

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

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	1185	0.0	1500	1185	0	0.69	0	69.2	55.1	38.9	
1-2 AM	382	0.0	1500	382	0	0.52	0	70.2	58.7	44.0	
2-3 AM	297	0.0	1500	297	0	0.51	0	70.2	58.9	44.3	
3-4 AM	242	0.0	1500	242	0	0.50	0	70.2	59.0	44.5	
4-5 AM	241	0.0	1500	241	0	0.50	0	70.2	59.0	44.5	
5-6 AM	323	0.0	1500	323	0	0.51	0	70.2	58.8	44.2	
6-7 AM	489	0.0	1500	489	0	0.53	0	70.1	58.4	43.5	
7-8 AM	828	0.0	1500	828	0	0.57	0	69.7	57.4	42.3	
8-9 AM	1422	0.0	1499	1422	0	1.27	10	69.0	46.9	33.7	
9-10 AM	2142	0.0	1500	1838	304	9.85+	268	68.1	14.8	30.8	
10-11 AM	2934	0.0	1499	1500	1434	16.31+	399	67.1	9.7	30.8	
11AM-NOON	3459	0.0	1500	1500	1959	16.28+	400	66.4	9.7	30.8	
NOON-1PM	3547	0.0	1500	1500	2047	16.27+	400	66.3	9.7	30.8	
1-2 PM	3560	0.0	1500	1500	2060	16.27+	400	66.3	9.7	30.8	
2-3 PM	3515	0.0	1500	1500	2015	16.27+	400	66.4	9.7	30.8	
3-4 PM	3561	0.0	1500	1500	2061	16.27+	400	66.3	9.7	30.8	
4-5 PM	3392	0.0	1500	1500	1892	16.28+	400	66.5	9.7	30.8	
5-6 PM	3059	0.0	1500	1500	1559	16.30+	400	66.9	9.7	30.8	
6-7 PM	2575	0.0	1500	1500	1075	16.32+	400	67.6	9.7	30.8	
7-8 PM	2035	0.0	1500	1500	535	16.35+	400	68.2	9.7	30.8	
8-9 PM	1480	0.0	1500	1441	39	15.47+	377	68.9	10.2	30.8	
9-10 PM	1061	0.0	1499	1061	0	3.78	139	69.4	28.8	36.9	
10-11 PM	716	0.0	1500	716	0	0.56	0	69.9	57.8	42.7	
11PM-MID	413	0.0	1500	413	0	0.52	0	70.2	58.6	43.8	

+ 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	0.0211
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0194
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,474
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

