

USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	236	0.0	OFF	236	0	0.00	0	66.0	66.0	66.0	
1-2 AM	153	0.0	OFF	153	0	0.00	0	66.1	66.1	66.1	
2-3 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1	
3-4 AM	117	0.0	OFF	117	0	0.00	0	66.1	66.1	66.1	
4-5 AM	105	0.0	OFF	105	0	0.00	0	66.2	66.2	66.2	
5-6 AM	170	0.0	OFF	170	0	0.00	0	66.1	66.1	66.1	
6-7 AM	310	0.0	OFF	310	0	0.00	0	65.8	65.8	65.8	
7-8 AM	444	0.0	OFF	444	0	0.00	0	65.6	65.6	65.6	
8-9 AM	785	0.0	OFF	785	0	0.00	0	64.9	64.9	64.9	
9-10 AM	1218	0.0	1499	1218	0	0.65	0	64.1	52.3	38.1	
10-11 AM	1590	0.0	1499	1590	0	1.96	29	63.4	38.0	30.8	
11AM-NOON	1729	0.0	1500	1729	0	7.73	193	63.2	17.5	30.8	
NOON-1PM	1954	0.0	1499	1584	370	15.75+	398	62.7	10.4	30.8	
1-2 PM	1903	0.0	1500	1500	403	16.10+	407	62.8	10.4	30.8	
2-3 PM	1968	0.0	1500	1500	468	16.10+	407	62.7	10.4	30.8	
3-4 PM	2018	0.0	1500	1500	517	16.09+	407	62.6	10.4	30.8	
4-5 PM	2036	0.0	1500	1500	536	16.09+	407	62.6	10.4	30.8	
5-6 PM	1788	0.0	1500	1500	288	16.11+	407	63.0	10.4	30.8	
6-7 PM	1442	0.0	1500	1432	11	15.42+	388	63.7	10.6	30.8	
7-8 PM	1153	0.0	OFF	1153	0	0.33	19	64.2	57.8	57.8	
8-9 PM	832	0.0	OFF	832	0	0.00	0	64.8	64.8	64.8	
9-10 PM	601	0.0	OFF	601	0	0.00	0	65.3	65.3	65.3	
10-11 PM	423	0.0	OFF	423	0	0.00	0	65.6	65.6	65.6	
11PM-MID	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0115
MAIN ROUTE WITH WORKS	0.0093
'DIVERSION'	0.0030
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,636
CONGESTED HOURS PER DAY*	7

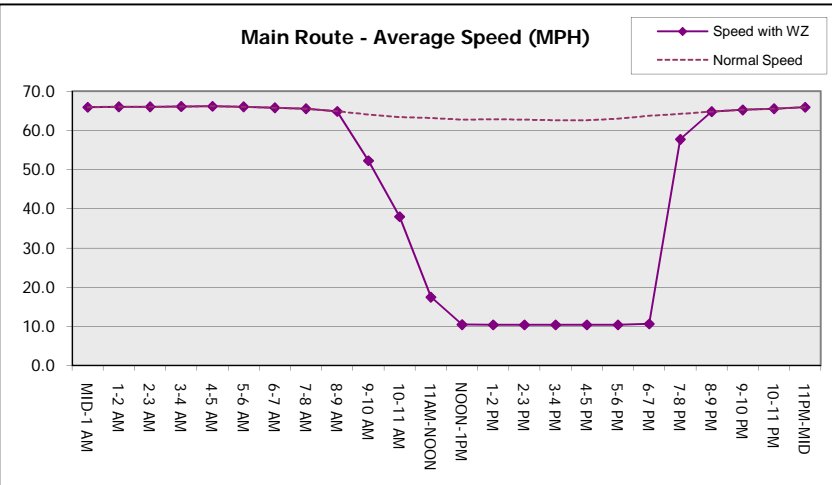
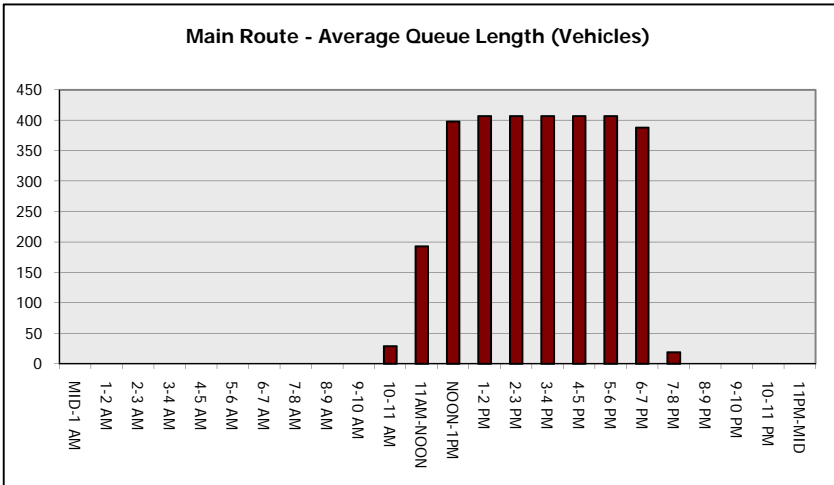
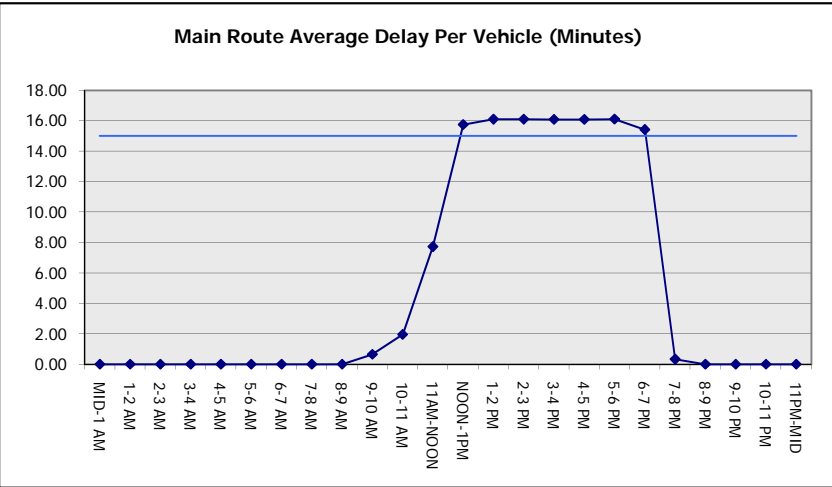
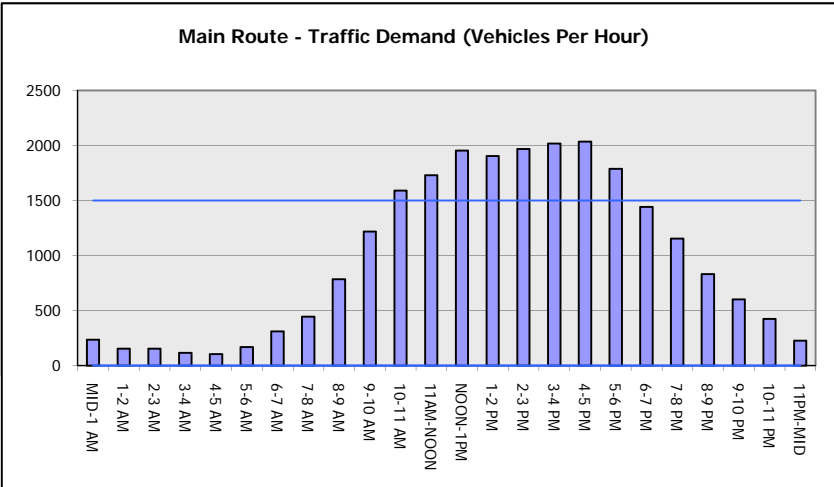
*Delays Exceeding User-Specified Maximum

