

USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	149	0.0	1500	149	0	0.44	0	66.1	56.1	44.9	
1-2 AM	128	0.0	1500	128	0	0.43	0	66.1	56.2	45.0	
2-3 AM	141	0.0	1500	141	0	0.44	0	66.1	56.1	44.9	
3-4 AM	179	0.0	1500	179	0	0.44	0	66.1	56.0	44.8	
4-5 AM	326	0.0	1500	326	0	0.45	0	65.8	55.5	44.2	
5-6 AM	760	0.0	1500	760	0	0.50	0	65.0	54.2	42.5	
6-7 AM	1346	0.0	1499	1346	0	0.81	0	63.9	48.4	34.7	
7-8 AM	1913	0.0	1499	1913	0	7.06	199	62.8	17.1	30.8	
8-9 AM	1570	0.0	1499	1501	69	16.39+	414	63.5	9.7	30.8	
9-10 AM	1420	0.0	1499	1420	0	14.92+	375	63.7	10.2	30.8	
10-11 AM	1523	0.0	1500	1523	0	13.56	338	63.5	10.7	30.8	
11AM-NOON	1635	0.0	1500	1552	83	15.77+	398	63.3	9.9	30.8	
NOON-1PM	1771	0.0	1500	1501	270	16.39+	415	63.1	9.7	30.8	
1-2 PM	1883	0.0	1500	1501	382	16.39+	415	62.9	9.7	30.8	
2-3 PM	2059	0.0	1500	1501	558	16.38+	415	62.5	9.7	30.8	
3-4 PM	2306	0.0	1500	1501	805	16.37+	415	62.1	9.7	30.8	
4-5 PM	2424	0.0	1500	1501	924	16.36+	416	61.7	9.7	30.8	
5-6 PM	2158	0.0	1500	1500	657	16.38+	415	62.3	9.7	30.8	
6-7 PM	1522	0.0	1500	1439	83	15.76+	398	63.5	9.9	30.8	
7-8 PM	1007	0.0	1499	1007	0	3.46	143	64.5	27.3	37.4	
8-9 PM	809	0.0	1500	809	0	0.50	0	64.9	54.0	42.4	
9-10 PM	689	0.0	1500	689	0	0.49	0	65.1	54.4	42.8	
10-11 PM	561	0.0	1500	561	0	0.48	0	65.3	54.8	43.3	
11PM-MID	347	0.0	1500	347	0	0.46	0	65.8	55.5	44.1	

+ 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	0.0123
MAIN ROUTE WITH WORKS	0.0090
'DIVERSION'	0.0038
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,559
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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

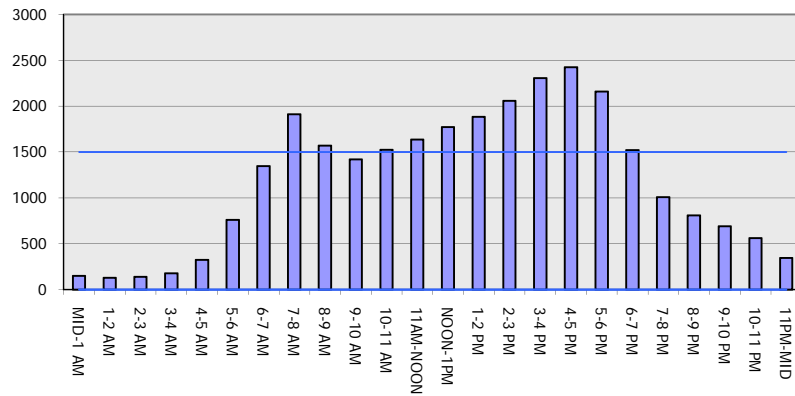
OCTOBER

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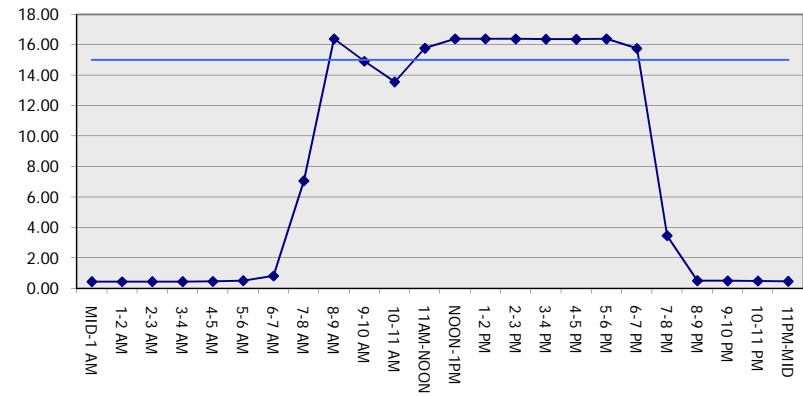
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

