

<b>USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	286	0.0	OFF	286	0	0.00	0	65.8	65.8	65.8	
1-2 AM	166	0.0	OFF	166	0	0.00	0	66.1	66.1	66.1	
2-3 AM	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1	
3-4 AM	110	0.0	OFF	110	0	0.00	0	66.2	66.2	66.2	
4-5 AM	188	0.0	OFF	188	0	0.00	0	66.0	66.0	66.0	
5-6 AM	287	0.0	OFF	287	0	0.00	0	65.8	65.8	65.8	
6-7 AM	561	0.0	OFF	561	0	0.00	0	65.3	65.3	65.3	
7-8 AM	953	0.0	OFF	953	0	0.00	0	64.6	64.6	64.6	
8-9 AM	1353	0.0	1499	1353	0	0.83	0	63.8	49.7	34.2	
9-10 AM	1473	0.0	1499	1473	0	1.04	1	63.7	46.9	31.5	
10-11 AM	1672	0.0	1500	1672	0	3.85	86	63.3	27.4	30.8	
11AM-NOON	1655	0.0	1499	1655	0	10.27	254	63.3	14.1	30.8	
NOON-1PM	1706	0.0	1500	1589	116	15.63+	395	63.2	10.5	30.8	
1-2 PM	1626	0.0	1499	1497	130	16.11+	407	63.3	10.4	30.8	
2-3 PM	1693	0.0	1500	1499	194	16.11+	407	63.2	10.4	30.8	
3-4 PM	1705	0.0	1500	1499	205	16.11+	407	63.2	10.4	30.8	
4-5 PM	1549	0.0	1499	1483	67	16.05+	405	63.5	10.4	30.8	
5-6 PM	1396	0.0	1499	1396	0	14.41+	362	63.8	11.0	30.8	
6-7 PM	1135	0.0	OFF	1135	0	0.26	15	64.3	59.1	59.1	
7-8 PM	946	0.0	OFF	946	0	0.00	0	64.6	64.6	64.6	
8-9 PM	876	0.0	OFF	876	0	0.00	0	64.8	64.8	64.8	
9-10 PM	766	0.0	OFF	766	0	0.00	0	65.0	65.0	65.0	
10-11 PM	616	0.0	OFF	616	0	0.00	0	65.3	65.3	65.3	
11PM-MID	372	0.0	OFF	372	0	0.00	0	65.7	65.7	65.7	

"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	0.0115
MAIN ROUTE WITH WORKS	0.0101
'DIVERSION'	0.0008
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,024
CONGESTED HOURS PER DAY*	6

