

USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER Analyzed for 2009 Construction Season
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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	297	0.0	1500	297	0	0.45	0	65.8	56.8	44.3
1-2 AM	186	0.0	1500	186	0	0.44	0	66.0	57.1	44.7
2-3 AM	166	0.0	1500	166	0	0.44	0	66.1	57.2	44.8
3-4 AM	125	0.0	1500	125	0	0.43	0	66.1	57.3	45.0
4-5 AM	130	0.0	1500	130	0	0.44	0	66.1	57.3	45.0
5-6 AM	182	0.0	1500	182	0	0.44	0	66.1	57.1	44.8
6-7 AM	290	0.0	1500	290	0	0.45	0	65.8	56.8	44.3
7-8 AM	443	0.0	1500	443	0	0.47	0	65.6	56.3	43.7
8-9 AM	695	0.0	1500	695	0	0.49	0	65.1	55.6	42.8
9-10 AM	1070	0.0	1499	1070	0	0.55	0	64.4	54.1	40.7
10-11 AM	1428	0.0	1499	1428	0	0.96	1	63.7	47.9	32.5
11AM-NOON	1716	0.0	1500	1716	0	4.20	100	63.2	26.0	30.8
NOON-1PM	1793	0.0	1500	1663	130	13.53+	345	63.0	11.6	30.8
1-2 PM	1854	0.0	1499	1501	353	16.10+	407	62.9	10.4	30.8
2-3 PM	2073	0.0	1500	1501	572	16.09+	407	62.5	10.4	30.8
3-4 PM	2193	0.0	1500	1501	691	16.08+	407	62.3	10.4	30.8
4-5 PM	2241	0.0	1500	1501	740	16.08+	407	62.2	10.4	30.8
5-6 PM	2019	0.0	1500	1501	518	16.09+	407	62.6	10.4	30.8
6-7 PM	1755	0.0	1500	1501	254	16.11+	407	63.1	10.4	30.8
7-8 PM	1192	0.0	1499	1192	0	9.90	266	64.1	14.6	33.0
8-9 PM	760	0.0	1500	760	0	0.62	5	65.0	53.3	42.5
9-10 PM	515	0.0	1500	515	0	0.47	0	65.5	56.1	43.5
10-11 PM	374	0.0	1500	374	0	0.46	0	65.7	56.5	44.0
11PM-MID	468	0.0	1500	468	0	0.47	0	65.5	56.3	43.7

+ 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	0.0118
MAIN ROUTE WITH WORKS	0.0088
'DIVERSION'	0.0037
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,436
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

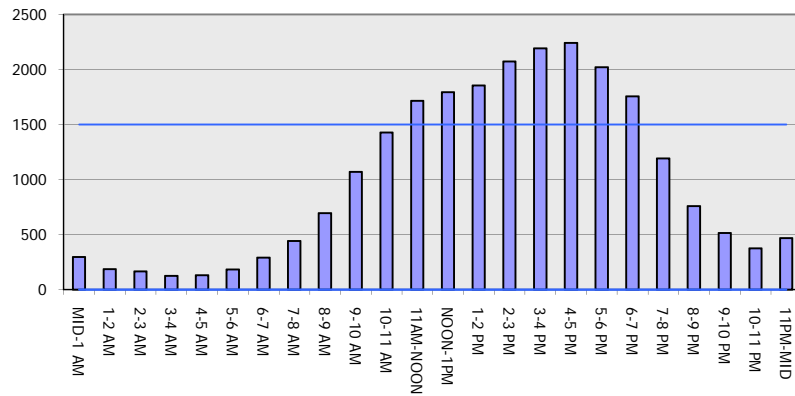
OCTOBER

Analyzed for 2009
Construction Season

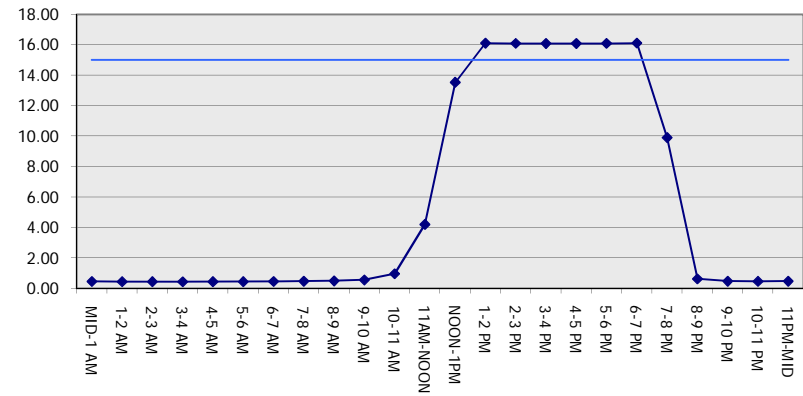
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

