

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

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	241	0.0	OFF	241	0	0.00	0	66.0	66.0	66.0	
1-2 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1	
2-3 AM	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1	
3-4 AM	108	0.0	OFF	108	0	0.00	0	66.2	66.2	66.2	
4-5 AM	117	0.0	OFF	117	0	0.00	0	66.1	66.1	66.1	
5-6 AM	183	0.0	OFF	183	0	0.00	0	66.1	66.1	66.1	
6-7 AM	291	0.0	OFF	291	0	0.00	0	65.8	65.8	65.8	
7-8 AM	424	0.0	OFF	424	0	0.00	0	65.6	65.6	65.6	
8-9 AM	687	0.0	OFF	687	0	0.00	0	65.1	65.1	65.1	
9-10 AM	1036	0.0	1499	1036	0	0.54	0	64.5	53.1	41.2	
10-11 AM	1532	0.0	1499	1532	0	1.49	16	63.5	40.1	31.5	
11AM-NOON	1870	0.0	1500	1870	0	8.86	239	62.9	14.6	30.8	
NOON-1PM	1966	0.0	1499	1498	468	16.38+	415	62.7	9.7	30.8	
1-2 PM	2005	0.0	1499	1498	507	16.38+	415	62.7	9.7	30.8	
2-3 PM	2257	0.0	1499	1498	758	16.37+	415	62.2	9.7	30.8	
3-4 PM	2311	0.0	1499	1498	813	16.37+	415	62.1	9.7	30.8	
4-5 PM	2274	0.0	1499	1499	775	16.37+	415	62.2	9.7	30.8	
5-6 PM	2060	0.0	1499	1499	561	16.38+	415	62.5	9.7	30.8	
6-7 PM	1706	0.0	1500	1497	208	16.39+	414	63.2	9.7	30.8	
7-8 PM	1239	0.0	OFF	1239	0	0.52	32	64.1	53.1	53.1	
8-9 PM	790	0.0	OFF	790	0	0.00	0	64.9	64.9	64.9	
9-10 PM	513	0.0	OFF	513	0	0.00	0	65.5	65.5	65.5	
10-11 PM	379	0.0	OFF	379	0	0.00	0	65.7	65.7	65.7	
11PM-MID	353	0.0	OFF	353	0	0.00	0	65.7	65.7	65.7	

"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	0.0106
MAIN ROUTE WITH WORKS	0.0078
'DIVERSION'	0.0041
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,631
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

**USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

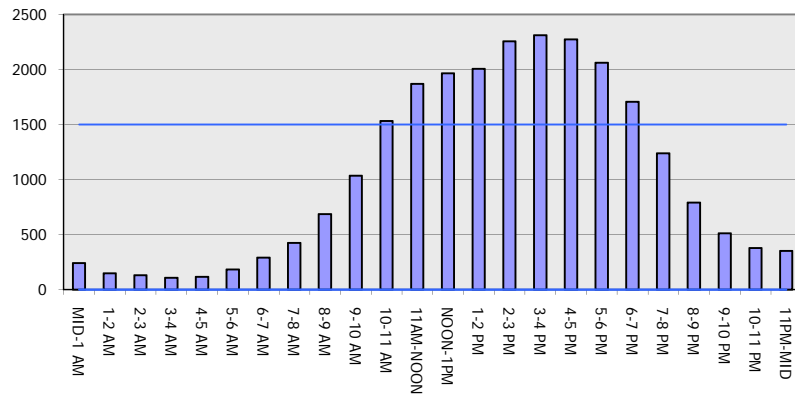
OCTOBER

Analyzed for 2009
Construction Season

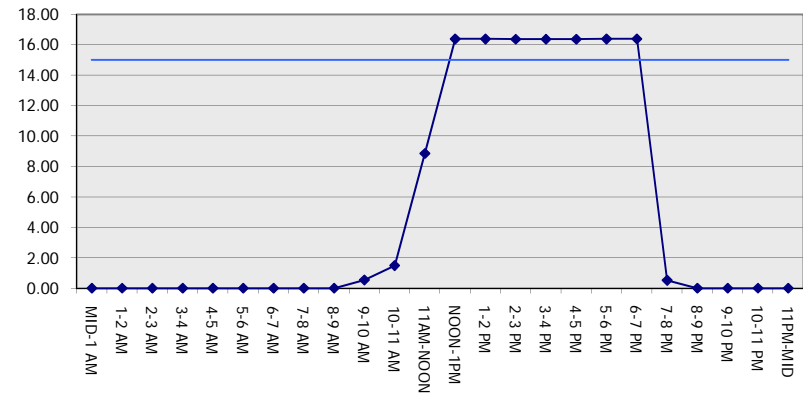
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

