

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	513	0.0	1500	513	0	0.53	0	70.1	58.3	43.5	
1-2 AM	293	0.0	1500	293	0	0.51	0	70.2	58.9	44.3	
2-3 AM	291	0.0	1500	291	0	0.51	0	70.2	58.8	44.2	
3-4 AM	336	0.0	1500	336	0	0.51	0	70.0	58.2	43.3	
4-5 AM	553	0.0	1500	553	0	0.54	0	69.2	53.4	36.8	
5-6 AM	1221	0.0	1499	1221	0	0.80	0	67.8	14.2	31.1	
6-7 AM	2407	0.0	1499	1826	580	10.40+	281	66.7	9.7	31.4	
7-8 AM	3254	0.0	1500	1500	1754	16.25+	400	67.3	9.7	31.4	
8-9 AM	2788	0.0	1500	1500	1288	16.28+	400	67.4	9.7	31.4	
9-10 AM	2674	0.0	1500	1500	1174	16.28+	400	67.2	9.7	31.4	
10-11 AM	2857	0.0	1499	1500	1357	16.27+	399	66.9	9.7	31.4	
11AM-NOON	3059	0.0	1500	1500	1559	16.26+	400	66.7	9.7	31.4	
NOON-1PM	3269	0.0	1499	1500	1769	16.25+	400	66.3	9.7	31.4	
1-2 PM	3549	0.0	1500	1500	2049	16.24+	400	64.3	9.7	31.4	
2-3 PM	3893	0.0	1500	1500	2393	16.15+	400	63.5	9.7	31.4	
3-4 PM	4012	0.0	1500	1500	2512	16.11+	400	62.0	9.7	31.4	
4-5 PM	4231	0.0	1500	1500	2731	16.04+	400	67.6	9.9	30.8	
5-6 PM	3618	0.0	1500	1500	2118	16.23+	400	68.8	9.8	30.8	
6-7 PM	2504	0.0	1500	1500	1004	16.29+	400	68.9	9.9	30.8	
7-8 PM	1816	0.0	1500	1552	263	16.13+	394	69.2	14.9	32.4	
8-9 PM	1539	0.0	1500	1520	19	16.26+	396	69.8	55.3	42.6	
9-10 PM	1475	0.0	1499	1468	7	16.03+	391				
10-11 PM	1222	0.0	1499	1222	0	9.79	250				
11PM-MID	737	0.0	1500	737	0	0.70	5				