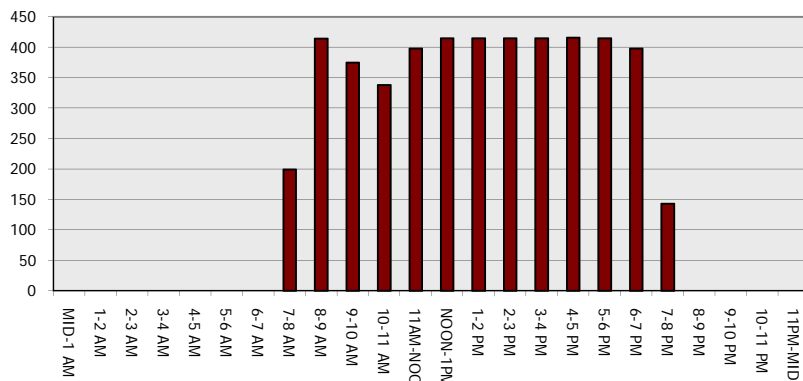
Main Route - Traffic Demand (Vehicles Per Hour)



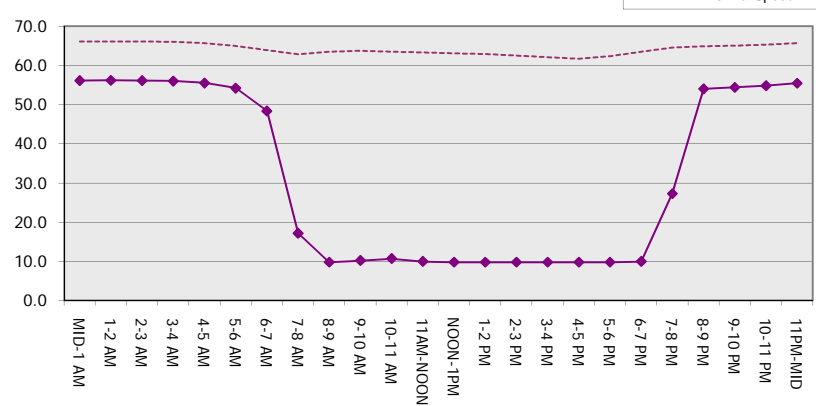
Main Route Average Delay Per Vehicle (Minutes)



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	175	0.0	1500	175	0	0.44	0	66.1	56.0	44.8
1-2 AM	135	0.0	1500	135	0	0.44	0	66.1	56.1	45.0
2-3 AM	134	0.0	1500	134	0	0.44	0	66.1	56.1	45.0
3-4 AM	155	0.0	1500	155	0	0.44	0	66.1	56.1	44.8
4-5 AM	255	0.0	1500	255	0	0.45	0	65.9	55.8	44.5
5-6 AM	649	0.0	1500	649	0	0.49	0	65.2	54.5	43.0
6-7 AM	1208	0.0	1499	1208	0	0.67	0	64.1	50.7	37.9
7-8 AM	1725	0.0	1499	1725	0	4.45	108	63.2	23.1	30.8
8-9 AM	1331	0.0	1499	1331	0	6.26	151	63.9	18.4	31.5
9-10 AM	1388	0.0	1500	1388	0	1.27	11	63.8	42.5	32.8
10-11 AM	1526	0.0	1499	1526	0	1.29	8	63.5	42.2	30.9
11AM-NOON	1701	0.0	1500	1701	0	5.19	125	63.2	20.9	30.8
NOON-1PM	1770	0.0	1500	1674	96	13.69+	347	63.1	10.7	30.8
1-2 PM	1937	0.0	1499	1501	437	16.38+	415	62.8	9.7	30.8
2-3 PM	2136	0.0	1500	1501	635	16.38+	415	62.4	9.7	30.8
3-4 PM	2340	0.0	1500	1501	839	16.37+	415	62.0	9.7	30.8
4-5 PM	2492	0.0	1500	1501	992	16.33+	416	61.0	9.7	30.8
5-6 PM	2479	0.0	1500	1501	978	16.33+	416	61.1	9.7	30.8
6-7 PM	1980	0.0	1500	1500	479	16.38+	415	62.7	9.7	30.8
7-8 PM	1438	0.0	1500	1410	28	15.46+	390	63.7	10.1	30.8
8-9 PM	1034	0.0	1499	1034	0	3.14	126	64.5	28.7	37.5
9-10 PM	810	0.0	1500	810	0	0.50	0	64.9	54.0	42.4
10-11 PM	543	0.0	1500	543	0	0.48	0	65.4	54.8	43.3
11PM-MID	388	0.0	1500	388	0	0.46	0	65.6	55.3	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	0.0128
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0045

