

<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>OCTOBER</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	258	0.0	OFF	258	0	0.00	0	65.9	65.9	65.9	
1-2 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1	
2-3 AM	152	0.0	OFF	152	0	0.00	0	66.1	66.1	66.1	
3-4 AM	133	0.0	OFF	133	0	0.00	0	66.1	66.1	66.1	
4-5 AM	202	0.0	OFF	202	0	0.00	0	66.0	66.0	66.0	
5-6 AM	348	0.0	OFF	348	0	0.00	0	65.8	65.8	65.8	
6-7 AM	710	0.0	OFF	710	0	0.00	0	65.1	65.1	65.1	
7-8 AM	1226	0.0	OFF	1226	0	0.00	0	64.1	64.1	64.1	
8-9 AM	1363	0.0	1499	1363	0	0.85	0	63.8	49.5	33.9	
9-10 AM	1513	0.0	1499	1513	0	1.21	5	63.6	44.9	31.0	
10-11 AM	1632	0.0	1500	1632	0	3.94	84	63.3	27.0	30.8	
11AM-NOON	1644	0.0	1499	1644	0	9.21	225	63.3	15.3	30.8	
NOON-1PM	1663	0.0	1500	1594	70	14.75+	372	63.3	10.9	30.8	
1-2 PM	1622	0.0	1500	1501	122	16.12+	407	63.3	10.4	30.8	
2-3 PM	1669	0.0	1500	1501	168	16.12+	407	63.3	10.4	30.8	
3-4 PM	1641	0.0	1500	1501	140	16.12+	407	63.3	10.4	30.8	
4-5 PM	1648	0.0	1500	1501	147	16.12+	407	63.3	10.4	30.8	
5-6 PM	1483	0.0	1500	1483	0	15.76+	397	63.7	10.5	30.8	
6-7 PM	1304	0.0	OFF	1304	0	0.43	26	64.0	55.7	55.7	
7-8 PM	1073	0.0	OFF	1073	0	0.00	0	64.4	64.4	64.4	
8-9 PM	913	0.0	OFF	913	0	0.00	0	64.7	64.7	64.7	
9-10 PM	865	0.0	OFF	865	0	0.00	0	64.8	64.8	64.8	
10-11 PM	645	0.0	OFF	645	0	0.00	0	65.2	65.2	65.2	
11PM-MID	442	0.0	OFF	442	0	0.00	0	65.6	65.6	65.6	

"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	0.0120
MAIN ROUTE WITH WORKS	0.0107
'DIVERSION'	0.0007
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$48,900
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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

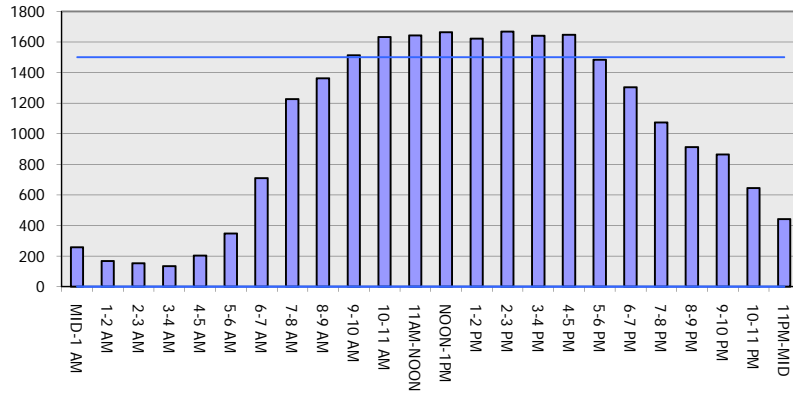
**OCTOBER**

Analyzed for 2009  
Construction Season

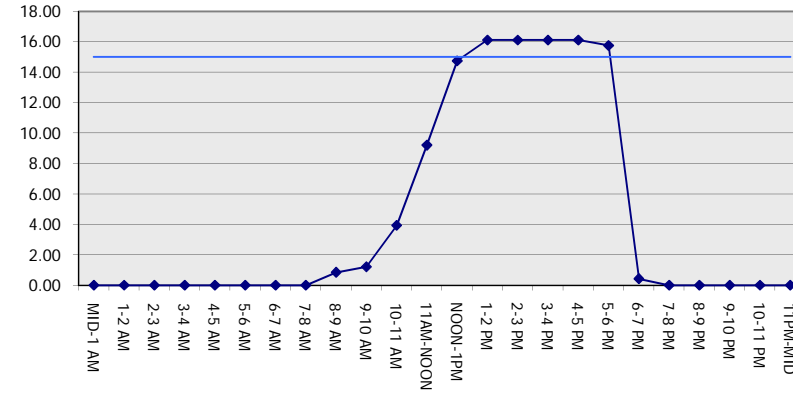
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

