

USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	202	0.0	1500	202	0	0.44	0	66.0	56.0	44.6
1-2 AM	139	0.0	1500	139	0	0.44	0	66.1	56.1	45.0
2-3 AM	126	0.0	1500	126	0	0.43	0	66.1	56.2	45.0
3-4 AM	116	0.0	1500	116	0	0.43	0	66.2	56.2	45.0
4-5 AM	187	0.0	1500	187	0	0.44	0	66.0	56.0	44.7
5-6 AM	327	0.0	1500	327	0	0.45	0	65.8	55.5	44.2
6-7 AM	609	0.0	1500	609	0	0.48	0	65.3	54.6	43.1
7-8 AM	1055	0.0	1500	1055	0	0.52	0	64.4	53.3	41.5
8-9 AM	1256	0.0	OFF	1256	0	0.00	0	64.0	64.0	64.0
9-10 AM	1427	0.0	OFF	1427	0	0.00	0	63.7	63.7	63.7
10-11 AM	1583	0.0	OFF	1583	0	0.00	0	63.5	63.5	63.5
11AM-NOON	1569	0.0	OFF	1569	0	0.00	0	63.5	63.5	63.5
NOON-1PM	1594	0.0	OFF	1594	0	0.00	0	63.4	63.4	63.4
1-2 PM	1497	0.0	OFF	1497	0	0.00	0	63.6	63.6	63.6
2-3 PM	1504	0.0	OFF	1504	0	0.00	0	63.6	63.6	63.6
3-4 PM	1493	0.0	OFF	1493	0	0.00	0	63.6	63.6	63.6
4-5 PM	1497	0.0	OFF	1497	0	0.00	0	63.6	63.6	63.6
5-6 PM	1381	0.0	OFF	1381	0	0.00	0	63.8	63.8	63.8
6-7 PM	1195	0.0	1500	1195	0	0.63	0	64.1	51.4	38.6
7-8 PM	983	0.0	1500	983	0	0.52	0	64.6	53.5	41.7
8-9 PM	813	0.0	1500	813	0	0.50	0	64.9	54.0	42.4
9-10 PM	702	0.0	1500	702	0	0.49	0	65.1	54.4	42.7
10-11 PM	559	0.0	1500	559	0	0.48	0	65.3	54.8	43.3
11PM-MID	364	0.0	1500	364	0	0.46	0	65.7	55.4	44.0

"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	0.0095
MAIN ROUTE WITH WORKS	0.0091
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$896
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

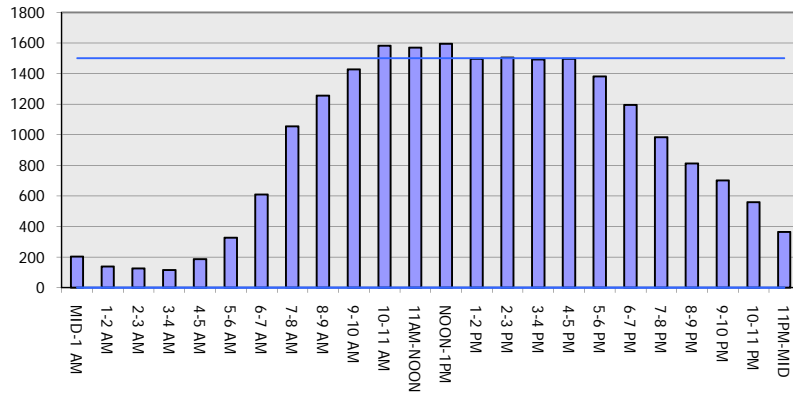
OCTOBER

Analyzed for 2009
Construction Season

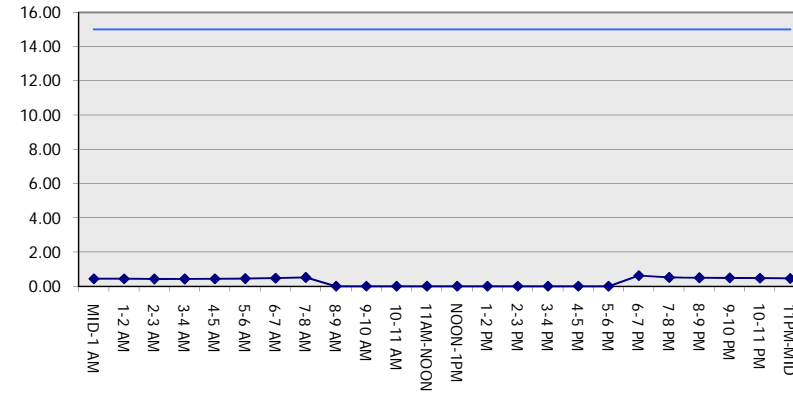
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

