

<b>USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)                  NIGHTTIME 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	OFF	777	0	0.00	0	65.0	65.0	65.0
6-7 AM	1490	0.0	OFF	1490	0	0.00	0	63.6	63.6	63.6
7-8 AM	2014	0.0	OFF	2014	0	0.00	0	62.7	62.7	62.7
8-9 AM	1751	0.0	OFF	1751	0	0.00	0	63.1	63.1	63.1
9-10 AM	1717	0.0	OFF	1717	0	0.00	0	63.2	63.2	63.2
10-11 AM	1844	0.0	OFF	1844	0	0.00	0	63.0	63.0	63.0
11AM-NOON	1961	0.0	OFF	1961	0	0.00	0	62.7	62.7	62.7
NOON-1PM	2063	0.0	OFF	2063	0	0.00	0	62.5	62.5	62.5
1-2 PM	2187	0.0	OFF	2187	0	0.00	0	62.3	62.3	62.3
2-3 PM	2414	0.0	OFF	2414	0	0.00	0	61.8	61.8	61.8
3-4 PM	2548	0.0	OFF	2548	0	0.00	0	60.4	60.4	60.4
4-5 PM	2637	0.0	OFF	2637	0	0.00	0	59.5	59.5	59.5
5-6 PM	2174	0.0	OFF	2174	0	0.00	0	62.3	62.3	62.3
6-7 PM	1627	0.0	OFF	1627	0	0.00	0	63.3	63.3	63.3
7-8 PM	1143	0.0	2000	1143	0	0.56	0	64.3	53.8	40.4
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

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

*----- 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	0.0157
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$600
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

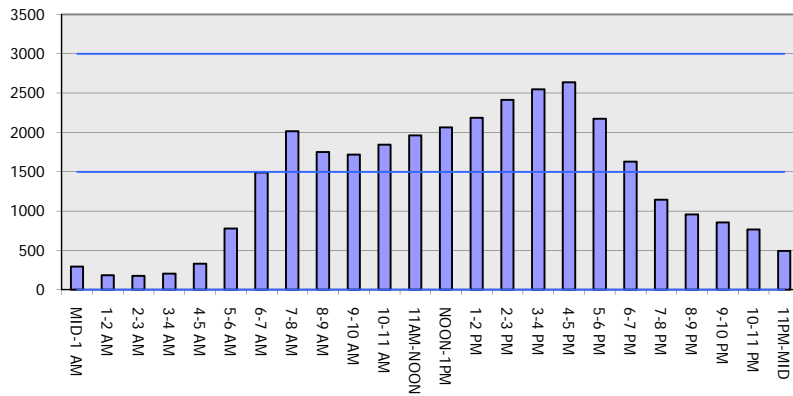
**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)  
NIGHTTIME CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**