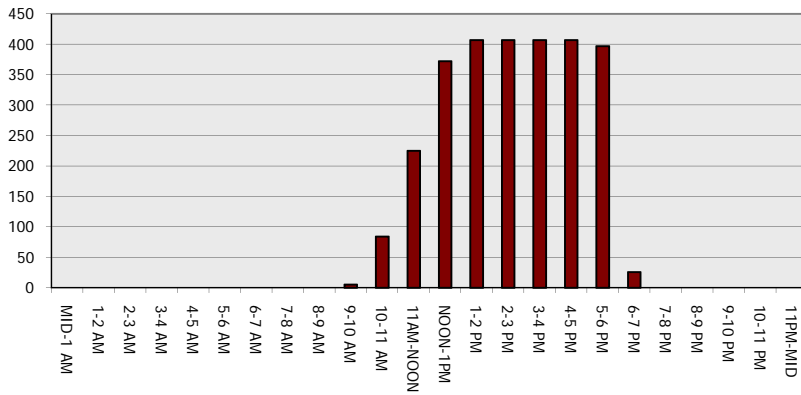
**Main Route - Traffic Demand (Vehicles Per Hour)**



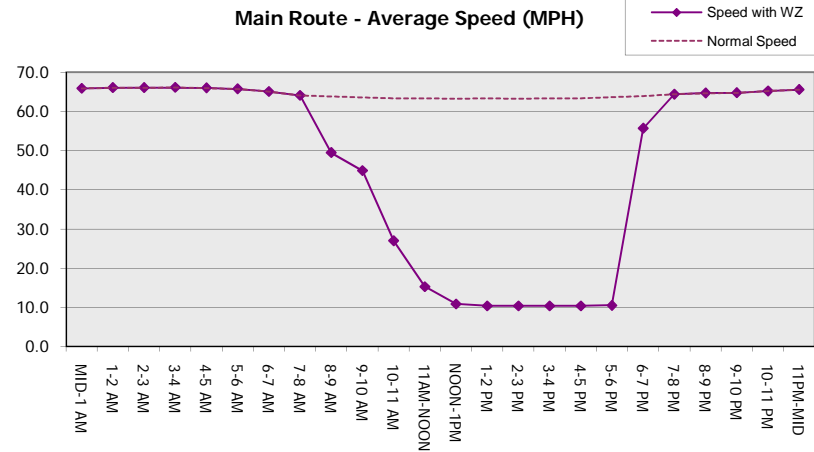
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	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	283	0.0	OFF	283	0	0.00	0	65.9	65.9	65.9
1-2 AM	195	0.0	OFF	195	0	0.00	0	66.0	66.0	66.0
2-3 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1
3-4 AM	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1
4-5 AM	173	0.0	OFF	173	0	0.00	0	66.1	66.1	66.1
5-6 AM	334	0.0	OFF	334	0	0.00	0	65.8	65.8	65.8
6-7 AM	499	0.0	OFF	499	0	0.00	0	65.5	65.5	65.5
7-8 AM	896	0.0	OFF	896	0	0.00	0	64.7	64.7	64.7
8-9 AM	1249	0.0	1499	1249	0	0.70	0	64.1	51.7	37.1
9-10 AM	1590	0.0	1499	1590	0	1.72	23	63.4	39.9	30.9
10-11 AM	2023	0.0	1500	1779	243	11.19+	300	62.6	13.5	30.8
11AM-NOON	2201	0.0	1499	1502	699	16.08+	407	62.3	10.4	30.8
NOON-1PM	2245	0.0	1500	1502	743	16.08+	407	62.2	10.4	30.8
1-2 PM	2183	0.0	1500	1502	682	16.08+	407	62.3	10.4	30.8
2-3 PM	2135	0.0	1500	1501	633	16.09+	407	62.4	10.4	30.8
3-4 PM	2169	0.0	1500	1501	668	16.08+	407	62.3	10.4	30.8
4-5 PM	2194	0.0	1500	1501	692	16.08+	407	62.3	10.4	30.8
5-6 PM	2057	0.0	1500	1501	555	16.09+	407	62.5	10.4	30.8
6-7 PM	1734	0.0	OFF	1734	0	0.52	32	63.2	53.7	53.7
7-8 PM	1345	0.0	OFF	1345	0	0.00	0	63.9	63.9	63.9
8-9 PM	1116	0.0	OFF	1116	0	0.00	0	64.3	64.3	64.3
9-10 PM	927	0.0	OFF	927	0	0.00	0	64.6	64.6	64.6
10-11 PM	664	0.0	OFF	664	0	0.00	0	65.1	65.1	65.1
11PM-MID	441	0.0	OFF	441	0	0.00	0	65.6	65.6	65.6

"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	0.0143
MAIN ROUTE WITH WORKS	0.0109
'DIVERSION'	0.0056

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$74,090
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

Analyzed for 2009  
Construction Season

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