+ 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

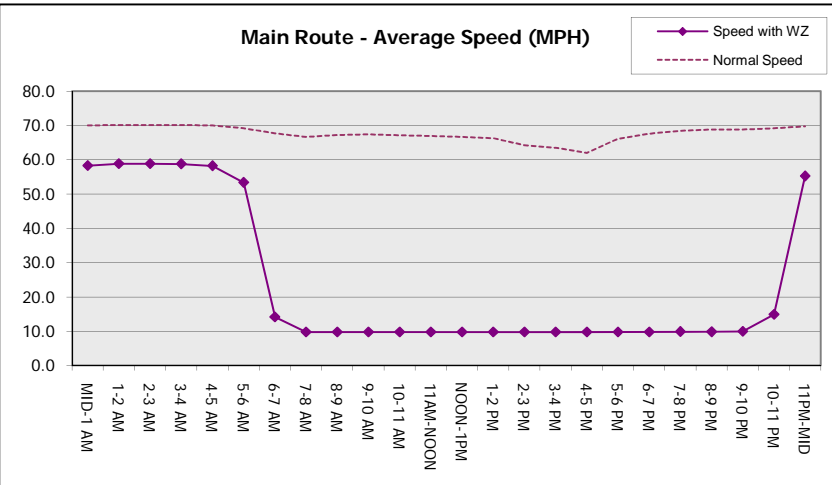
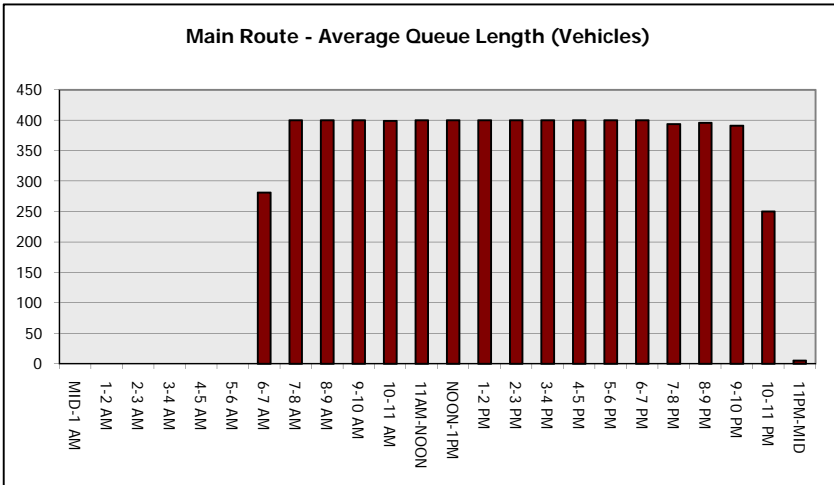
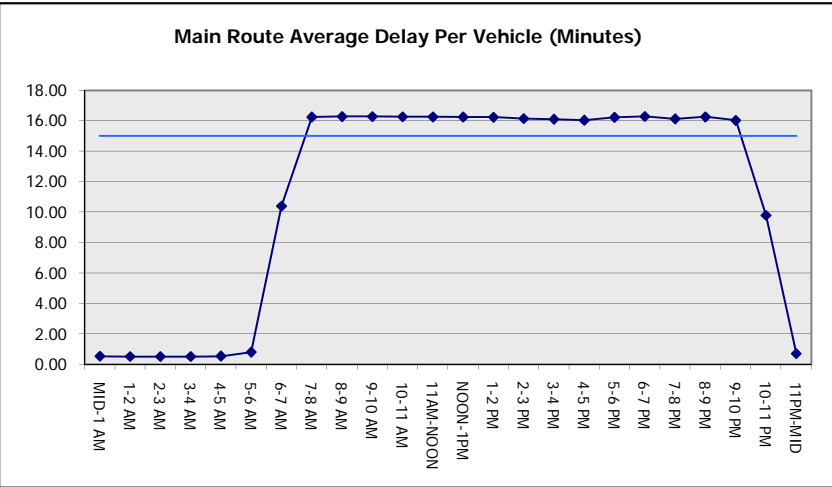
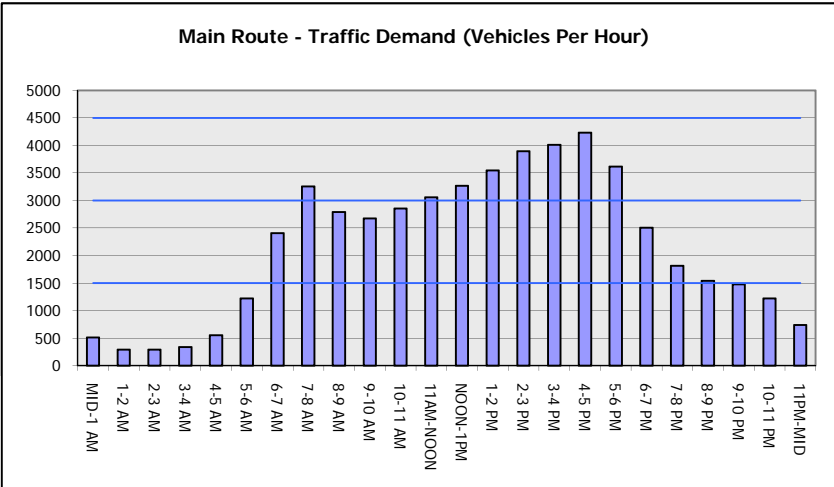
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0257
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0258
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,209
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	447	0.0	1500	447	0	0.53	0	70.2	58.5	43.7
1-2 AM	301	0.0	1500	301	0	0.51	0	70.2	58.9	44.3
2-3 AM	283	0.0	1500	283	0	0.51	0	70.2	58.9	44.3
3-4 AM	272	0.0	1500	272	0	0.51	0	70.2	58.9	44.4
4-5 AM	488	0.0	1500	488	0	0.53	0	70.1	58.4	43.5
5-6 AM	1236	0.0	1499	1236	0	0.80	0	69.2	53.3	36.7
6-7 AM	2219	0.0	1499	1927	293	8.39+	241	68.0	16.7	30.8
7-8 AM	3393	0.0	1500	1500	1893	16.28+	400	66.5	9.7	30.8
8-9 AM	2720	0.0	1500	1500	1220	16.32+	400	67.4	9.7	30.8
9-10 AM	2747	0.0	1500	1500	1247	16.31+	400	67.3	9.7	30.8
10-11 AM	3048	0.0	1500	1500	1548	16.30+	400	66.9	9.7	30.8
11AM-NOON	3278	0.0	1500	1500	1778	16.29+	400	66.6	9.7	30.8
NOON-1PM	3444	0.0	1500	1500	1944	16.28+	400	66.4	9.7	30.8
1-2 PM	3596	0.0	1500	1500	2096	16.27+	400	66.3	9.7	30.8
2-3 PM	3997	0.0	1500	1500	2497	16.15+	399	63.5	9.7	30.8
3-4 PM	4353	0.0	1500	1500	2853	16.03+	400	61.1	9.7	30.8
4-5 PM	4648	0.0	1500	1500	3148	15.93+	400	59.1	9.7	30.8
5-6 PM	4437	0.0	1500	1500	2937	16.01+	400	60.5	9.7	30.8
6-7 PM	3541	0.0	1500	1500	2041	16.27+	400	66.3	9.7	30.8
7-8 PM	2747	0.0	1500	1500	1247	16.31+	399	67.3	9.7	30.8
8-9 PM	2055	0.0	1500	1500	555	16.35+	400	68.2	9.7	30.8
9-10 PM	1692	0.0	1500	1467	225	16.23+	396	68.6	9.8	30.8
10-11 PM	1281	0.0	1499	1281	0	12.35	305	69.1	12.4	31.1
11PM-MID	1017	0.0	1500	1017	0	1.56	40	69.5	43.9	39.4

