

USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 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	1500	202	0	0.44	0	66.0	57.1	44.6	
1-2 AM	150	0.0	1500	150	0	0.44	0	66.1	57.2	44.9	
2-3 AM	164	0.0	1500	164	0	0.44	0	66.1	57.2	44.8	
3-4 AM	201	0.0	1500	201	0	0.44	0	66.0	57.1	44.6	
4-5 AM	306	0.0	1500	306	0	0.45	0	65.8	56.8	44.3	
5-6 AM	711	0.0	1500	711	0	0.49	0	65.1	55.5	42.7	
6-7 AM	1509	0.0	1499	1509	0	1.56	22	63.6	41.4	32.7	
7-8 AM	2110	0.0	1500	1785	325	12.05+	321	62.5	12.7	30.8	
8-9 AM	1835	0.0	1500	1501	334	16.11+	407	63.0	10.4	30.8	
9-10 AM	1532	0.0	1500	1526	5	15.86+	400	63.5	10.4	30.8	
10-11 AM	1593	0.0	1499	1500	92	16.12+	407	63.4	10.4	30.8	
11AM-NOON	1660	0.0	1500	1500	160	16.12+	407	63.3	10.4	30.8	
NOON-1PM	1807	0.0	1500	1500	307	16.11+	407	63.0	10.4	30.8	
1-2 PM	1986	0.0	1500	1500	486	16.10+	407	62.7	10.4	30.8	
2-3 PM	2266	0.0	1500	1500	766	16.08+	407	62.2	10.4	30.8	
3-4 PM	2450	0.0	1500	1500	950	16.04+	408	61.4	10.4	30.8	
4-5 PM	2651	0.0	1500	1501	1150	15.94+	408	59.4	10.3	30.8	
5-6 PM	2337	0.0	1500	1500	837	16.07+	408	62.0	10.4	30.8	
6-7 PM	1598	0.0	1500	1471	127	15.84+	400	63.4	10.4	30.8	
7-8 PM	1087	0.0	1499	1087	0	5.76	193	64.3	21.5	35.5	
8-9 PM	913	0.0	1500	913	0	0.51	0	64.7	54.9	42.0	
9-10 PM	830	0.0	1500	830	0	0.50	0	64.8	55.1	42.3	
10-11 PM	739	0.0	1500	739	0	0.49	0	65.0	55.5	42.6	
11PM-MID	504	0.0	1500	504	0	0.47	0	65.5	56.1	43.5	