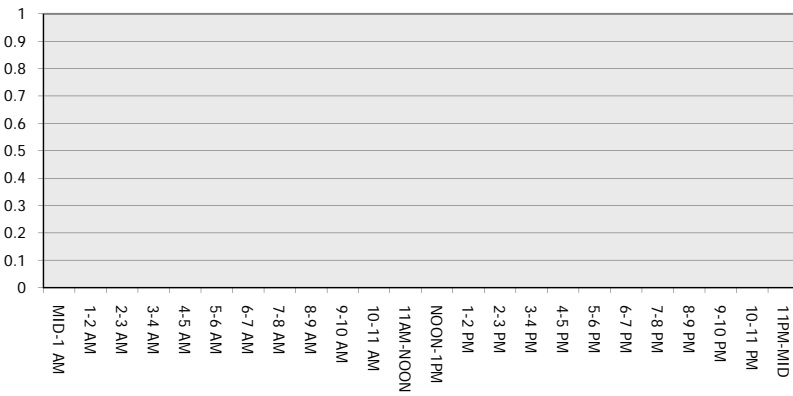
Main Route - Traffic Demand (Vehicles Per Hour)



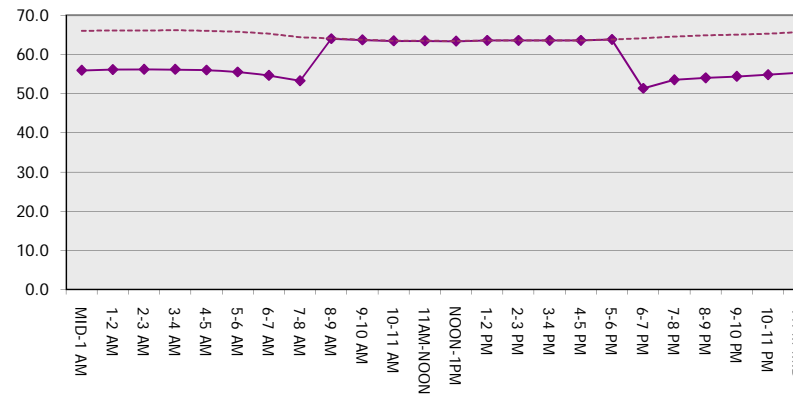
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	235	0.0	1500	235	0	0.45	0	66.0	55.8	44.5
1-2 AM	147	0.0	1500	147	0	0.44	0	66.1	56.1	44.9
2-3 AM	125	0.0	1500	125	0	0.43	0	66.1	56.2	45.0
3-4 AM	117	0.0	1500	117	0	0.43	0	66.1	56.2	45.0
4-5 AM	154	0.0	1500	154	0	0.44	0	66.1	56.1	44.8
5-6 AM	319	0.0	1500	319	0	0.45	0	65.8	55.6	44.2
6-7 AM	444	0.0	1500	444	0	0.47	0	65.6	55.1	43.7
7-8 AM	728	0.0	1500	728	0	0.49	0	65.0	54.3	42.7
8-9 AM	973	0.0	OFF	973	0	0.00	0	64.6	64.6	64.6
9-10 AM	1298	0.0	OFF	1298	0	0.00	0	64.0	64.0	64.0
10-11 AM	1596	0.0	OFF	1596	0	0.00	0	63.4	63.4	63.4
11AM-NOON	1691	0.0	OFF	1691	0	0.00	0	63.2	63.2	63.2
NOON-1PM	1644	0.0	OFF	1644	0	0.00	0	63.3	63.3	63.3
1-2 PM	1608	0.0	OFF	1608	0	0.00	0	63.4	63.4	63.4
2-3 PM	1535	0.0	OFF	1535	0	0.00	0	63.5	63.5	63.5
3-4 PM	1548	0.0	OFF	1548	0	0.00	0	63.5	63.5	63.5
4-5 PM	1551	0.0	OFF	1551	0	0.00	0	63.5	63.5	63.5
5-6 PM	1490	0.0	OFF	1490	0	0.00	0	63.6	63.6	63.6
6-7 PM	1252	0.0	1500	1252	0	0.70	0	64.0	50.1	36.9
7-8 PM	1010	0.0	1500	1010	0	0.52	0	64.5	53.5	41.7
8-9 PM	835	0.0	1500	835	0	0.50	0	64.8	54.0	42.3
9-10 PM	686	0.0	1500	686	0	0.49	0	65.1	54.4	42.8
10-11 PM	479	0.0	1500	479	0	0.47	0	65.5	55.1	43.6
11PM-MID	330	0.0	1500	330	0	0.45	0	65.8	55.5	44.2

