

USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY) OFF-PEAK DAY 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	OFF	149	0	0.00	0	66.1	66.1	66.1
1-2 AM	128	0.0	OFF	128	0	0.00	0	66.1	66.1	66.1
2-3 AM	141	0.0	OFF	141	0	0.00	0	66.1	66.1	66.1
3-4 AM	179	0.0	OFF	179	0	0.00	0	66.1	66.1	66.1
4-5 AM	326	0.0	OFF	326	0	0.00	0	65.8	65.8	65.8
5-6 AM	760	0.0	OFF	760	0	0.00	0	65.0	65.0	65.0
6-7 AM	1346	0.0	OFF	1346	0	0.00	0	63.9	63.9	63.9
7-8 AM	1913	0.0	OFF	1913	0	0.00	0	62.8	62.8	62.8
8-9 AM	1570	0.0	OFF	1570	0	0.00	0	63.5	63.5	63.5
9-10 AM	1420	0.0	1500	1420	0	0.92	0	63.7	46.8	32.5
10-11 AM	1523	0.0	1499	1523	0	1.23	6	63.5	42.8	30.8
11AM-NOON	1635	0.0	1500	1635	0	3.89	84	63.3	25.1	30.8
NOON-1PM	1771	0.0	1500	1771	0	11.20+	287	63.1	12.2	30.8
1-2 PM	1883	0.0	1499	1499	384	16.39+	415	62.9	9.7	30.8
2-3 PM	2059	0.0	1499	1499	560	16.38+	415	62.5	9.7	30.8
3-4 PM	2306	0.0	1499	1499	807	16.37+	415	62.1	9.7	30.8
4-5 PM	2424	0.0	OFF	2424	0	1.07	57	61.7	43.8	43.8
5-6 PM	2158	0.0	OFF	2158	0	0.00	0	62.3	62.3	62.3
6-7 PM	1522	0.0	OFF	1522	0	0.00	0	63.5	63.5	63.5
7-8 PM	1007	0.0	OFF	1007	0	0.00	0	64.5	64.5	64.5
8-9 PM	809	0.0	OFF	809	0	0.00	0	64.9	64.9	64.9
9-10 PM	689	0.0	OFF	689	0	0.00	0	65.1	65.1	65.1
10-11 PM	561	0.0	OFF	561	0	0.00	0	65.3	65.3	65.3
11PM-MID	347	0.0	OFF	347	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	0.0123
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0017
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$29,130
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

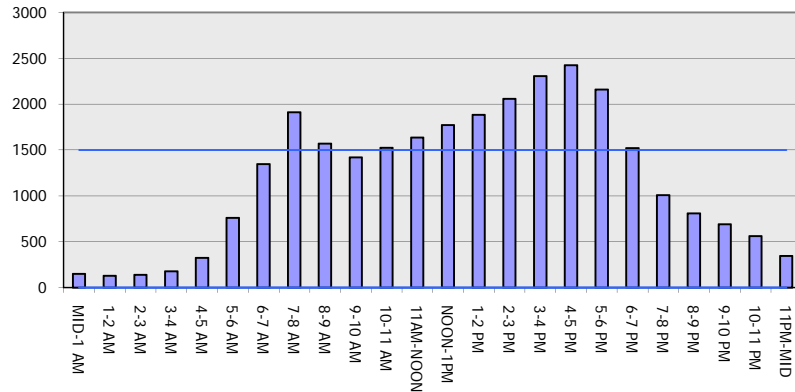
OCTOBER

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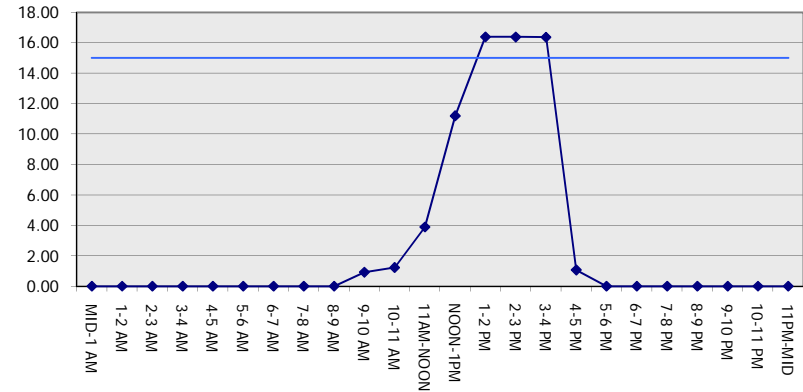
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