+ 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

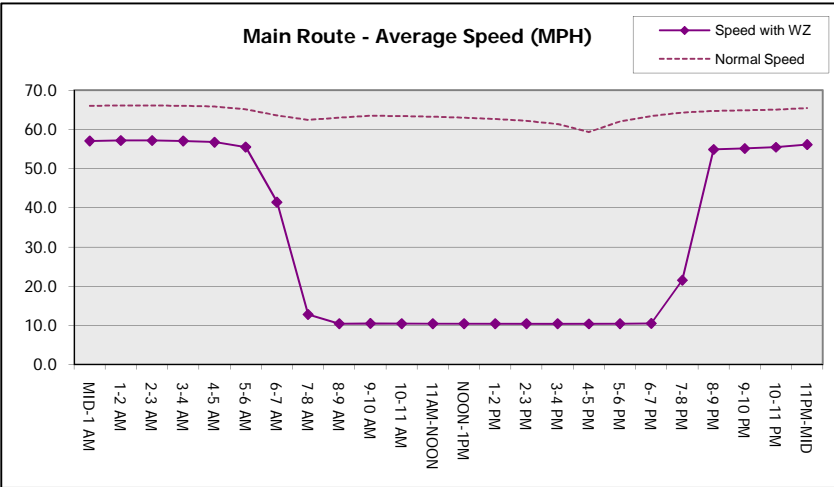
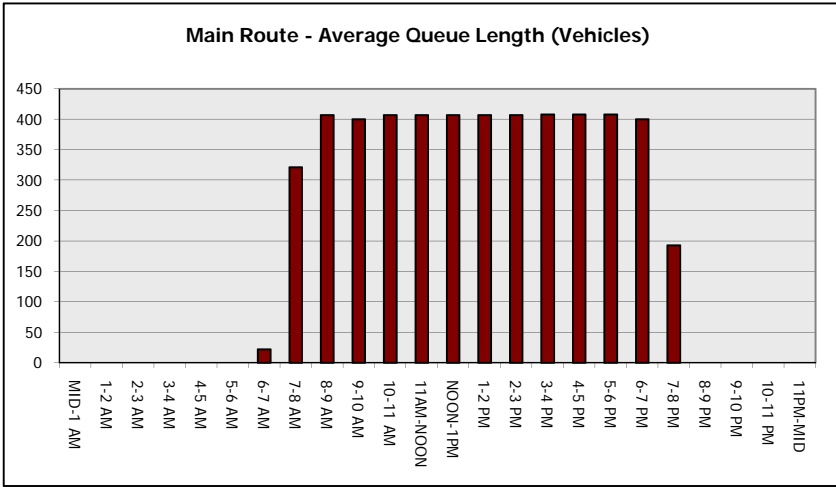
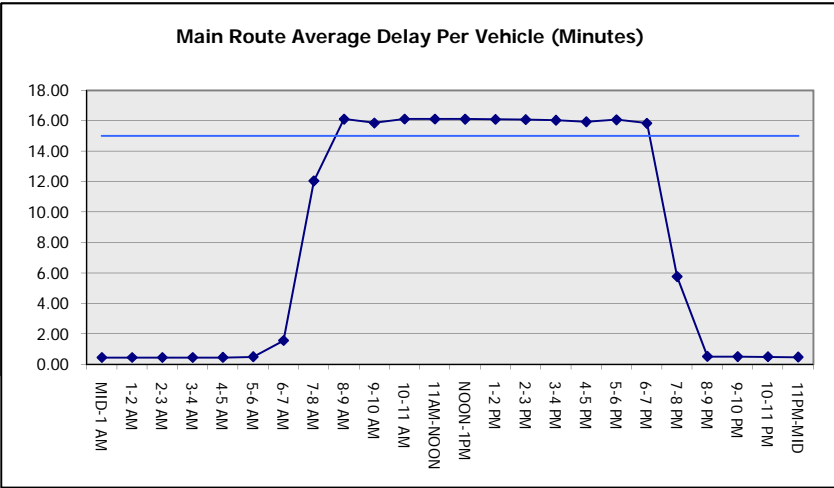
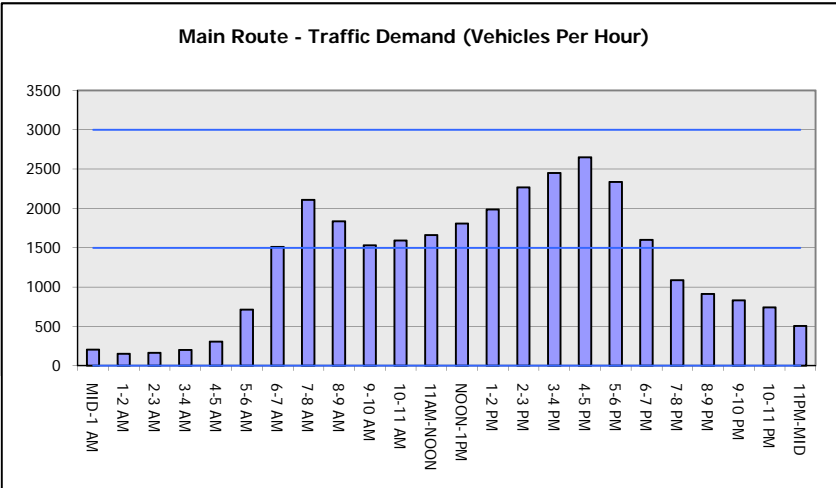
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0154
MAIN ROUTE WITH WORKS	0.0109
'DIVERSION'	0.0063
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,095
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	1500	253	0	0.45	0	65.9	56.9	44.5
1-2 AM	179	0.0	1500	179	0	0.44	0	66.1	57.1	44.8
2-3 AM	151	0.0	1500	151	0	0.44	0	66.1	57.2	44.9
3-4 AM	184	0.0	1500	184	0	0.44	0	66.0	57.1	44.8
4-5 AM	275	0.0	1500	275	0	0.45	0	65.9	56.8	44.4
5-6 AM	780	0.0	1500	780	0	0.50	0	65.0	55.3	42.5
6-7 AM	1547	0.0	1499	1547	0	1.75	31	63.5	39.7	32.5
7-8 AM	2402	0.0	1500	1762	640	13.94+	366	61.9	11.4	32.8
8-9 AM	1819	0.0	1499	1501	318	16.11+	407	63.0	10.4	30.8
9-10 AM	1825	0.0	1500	1501	324	16.11+	407	63.0	10.4	30.8
10-11 AM	1958	0.0	1500	1501	457	16.10+	407	62.7	10.4	30.8
11AM-NOON	2084	0.0	1500	1501	583	16.09+	407	62.5	10.4	30.8
NOON-1PM	2230	0.0	1500	1501	729	16.08+	407	62.2	10.4	30.8
1-2 PM	2385	0.0	1500	1501	884	16.07+	408	61.9	10.4	30.8
2-3 PM	2666	0.0	1500	1506	1161	15.95+	408	59.2	10.3	30.8
3-4 PM	2913	0.0	1500	1506	1407	15.87+	410	56.6	10.3	30.8
4-5 PM	3215	0.0	1499	1501	1714	15.74+	412	53.6	10.3	30.8
5-6 PM	3102	0.0	1500	1502	1599	15.80+	412	54.7	10.3	30.8
6-7 PM	2513	0.0	1500	1501	1012	16.02+	408	60.7	10.4	30.8
7-8 PM	1944	0.0	1500	1500	443	16.10+	407	62.8	10.4	30.8
8-9 PM	1505	0.0	1500	1447	58	15.62+	394	63.6	10.5	30.8
9-10 PM	1055	0.0	1499	1055	0	4.34	162	64.4	25.8	36.5
10-11 PM	761	0.0	1500	761	0	0.50	0	65.0	55.4	42.5
11PM-MID	555	0.0	1500	555	0	0.48	0	65.3	56.0	43.3

