

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	349	0.0	3000	349	0	0.36	0	70.2	61.8	49.7
1-2 AM	241	0.0	3000	241	0	0.36	0	70.2	61.8	49.7
2-3 AM	282	0.0	3000	282	0	0.36	0	70.2	61.8	49.7
3-4 AM	323	0.0	3000	323	0	0.36	0	70.2	61.8	49.7
4-5 AM	508	0.0	3000	508	0	0.36	0	70.1	61.7	49.7
5-6 AM	1125	0.0	3000	1125	0	0.35	0	69.3	61.4	49.7
6-7 AM	2382	0.0	2999	2382	0	0.42	0	67.8	58.8	46.4
7-8 AM	3404	0.0	2999	3404	0	3.58	185	66.5	29.2	37.3
8-9 AM	2901	0.0	2999	2901	0	7.73	387	67.1	17.7	37.3
9-10 AM	2366	0.0	2999	2366	0	1.34	80	67.8	45.6	46.3
10-11 AM	2448	0.0	3000	2448	0	0.37	0	67.7	59.7	48.1
11AM-NOON	2609	0.0	3000	2609	0	0.47	0	67.5	57.6	44.3
NOON-1PM	2850	0.0	2999	2850	0	0.63	0	67.2	54.7	39.7
1-2 PM	3164	0.0	2999	3164	0	1.70	60	66.8	41.5	37.3
2-3 PM	3540	0.0	3000	3540	0	7.60	412	66.3	18.1	37.3
3-4 PM	3857	0.0	2999	3125	732	15.83+	839	64.5	11.7	37.3
4-5 PM	4177	0.0	3000	3026	1151	16.02+	856	62.3	11.7	37.3
5-6 PM	3795	0.0	3000	2998	797	16.06+	851	65.0	11.7	37.3
6-7 PM	2622	0.0	2999	2622	0	13.80+	728	67.5	12.6	37.3
7-8 PM	1790	0.0	3000	1790	0	1.35	106	68.5	45.8	49.6
8-9 PM	1481	0.0	3000	1481	0	0.34	0	68.9	61.1	49.7
9-10 PM	1460	0.0	3000	1460	0	0.34	0	68.9	61.2	49.7
10-11 PM	1176	0.0	3000	1176	0	0.35	0	69.2	61.3	49.7
11PM-MID	734	0.0	3000	734	0	0.35	0	69.8	61.6	49.7

