 | 53.6 | 53.6 |
| 5-6 PM | 3102 | 0.0 | OFF | 3102 | 0 | 0.00 | 0 | 54.7 | 54.7 | 54.7 |
| 6-7 PM | 2513 | 0.0 | OFF | 2513 | 0 | 0.00 | 0 | 60.7 | 60.7 | 60.7 |
| 7-8 PM | 1944 | 0.0 | OFF | 1944 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 |
| 8-9 PM | 1505 | 0.0 | OFF | 1505 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 9-10 PM | 1055 | 0.0 | OFF | 1055 | 0 | 0.00 | 0 | 64.4 | 64.4 | 64.4 |
| 10-11 PM | 761 | 0.0 | OFF | 761 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 11PM-MID | 555 | 0.0 | OFF | 555 | 0 | 0.00 | 0 | 65.3 | 65.3 | 65.3 |

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

+ 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 | 0.0189 |
| MAIN ROUTE WITH WORKS | 0.0167 |
| 'DIVERSION' | 0.0039 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$37,059 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