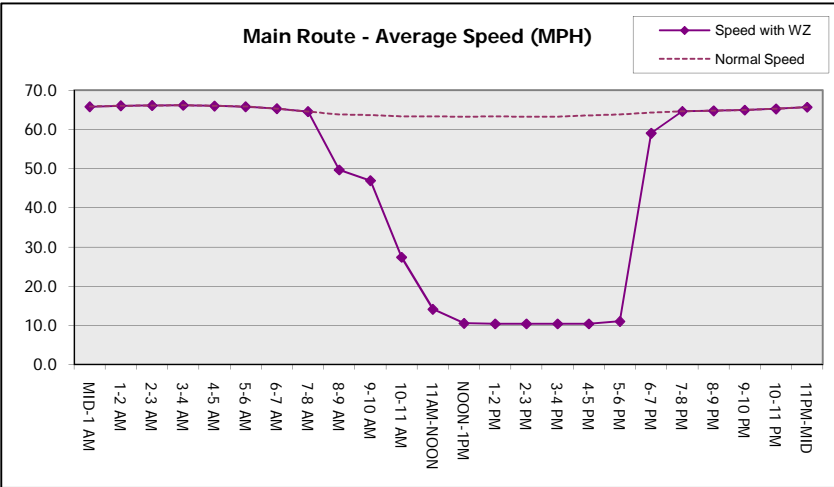
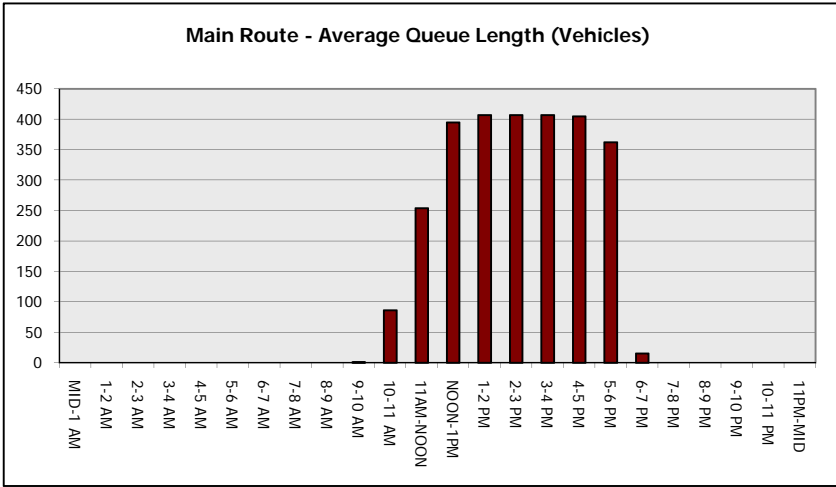
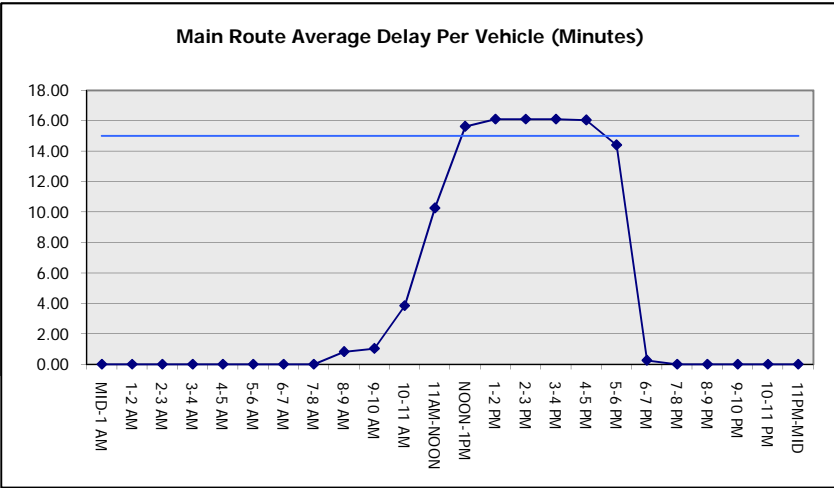
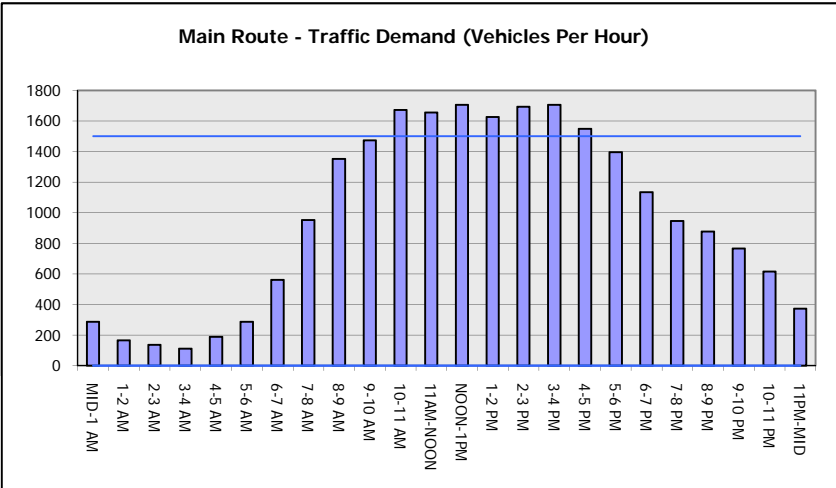
\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

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

**SATURDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	317	0.0	OFF	317	0	0.00	0	65.8	65.8	65.8
1-2 AM	214	0.0	OFF	214	0	0.00	0	66.0	66.0	66.0
2-3 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
3-4 AM	126	0.0	OFF	126	0	0.00	0	66.1	66.1	66.1
4-5 AM	151	0.0	OFF	151	0	0.00	0	66.1	66.1	66.1
5-6 AM	343	0.0	OFF	343	0	0.00	0	65.8	65.8	65.8
6-7 AM	578	0.0	OFF	578	0	0.00	0	65.3	65.3	65.3
7-8 AM	1071	0.0	OFF	1071	0	0.00	0	64.4	64.4	64.4
8-9 AM	1389	0.0	1499	1389	0	0.88	0	63.8	49.1	33.3
9-10 AM	1702	0.0	1499	1702	0	3.47	80	63.2	29.0	30.8
10-11 AM	2040	0.0	1500	1737	303	14.20+	364	62.6	11.2	30.8
11AM-NOON	2220	0.0	1499	1498	722	16.08+	407	62.2	10.4	30.8
NOON-1PM	2200	0.0	1499	1499	701	16.08+	407	62.3	10.4	30.8
1-2 PM	2148	0.0	1499	1499	650	16.08+	407	62.4	10.4	30.8
2-3 PM	2080	0.0	1499	1499	582	16.09+	407	62.5	10.4	30.8
3-4 PM	1985	0.0	1499	1499	486	16.10+	407	62.7	10.4	30.8
4-5 PM	2036	0.0	1499	1499	537	16.09+	407	62.6	10.4	30.8
5-6 PM	1757	0.0	1499	1493	264	16.09+	406	63.1	10.4	30.8
6-7 PM	1415	0.0	OFF	1415	0	0.56	34	63.8	53.5	53.5
7-8 PM	1141	0.0	OFF	1141	0	0.00	0	64.3	64.3	64.3
8-9 PM	954	0.0	OFF	954	0	0.00	0	64.6	64.6	64.6
9-10 PM	876	0.0	OFF	876	0	0.00	0	64.8	64.8	64.8
10-11 PM	686	0.0	OFF	686	0	0.00	0	65.1	65.1	65.1
11PM-MID	460	0.0	OFF	460	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	0.0138
MAIN ROUTE WITH WORKS	0.0107
'DIVERSION'	0.0049

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,676
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

