

USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	239	0.0	1500	239	0	0.45	0	66.0	55.8	44.5	
1-2 AM	163	0.0	1500	163	0	0.44	0	66.1	56.1	44.8	
2-3 AM	147	0.0	1500	147	0	0.44	0	66.1	56.1	44.9	
3-4 AM	191	0.0	1500	191	0	0.44	0	66.0	56.0	44.7	
4-5 AM	334	0.0	1500	334	0	0.45	0	65.8	55.5	44.2	
5-6 AM	730	0.0	1500	730	0	0.49	0	65.0	54.3	42.7	
6-7 AM	1298	0.0	1499	1298	0	0.75	0	64.0	49.3	36.0	
7-8 AM	1818	0.0	1499	1818	0	5.56	149	63.0	19.9	30.8	
8-9 AM	1600	0.0	1499	1600	0	14.87+	374	63.4	10.2	30.8	
9-10 AM	1595	0.0	1499	1500	95	16.39+	414	63.4	9.7	30.8	
10-11 AM	1714	0.0	1499	1500	214	16.39+	415	63.2	9.7	30.8	
11AM-NOON	1813	0.0	1500	1500	313	16.39+	415	63.0	9.7	30.8	
NOON-1PM	1910	0.0	1500	1500	410	16.38+	415	62.8	9.7	30.8	
1-2 PM	2014	0.0	1500	1500	514	16.38+	415	62.7	9.7	30.8	
2-3 PM	2230	0.0	1499	1500	730	16.37+	415	62.2	9.7	30.8	
3-4 PM	2327	0.0	1500	1500	828	16.37+	415	62.0	9.7	30.8	
4-5 PM	2339	0.0	1500	1500	839	16.37+	415	62.0	9.7	30.8	
5-6 PM	2004	0.0	1500	1500	504	16.38+	415	62.7	9.7	30.8	
6-7 PM	1502	0.0	1500	1443	59	15.89+	401	63.6	9.9	30.8	
7-8 PM	1082	0.0	1499	1082	0	4.81	173	64.4	22.3	36.0	
8-9 PM	875	0.0	1500	875	0	0.51	0	64.8	53.8	42.1	
9-10 PM	755	0.0	1500	755	0	0.50	0	65.0	54.2	42.5	
10-11 PM	680	0.0	1500	680	0	0.49	0	65.1	54.5	42.8	
11PM-MID	426	0.0	1500	426	0	0.46	0	65.6	55.2	43.8	

+ 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	0.0128
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0045
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,427
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

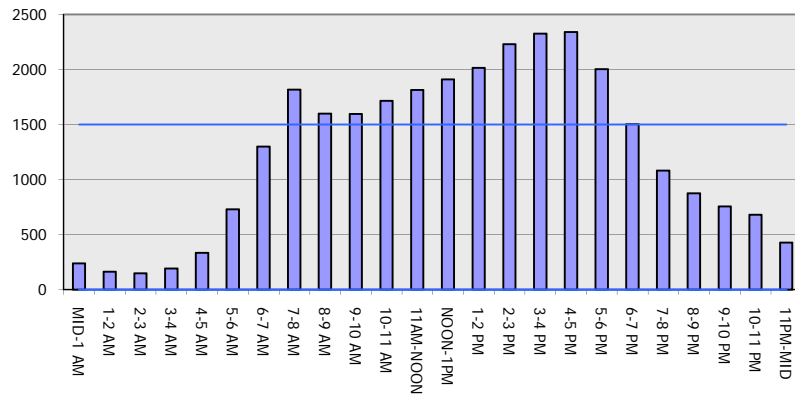
AUGUST

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Construction Season

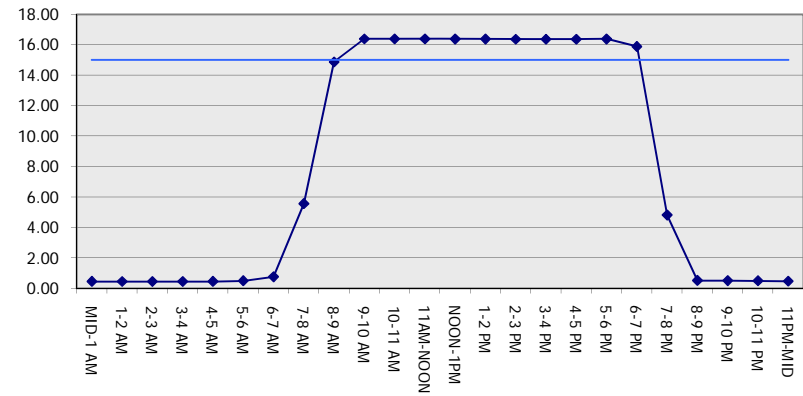
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