+ 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	0.0282
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0315

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,601
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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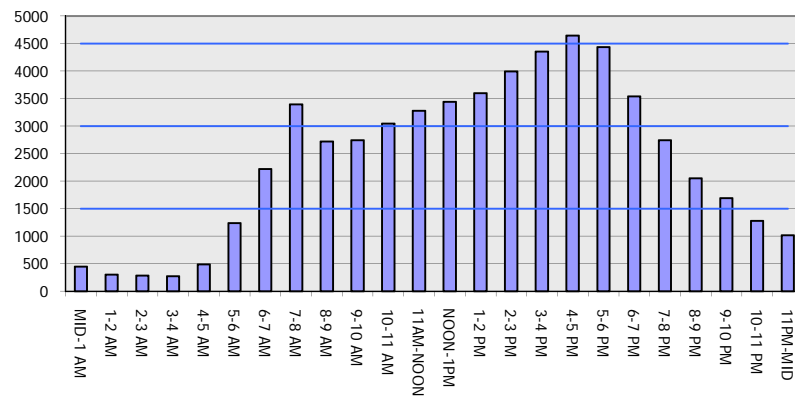
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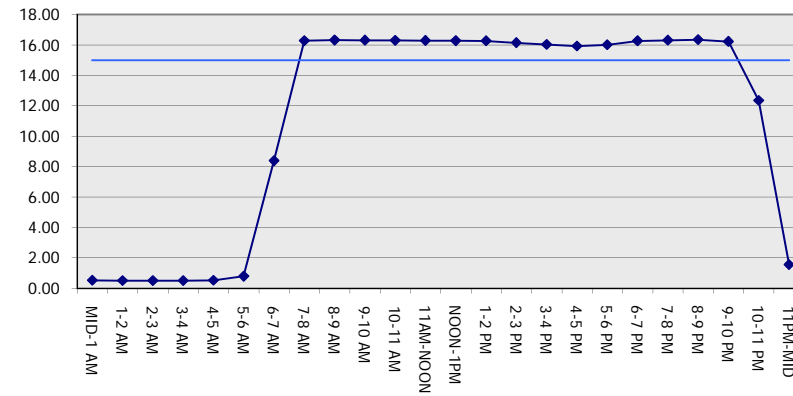
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

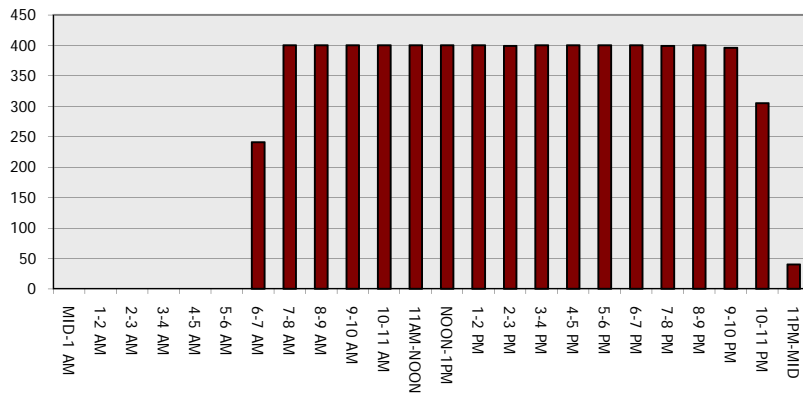
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