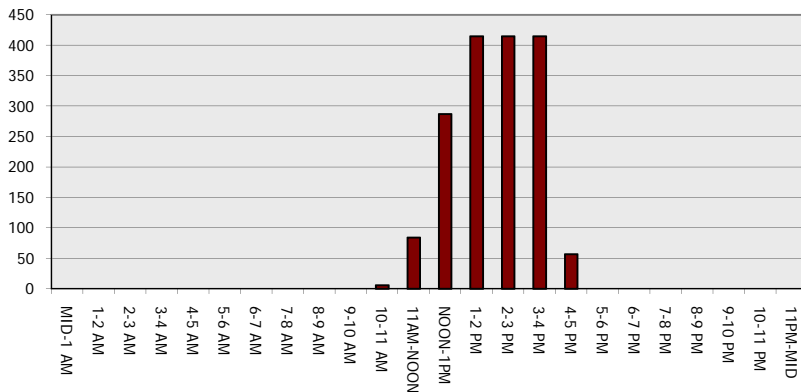
Main Route - Traffic Demand (Vehicles Per Hour)



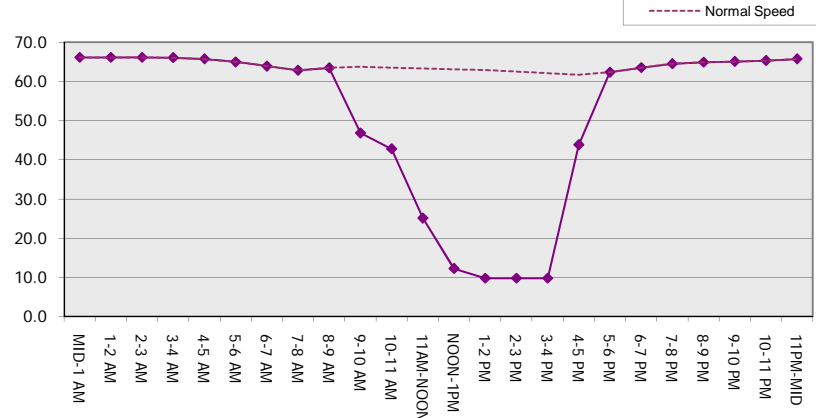
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	175	0	0.00	0	66.1	66.1	66.1	
1-2 AM	135	0.0	OFF	135	0	0.00	0	66.1	66.1	66.1	
2-3 AM	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1	
3-4 AM	155	0.0	OFF	155	0	0.00	0	66.1	66.1	66.1	
4-5 AM	255	0.0	OFF	255	0	0.00	0	65.9	65.9	65.9	
5-6 AM	649	0.0	OFF	649	0	0.00	0	65.2	65.2	65.2	
6-7 AM	1208	0.0	OFF	1208	0	0.00	0	64.1	64.1	64.1	
7-8 AM	1725	0.0	OFF	1725	0	0.00	0	63.2	63.2	63.2	
8-9 AM	1331	0.0	OFF	1331	0	0.00	0	63.9	63.9	63.9	
9-10 AM	1388	0.0	1499	1388	0	0.88	0	63.8	47.4	33.3	
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	OFF	2492	0	1.03	55	61.0	44.0	44.0	
5-6 PM	2479	0.0	OFF	2479	0	0.00	0	61.1	61.1	61.1	
6-7 PM	1980	0.0	OFF	1980	0	0.00	0	62.7	62.7	62.7	
7-8 PM	1438	0.0	OFF	1438	0	0.00	0	63.7	63.7	63.7	
8-9 PM	1034	0.0	OFF	1034	0	0.00	0	64.5	64.5	64.5	
9-10 PM	810	0.0	OFF	810	0	0.00	0	64.9	64.9	64.9	
10-11 PM	543	0.0	OFF	543	0	0.00	0	65.4	65.4	65.4	
11PM-MID	388	0.0	OFF	388	0	0.00	0	65.6	65.6	65.6	