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,391
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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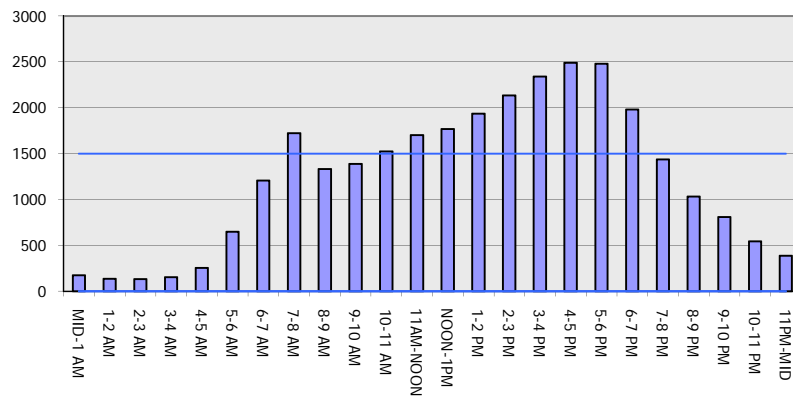
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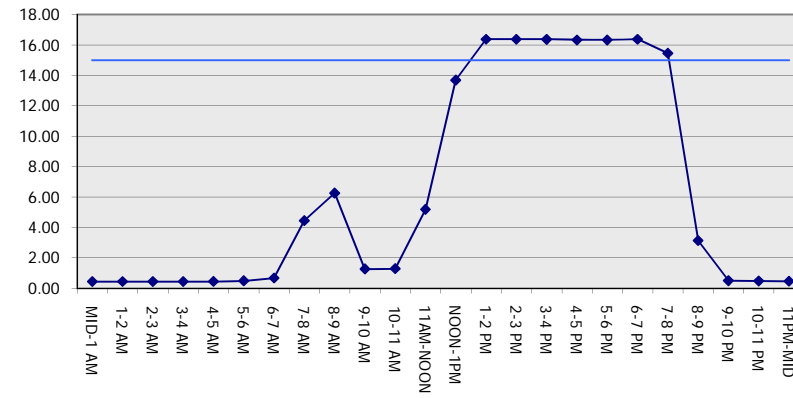
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

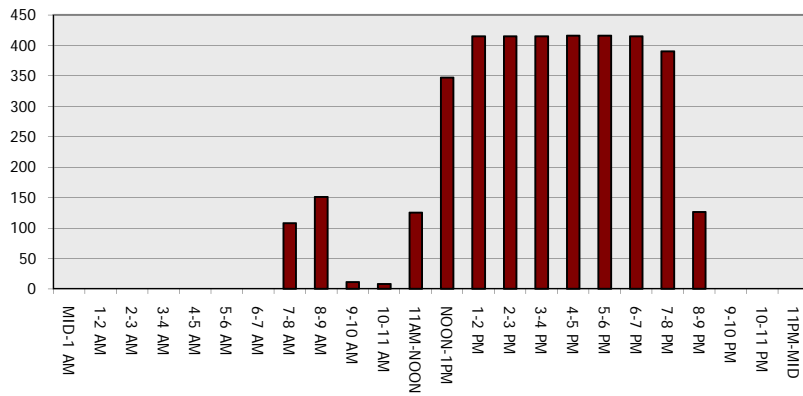
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