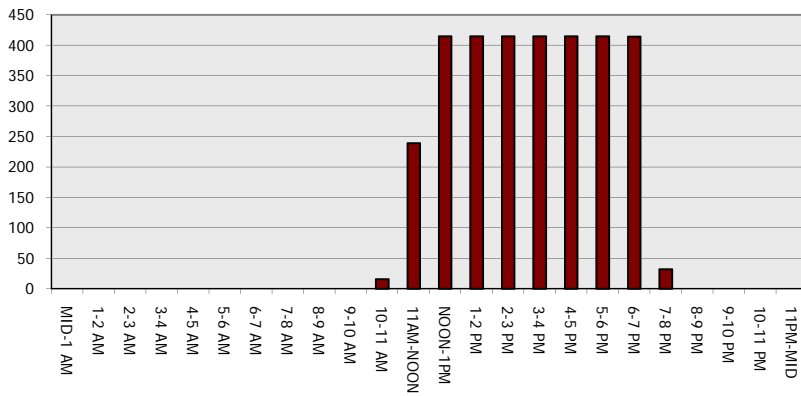
Main Route - Traffic Demand (Vehicles Per Hour)



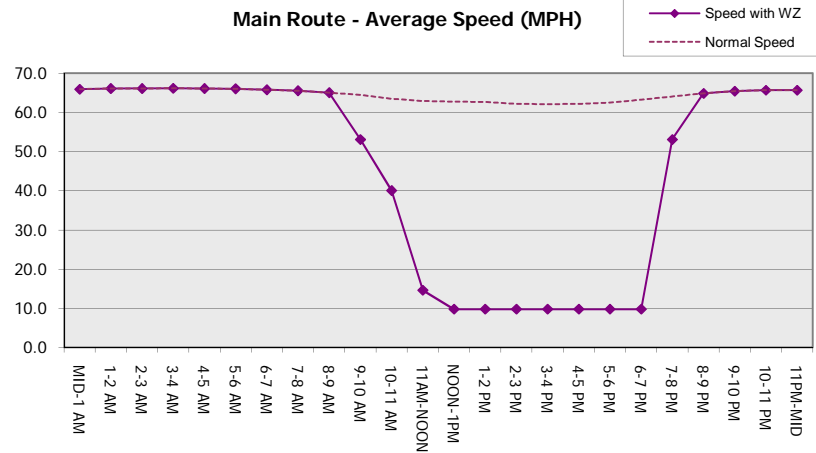
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

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	199	0.0	OFF	199	0	0.00	0	66.0	66.0	66.0
1-2 AM	134	0.0	OFF	134	0	0.00	0	66.1	66.1	66.1
2-3 AM	99	0.0	OFF	99	0	0.00	0	66.2	66.2	66.2
3-4 AM	74	0.0	OFF	74	0	0.00	0	66.3	66.3	66.3
4-5 AM	83	0.0	OFF	83	0	0.00	0	66.2	66.2	66.2
5-6 AM	188	0.0	OFF	188	0	0.00	0	66.0	66.0	66.0
6-7 AM	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0
7-8 AM	362	0.0	OFF	362	0	0.00	0	65.7	65.7	65.7
8-9 AM	793	0.0	OFF	793	0	0.00	0	64.9	64.9	64.9
9-10 AM	1081	0.0	1500	1081	0	0.53	0	64.4	53.2	41.4
10-11 AM	1206	0.0	1500	1206	0	0.64	0	64.1	51.1	38.3
11AM-NOON	1355	0.0	1500	1355	0	0.84	0	63.8	48.0	34.1
NOON-1PM	1480	0.0	1500	1480	0	1.00	0	63.7	45.7	31.2
1-2 PM	1482	0.0	1499	1482	0	1.00	0	63.7	45.6	31.2
2-3 PM	1530	0.0	1499	1530	0	1.42	11	63.5	40.8	30.8
3-4 PM	1600	0.0	1500	1600	0	3.85	80	63.4	25.3	30.8
4-5 PM	1515	0.0	1499	1515	0	6.38	144	63.6	18.1	30.8
5-6 PM	1366	0.0	1499	1366	0	3.98	88	63.8	24.8	31.7
6-7 PM	1171	0.0	1500	1171	0	0.60	0	64.2	51.8	39.5
7-8 PM	946	0.0	OFF	946	0	0.00	0	64.6	64.6	64.6
8-9 PM	631	0.0	OFF	631	0	0.00	0	65.2	65.2	65.2
9-10 PM	467	0.0	OFF	467	0	0.00	0	65.5	65.5	65.5
10-11 PM	338	0.0	OFF	338	0	0.00	0	65.8	65.8	65.8
11PM-MID	191	0.0	OFF	191	0	0.00	0	66.0	66.0	66.0