**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	255	0.0	OFF	255	0	0.00	0	65.9	65.9	65.9
1-2 AM	151	0.0	OFF	151	0	0.00	0	66.1	66.1	66.1
2-3 AM	124	0.0	OFF	124	0	0.00	0	66.1	66.1	66.1
3-4 AM	73	0.0	OFF	73	0	0.00	0	66.3	66.3	66.3
4-5 AM	85	0.0	OFF	85	0	0.00	0	66.2	66.2	66.2
5-6 AM	220	0.0	OFF	220	0	0.00	0	66.0	66.0	66.0
6-7 AM	264	0.0	OFF	264	0	0.00	0	65.9	65.9	65.9
7-8 AM	497	0.0	OFF	497	0	0.00	0	65.5	65.5	65.5
8-9 AM	729	0.0	OFF	729	0	0.00	0	65.0	65.0	65.0
9-10 AM	1062	0.0	1499	1062	0	0.55	0	64.4	54.1	40.8
10-11 AM	1513	0.0	1499	1513	0	1.40	13	63.6	43.0	31.7
11AM-NOON	1825	0.0	1500	1825	0	7.67	204	63.0	17.5	30.8
NOON-1PM	1922	0.0	1499	1501	421	16.10+	407	62.8	10.4	30.8
1-2 PM	1853	0.0	1500	1501	352	16.10+	407	62.9	10.4	30.8
2-3 PM	1744	0.0	1500	1501	243	16.11+	407	63.2	10.4	30.8
3-4 PM	1876	0.0	1500	1501	374	16.10+	407	62.9	10.4	30.8
4-5 PM	1797	0.0	1500	1501	296	16.11+	407	63.0	10.4	30.8
5-6 PM	1819	0.0	1500	1501	318	16.11+	407	63.0	10.4	30.8
6-7 PM	1598	0.0	1500	1516	81	15.89+	401	63.4	10.4	30.8
7-8 PM	1288	0.0	OFF	1288	0	0.48	29	64.0	54.8	54.8
8-9 PM	1047	0.0	OFF	1047	0	0.00	0	64.5	64.5	64.5
9-10 PM	791	0.0	OFF	791	0	0.00	0	64.9	64.9	64.9
10-11 PM	504	0.0	OFF	504	0	0.00	0	65.5	65.5	65.5
11PM-MID	295	0.0	OFF	295	0	0.00	0	65.8	65.8	65.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0115
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0024

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,710
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

**USH 41: STH 76 TO USH 45 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

