

USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	742	0.0	2000	742	0	0.49	0	65.0	55.4	42.6
1-2 AM	225	0.0	2000	225	0	0.44	0	66.0	57.0	44.6
2-3 AM	166	0.0	2000	166	0	0.44	0	66.1	57.2	44.8
3-4 AM	131	0.0	2000	131	0	0.44	0	66.1	57.3	45.0
4-5 AM	125	0.0	2000	125	0	0.43	0	66.1	57.3	45.0
5-6 AM	177	0.0	2000	177	0	0.44	0	66.1	57.1	44.8
6-7 AM	303	0.0	2000	303	0	0.45	0	65.8	56.8	44.3
7-8 AM	548	0.0	2000	548	0	0.48	0	65.4	56.0	43.3
8-9 AM	968	0.0	2000	968	0	0.52	0	64.6	54.8	41.8
9-10 AM	1465	0.0	1999	1465	0	0.97	0	63.7	47.8	31.7
10-11 AM	1971	0.0	1999	1971	0	1.46	9	62.7	42.0	27.9
11AM-NOON	2318	0.0	2000	2318	0	5.72	187	62.0	21.4	27.9
NOON-1PM	2299	0.0	1999	2192	107	14.42+	494	62.1	12.0	27.9
1-2 PM	2285	0.0	2000	2003	282	16.47+	565	62.1	11.4	27.9
2-3 PM	2277	0.0	2000	2003	274	16.47+	565	62.2	11.4	27.9
3-4 PM	2276	0.0	2000	2002	274	16.47+	565	62.2	11.4	27.9
4-5 PM	2182	0.0	2000	2002	181	16.47+	565	62.3	11.4	27.9
5-6 PM	1955	0.0	2000	1947	8	16.05+	549	62.7	11.5	27.9
6-7 PM	1614	0.0	1999	1614	0	9.67	334	63.4	15.3	27.9
7-8 PM	1275	0.0	2000	1275	0	0.94	11	64.0	48.3	36.0
8-9 PM	948	0.0	2000	948	0	0.51	0	64.6	54.8	41.9
9-10 PM	644	0.0	2000	644	0	0.48	0	65.2	55.7	43.0
10-11 PM	409	0.0	2000	409	0	0.46	0	65.6	56.4	43.8
11PM-MID	236	0.0	2000	236	0	0.45	0	66.0	56.9	44.5

+ 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	0.0136
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0013
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,706
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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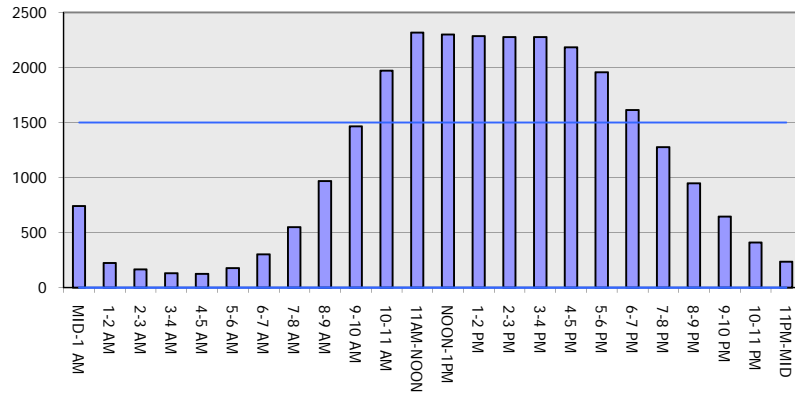
AUGUST

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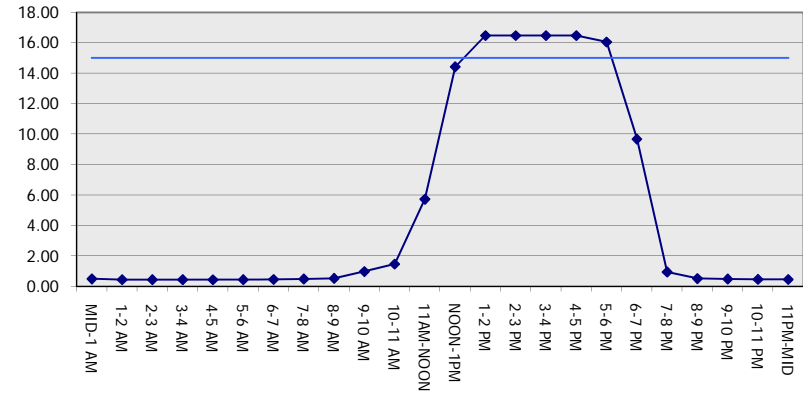
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