"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	0.0128
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,197
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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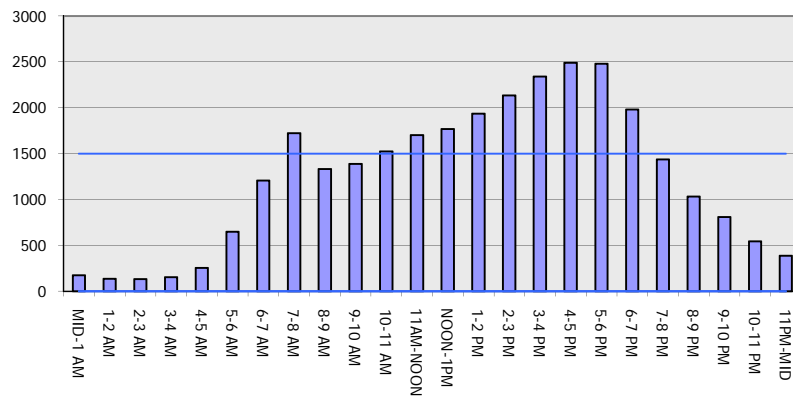
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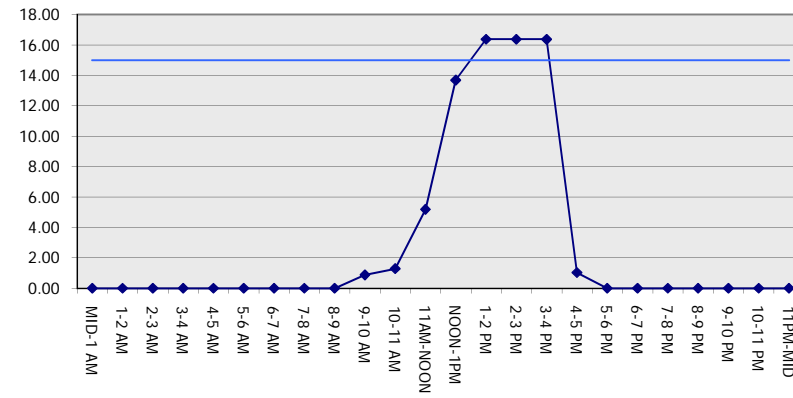
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

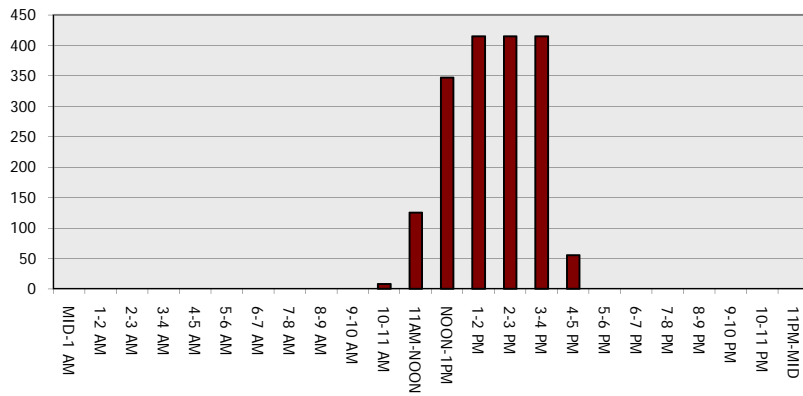
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