"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	0.0094
MAIN ROUTE WITH WORKS	0.0089
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$850
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

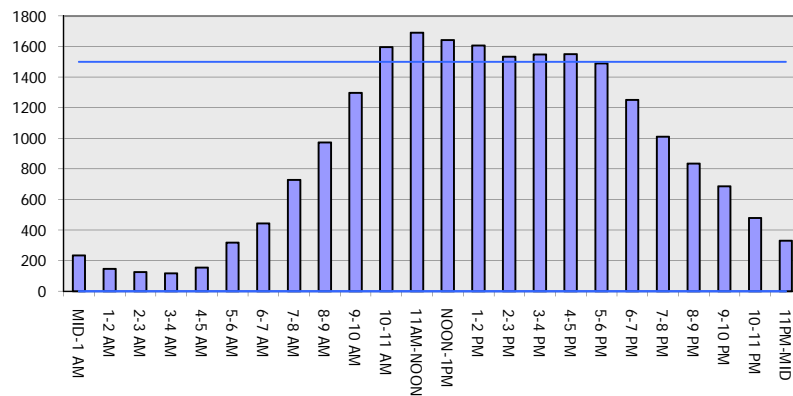
**USH 41: STH 44 TO STH 26 (WINNEBAGO COUNTY)
NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

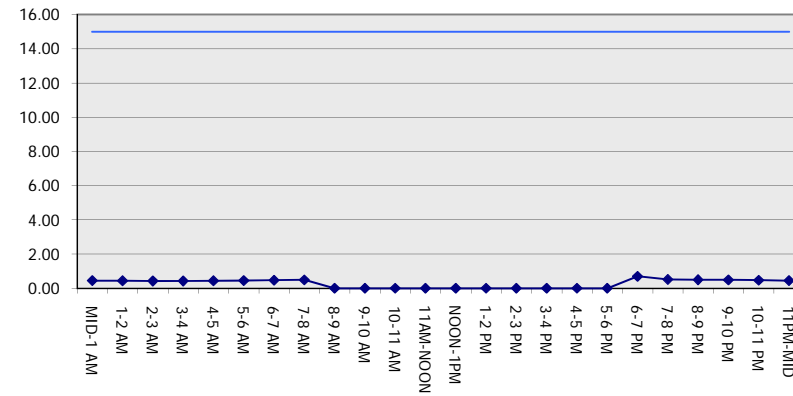
Analyzed for 2009
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION**

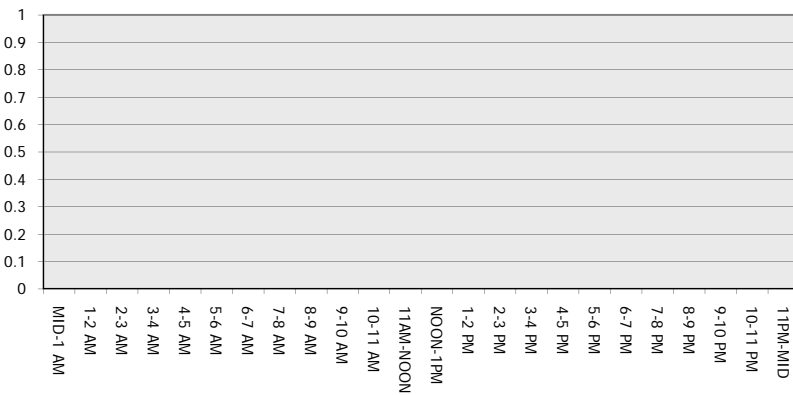
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