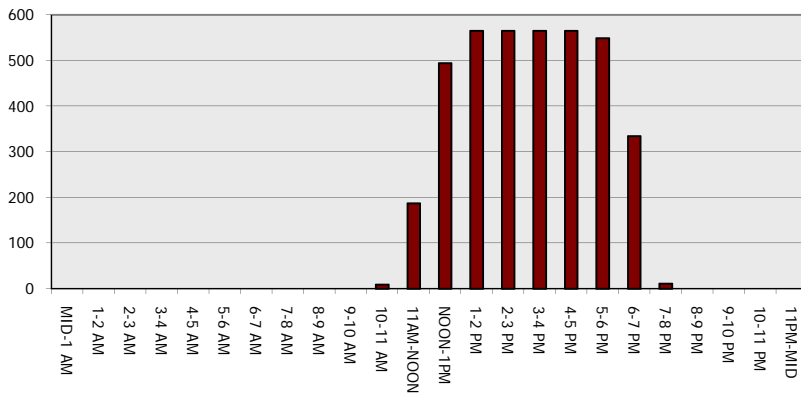
Main Route - Traffic Demand (Vehicles Per Hour)



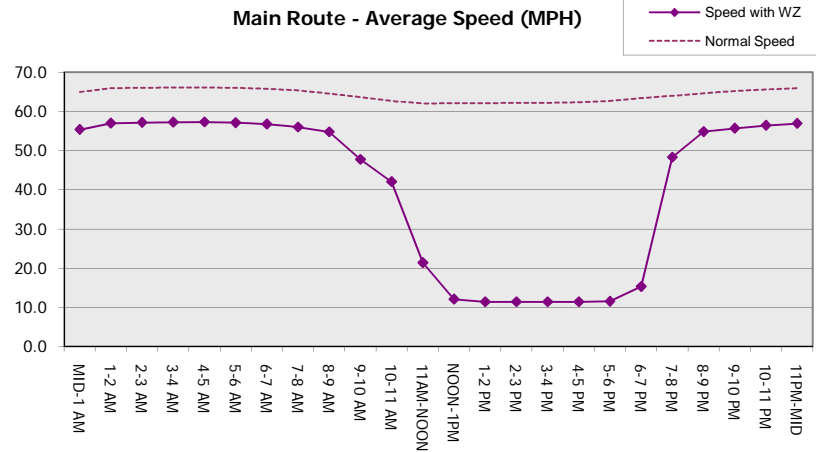
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	291	0.0	2000	291	0	0.45	0	65.8	56.8	44.3
1-2 AM	196	0.0	2000	196	0	0.44	0	66.0	57.1	44.7
2-3 AM	131	0.0	2000	131	0	0.44	0	66.1	57.3	45.0
3-4 AM	84	0.0	2000	84	0	0.43	0	66.2	57.4	45.1
4-5 AM	82	0.0	2000	82	0	0.43	0	66.3	57.4	45.1
5-6 AM	206	0.0	2000	206	0	0.44	0	66.0	57.1	44.6
6-7 AM	234	0.0	2000	234	0	0.45	0	66.0	56.9	44.5
7-8 AM	340	0.0	2000	340	0	0.46	0	65.8	56.6	44.2
8-9 AM	584	0.0	2000	584	0	0.48	0	65.3	55.9	43.2
9-10 AM	940	0.0	2000	940	0	0.51	0	64.6	54.8	41.9
10-11 AM	1483	0.0	2000	1483	0	1.00	0	63.7	47.4	31.1
11AM-NOON	1877	0.0	1999	1877	0	1.22	0	62.9	44.6	27.9
NOON-1PM	2073	0.0	1999	2073	0	1.91	27	62.5	38.1	27.9
1-2 PM	2157	0.0	2000	2157	0	5.12	150	62.3	23.0	27.9
2-3 PM	2104	0.0	1999	2104	0	8.81	283	62.5	15.8	27.9
3-4 PM	2103	0.0	2000	2103	0	11.57	384	62.5	13.3	27.9
4-5 PM	2133	0.0	2000	2133	0	14.83+	505	62.4	11.9	27.9
5-6 PM	2025	0.0	1999	1985	40	16.43+	563	62.6	11.4	27.9
6-7 PM	1730	0.0	1999	1730	0	12.92+	438	63.2	12.7	27.9
7-8 PM	1422	0.0	1999	1422	0	2.25	79	63.7	36.0	31.0
8-9 PM	1201	0.0	2000	1201	0	0.64	0	64.1	52.6	38.4
9-10 PM	921	0.0	2000	921	0	0.51	0	64.6	54.9	42.0
10-11 PM	593	0.0	2000	593	0	0.48	0	65.3	55.9	43.2
11PM-MID	361	0.0	2000	361	0	0.46	0	65.7	56.6	44.0

+ 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	0.0125
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,878
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