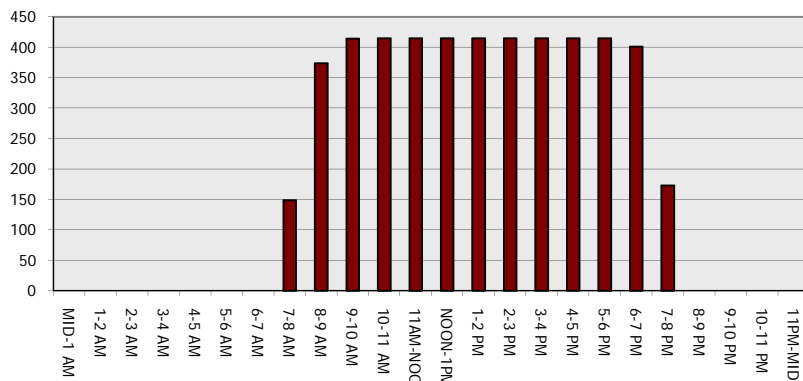
Main Route - Traffic Demand (Vehicles Per Hour)



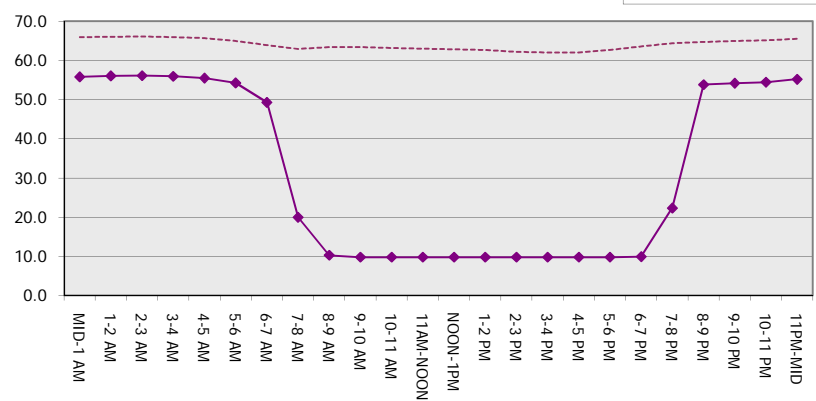
Main Route Average Delay Per Vehicle (Minutes)



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	212	0.0	1500	212	0	0.44	0	66.0	55.9	44.6
1-2 AM	141	0.0	1500	141	0	0.44	0	66.1	56.1	44.9
2-3 AM	141	0.0	1500	141	0	0.44	0	66.1	56.1	44.9
3-4 AM	169	0.0	1500	169	0	0.44	0	66.1	56.0	44.8
4-5 AM	250	0.0	1500	250	0	0.45	0	65.9	55.8	44.5
5-6 AM	655	0.0	1500	655	0	0.49	0	65.1	54.5	42.9
6-7 AM	1183	0.0	1499	1183	0	0.64	0	64.2	51.2	38.4
7-8 AM	1614	0.0	1499	1614	0	2.70	50	63.4	30.9	30.8
8-9 AM	1378	0.0	1499	1378	0	2.82	57	63.8	30.2	31.7
9-10 AM	1480	0.0	1499	1480	0	1.06	2	63.7	44.9	31.4
10-11 AM	1672	0.0	1500	1672	0	3.75	84	63.3	25.7	30.8
11AM-NOON	1795	0.0	1500	1768	27	12.33+	316	63.0	11.5	30.8
NOON-1PM	1903	0.0	1500	1497	407	16.39+	415	62.8	9.7	30.8
1-2 PM	2053	0.0	1499	1497	555	16.38+	415	62.5	9.7	30.8
2-3 PM	2164	0.0	1499	1497	666	16.38+	415	62.3	9.7	30.8
3-4 PM	2305	0.0	1499	1498	807	16.37+	415	62.1	9.7	30.8
4-5 PM	2371	0.0	1499	1498	873	16.37+	416	62.0	9.7	30.8
5-6 PM	2346	0.0	1499	1498	848	16.37+	415	62.0	9.7	30.8
6-7 PM	2038	0.0	1499	1498	540	16.38+	415	62.6	9.7	30.8
7-8 PM	1620	0.0	1499	1471	149	16.29+	412	63.3	9.7	30.8
8-9 PM	1249	0.0	1499	1249	0	11.64+	298	64.1	11.9	31.4
9-10 PM	934	0.0	1500	934	0	1.01	23	64.6	46.1	41.7
10-11 PM	664	0.0	1500	664	0	0.49	0	65.1	54.5	42.9
11PM-MID	517	0.0	1500	517	0	0.47	0	65.4	55.0	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	0.0133
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0049

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,711
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