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

----- 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	0.0080
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$8,188
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

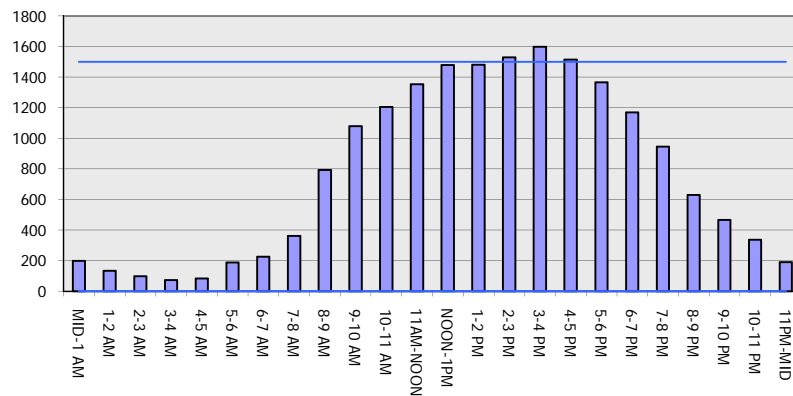
OCTOBER

Analyzed for 2009
Construction Season

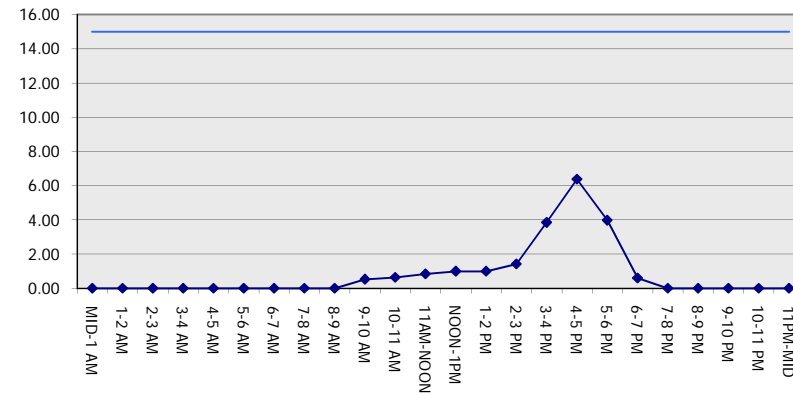
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

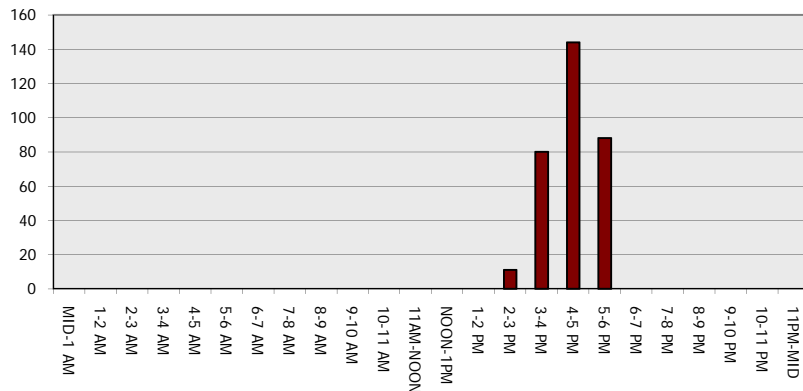
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