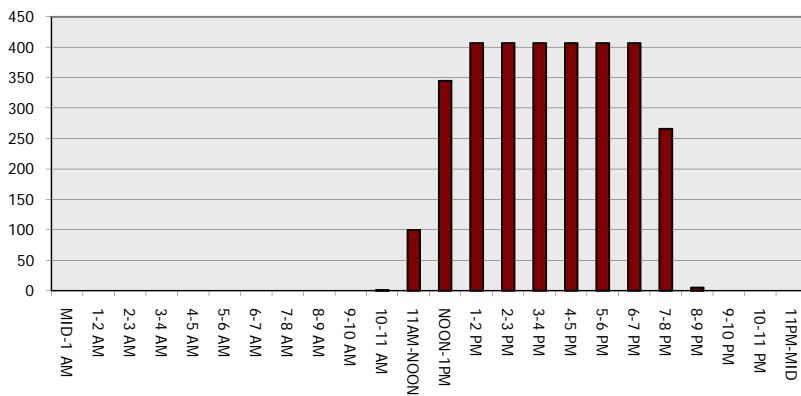
Main Route - Traffic Demand (Vehicles Per Hour)



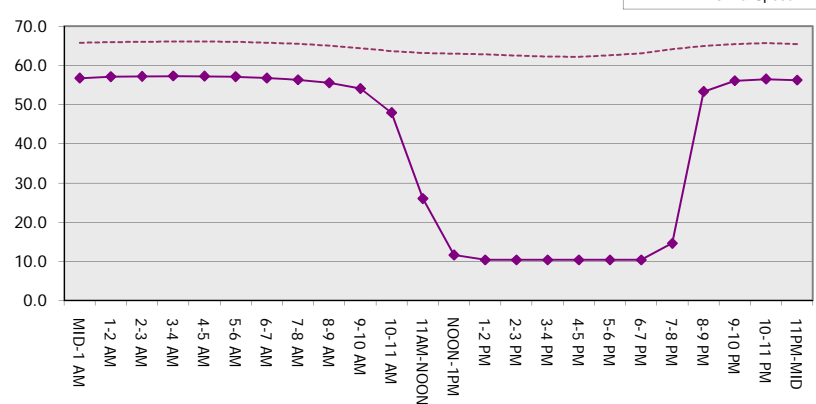
Main Route Average Delay Per Vehicle (Minutes)



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	262	0.0	1500	262	0	0.45	0	65.9	56.9	44.4
1-2 AM	184	0.0	1500	184	0	0.44	0	66.0	57.1	44.8
2-3 AM	133	0.0	1500	133	0	0.44	0	66.1	57.3	45.0
3-4 AM	94	0.0	1500	94	0	0.43	0	66.2	57.4	45.1
4-5 AM	101	0.0	1500	101	0	0.43	0	66.2	57.4	45.1
5-6 AM	203	0.0	1500	203	0	0.44	0	66.0	57.1	44.6
6-7 AM	264	0.0	1500	264	0	0.45	0	65.9	56.9	44.4
7-8 AM	472	0.0	1500	472	0	0.47	0	65.5	56.2	43.6
8-9 AM	1060	0.0	1499	1060	0	0.57	0	64.4	53.8	40.3
9-10 AM	1521	0.0	1499	1521	0	1.36	11	63.5	43.4	31.2
10-11 AM	1600	0.0	1499	1600	0	4.02	84	63.4	26.7	30.8
11AM-NOON	1827	0.0	1500	1821	6	11.15+	291	63.0	13.4	30.8
NOON-1PM	2067	0.0	1500	1488	579	16.06+	406	62.5	10.4	30.8
1-2 PM	2029	0.0	1499	1498	531	16.09+	407	62.6	10.4	30.8
2-3 PM	2158	0.0	1499	1498	660	16.08+	407	62.3	10.4	30.8
3-4 PM	2263	0.0	1499	1498	765	16.08+	407	62.2	10.4	30.8
4-5 PM	2111	0.0	1499	1498	613	16.09+	407	62.5	10.4	30.8
5-6 PM	1851	0.0	1499	1485	366	16.05+	406	62.9	10.4	30.8
6-7 PM	1571	0.0	1499	1469	102	16.00+	404	63.5	10.4	30.8
7-8 PM	1283	0.0	1499	1283	0	12.27+	312	64.0	12.4	31.0
8-9 PM	848	0.0	1500	848	0	1.10	28	64.8	46.9	42.0
9-10 PM	623	0.0	1500	623	0	0.48	0	65.2	55.8	43.0
10-11 PM	426	0.0	1500	426	0	0.46	0	65.6	56.4	43.8
11PM-MID	256	0.0	1500	256	0	0.45	0	65.9	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	0.0124
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0041