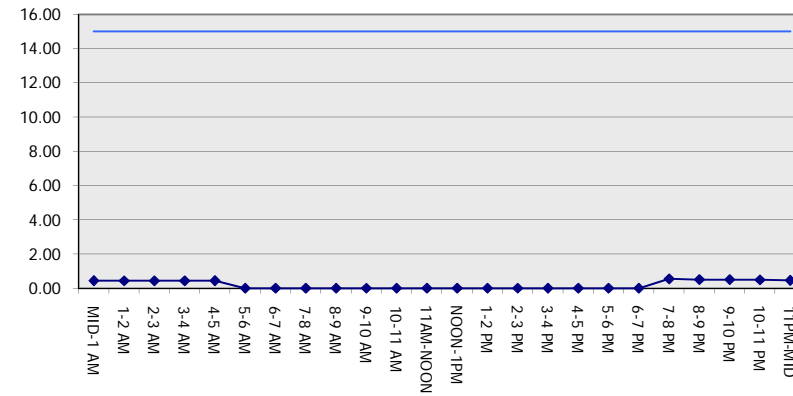
Analyzed for 2009  
Construction Season

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

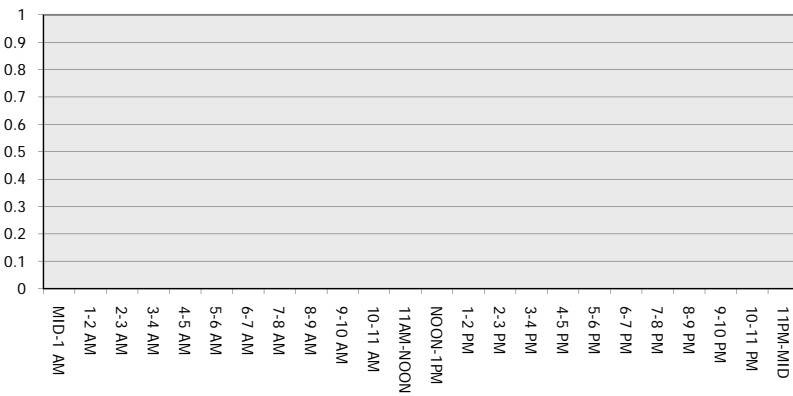
**Main Route - Traffic Demand (Vehicles Per Hour)**



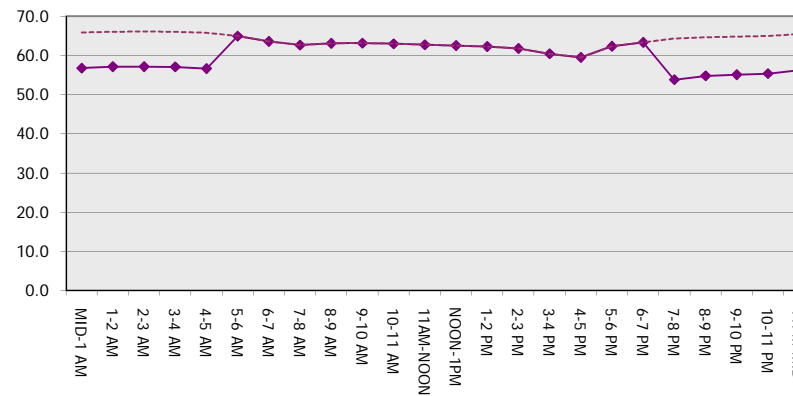
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	OFF	854	0	0.00	0	64.8	64.8	64.8
6-7 AM	1549	0.0	OFF	1549	0	0.00	0	63.5	63.5	63.5
7-8 AM	2258	0.0	OFF	2258	0	0.00	0	62.2	62.2	62.2
8-9 AM	1809	0.0	OFF	1809	0	0.00	0	63.0	63.0	63.0
9-10 AM	1904	0.0	OFF	1904	0	0.00	0	62.8	62.8	62.8
10-11 AM	2132	0.0	OFF	2132	0	0.00	0	62.4	62.4	62.4
11AM-NOON	2288	0.0	OFF	2288	0	0.00	0	62.1	62.1	62.1
NOON-1PM	2422	0.0	OFF	2422	0	0.00	0	61.7	61.7	61.7
1-2 PM	2592	0.0	OFF	2592	0	0.00	0	59.9	59.9	59.9
2-3 PM	2815	0.0	OFF	2815	0	0.00	0	57.6	57.6	57.6
3-4 PM	3065	0.0	OFF	3065	0	0.00	0	55.1	55.1	55.1
4-5 PM	3183	0.0	OFF	3183	0	0.00	0	53.9	53.9	53.9
5-6 PM	3056	0.0	OFF	3056	0	0.00	0	55.2	55.2	55.2
6-7 PM	2556	0.0	OFF	2556	0	0.00	0	60.3	60.3	60.3
7-8 PM	1997	0.0	1999	1997	0	2.08	32	62.7	36.8	27.9
8-9 PM	1468	0.0	2000	1468	0	0.98	0	63.7	47.6	31.4
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

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

*----- 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	0.0191
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,663
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