+ 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

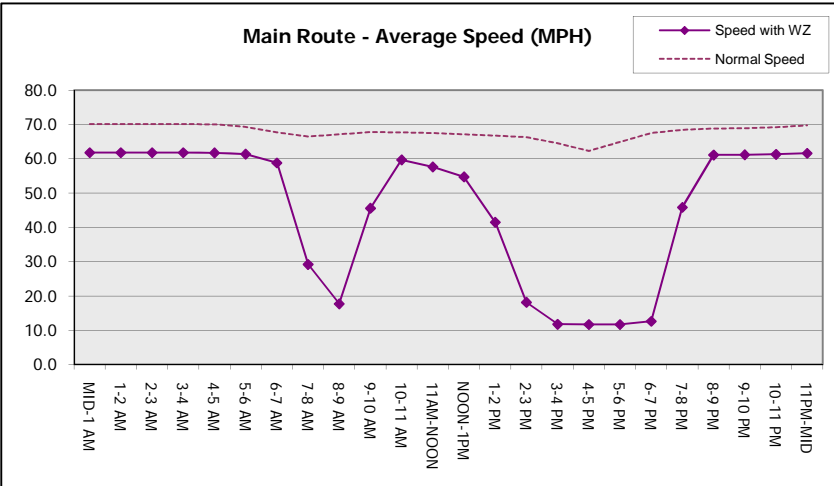
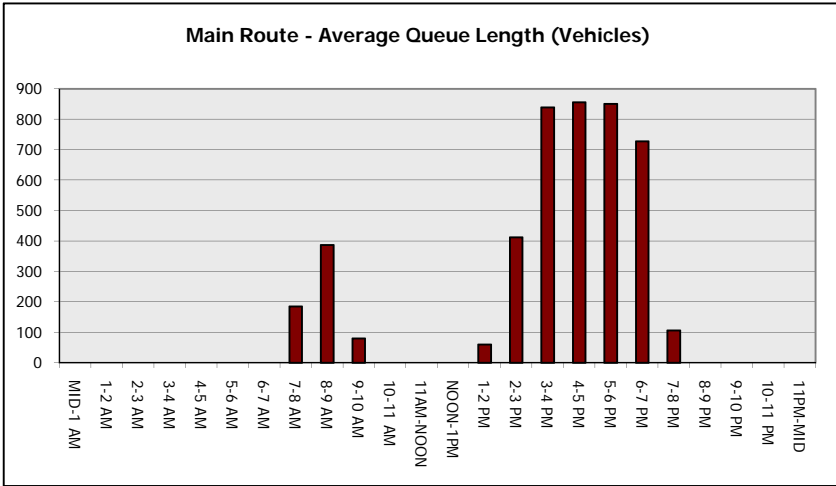
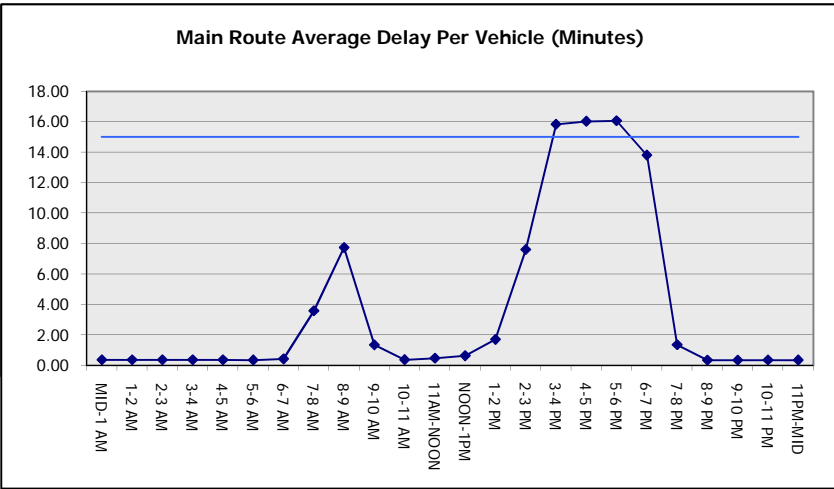
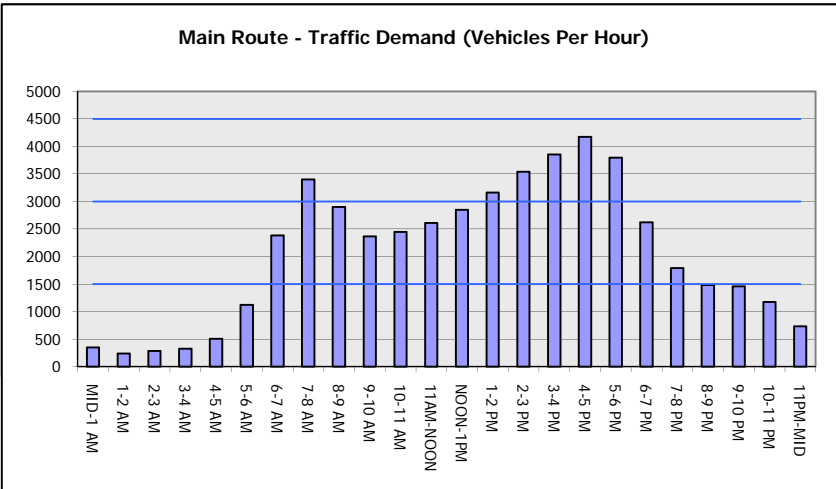
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0245
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0031
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$69,501
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	376	0.0	3000	376	0	0.36	0	70.2	61.8	49.7
1-2 AM	301	0.0	3000	301	0	0.36	0	70.2	61.8	49.7
2-3 AM	259	0.0	3000	259	0	0.36	0	70.2	61.8	49.7
3-4 AM	243	0.0	3000	243	0	0.36	0	70.2	61.8	49.7
4-5 AM	446	0.0	3000	446	0	0.36	0	70.2	61.8	49.7
5-6 AM	1203	0.0	3000	1203	0	0.35	0	69.2	61.3	49.7
6-7 AM	2269	0.0	2999	2269	0	0.39	0	67.9	59.4	47.3
7-8 AM	3696	0.0	2999	3696	0	5.67	333	65.6	22.0	37.3
8-9 AM	2718	0.0	2999	2718	0	11.31	588	67.4	13.8	37.3
9-10 AM	2601	0.0	3000	2601	0	3.94	210	67.5	27.8	39.2
10-11 AM	2819	0.0	3000	2819	0	0.62	0	67.3	55.0	40.2
11AM-NOON	2954	0.0	2999	2954	0	0.70	0	67.1	53.6	37.9
NOON-1PM	3175	0.0	2999	3175	0	1.97	75	66.8	39.1	37.3
1-2 PM	3323	0.0	3000	3323	0	6.26	320	66.6	20.6	37.3
2-3 PM	3688	0.0	3000	3312	377	14.08+	748	65.6	12.5	37.3
3-4 PM	4160	0.0	3000	3049	1111	16.05+	858	62.4	11.7	37.3
4-5 PM	4443	0.0	3000	3015	1428	16.18+	872	60.5	11.6	37.3
5-6 PM	4251	0.0	3000	2985	1266	16.10+	862	61.8	11.6	37.3
6-7 PM	3328	0.0	3000	2997	331	16.11+	848	66.6	11.7	37.3
7-8 PM	2649	0.0	2999	2649	0	13.68+	719	67.4	12.7	37.3
8-9 PM	2059	0.0	2999	2059	0	1.91	157	68.2	40.1	46.9
9-10 PM	1515	0.0	3000	1515	0	0.34	0	68.9	61.1	49.7
10-11 PM	1162	0.0	3000	1162	0	0.35	0	69.3	61.4	49.7
11PM-MID	928	0.0	3000	928	0	0.35	0	69.6	61.5	49.7

+ 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	0.0269
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0052

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,197
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