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,041
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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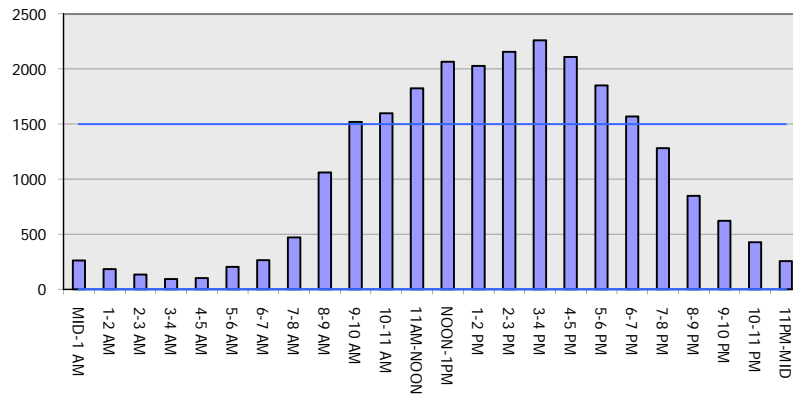
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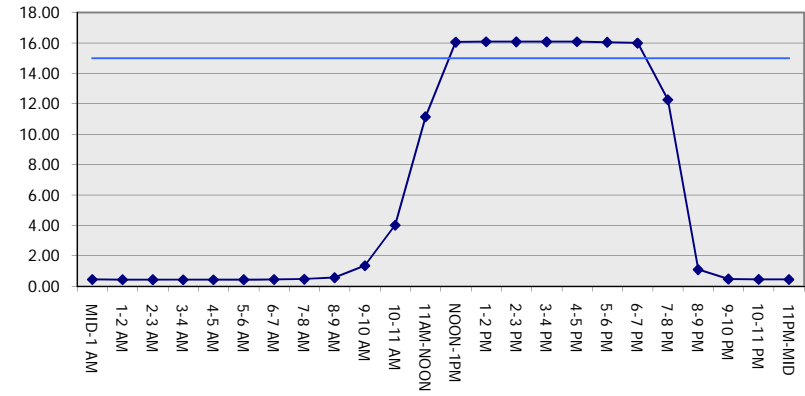
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

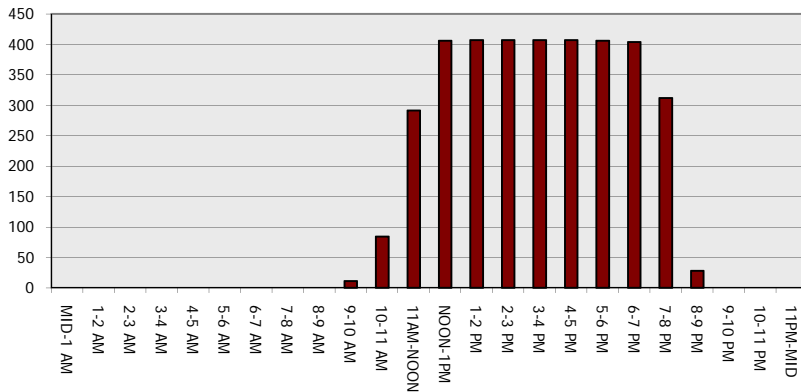
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