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0189
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0129

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$118,595
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

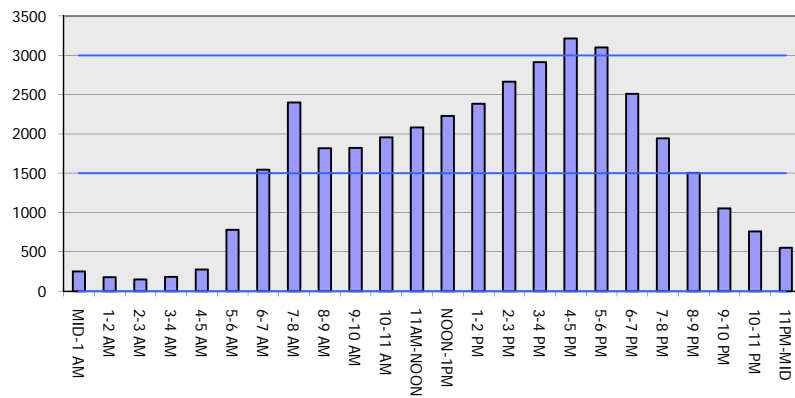
**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

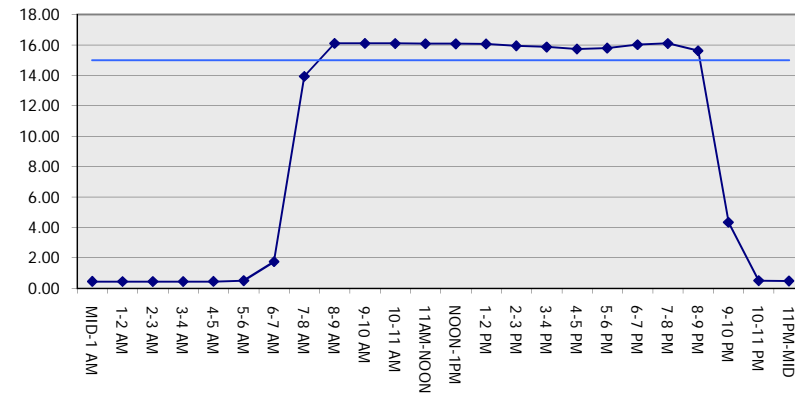
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

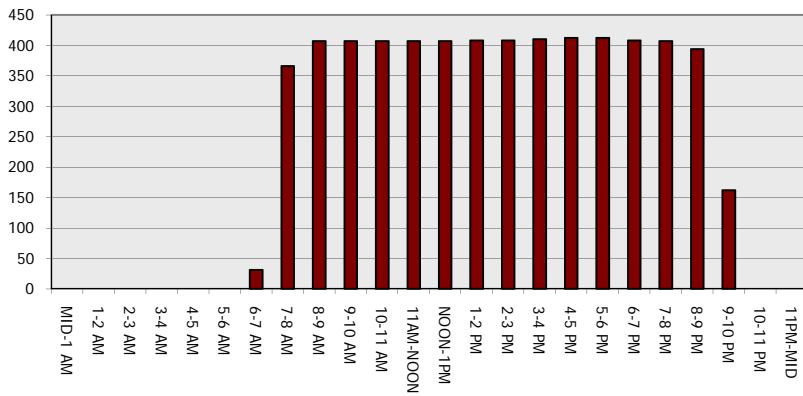
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