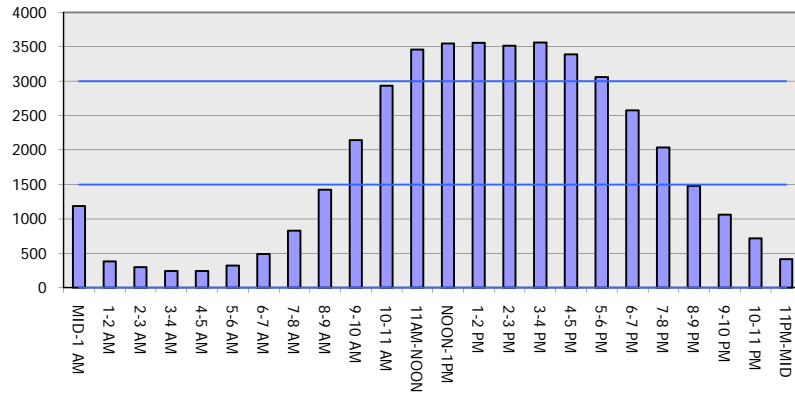
AUGUST

Analyzed for 2009
Construction Season

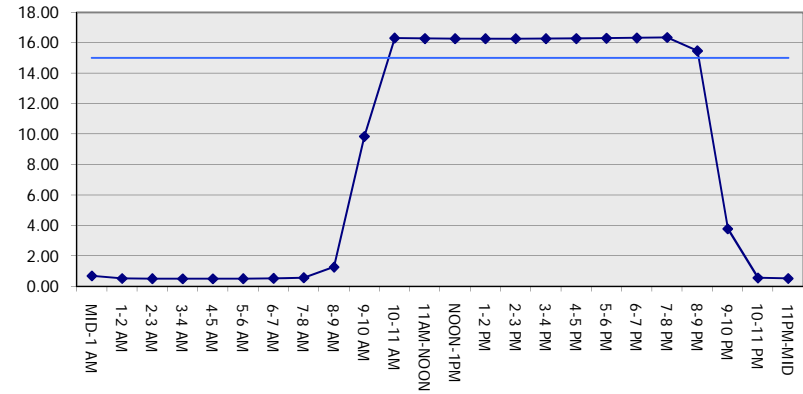
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

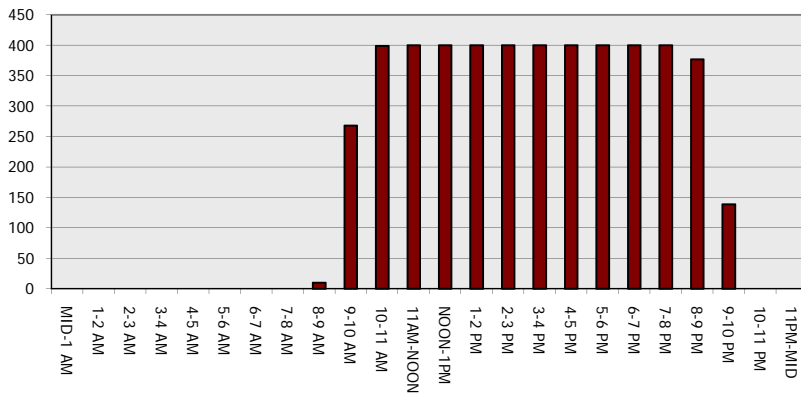
Main Route - Traffic Demand (Vehicles Per Hour)



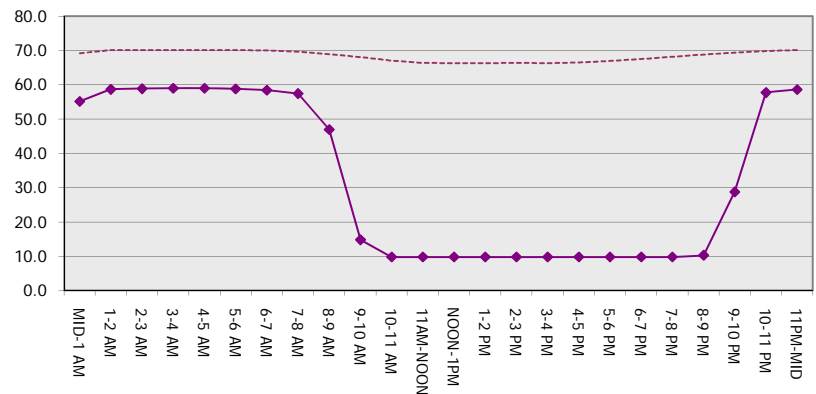
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	477	0.0	1500	477	0	0.53	0	70.1	58.4	43.6
1-2 AM	302	0.0	1500	302	0	0.51	0	70.2	58.9	44.3
2-3 AM	232	0.0	1500	232	0	0.50	0	70.2	59.0	44.5
3-4 AM	145	0.0	1500	145	0	0.49	0	70.2	59.2	44.9
4-5 AM	142	0.0	1500	142	0	0.49	0	70.2	58.8	44.2
5-6 AM	318	0.0	1500	318	0	0.51	0	70.2	58.7	44.0
6-7 AM	373	0.0	1500	373	0	0.52	0	70.1	57.4	42.3
7-8 AM	509	0.0	1500	509	0	0.53	0	69.7	52.7	35.7
8-9 AM	831	0.0	1500	831	0	0.57	0	68.2	18.1	30.8
9-10 AM	1310	0.0	1499	1310	0	0.84	0	67.5	10.0	32.4
10-11 AM	2031	0.0	1499	2028	3	7.53+	225	67.3	9.7	30.8
11AM-NOON	2579	0.0	1500	1390	1189	15.89+	391	67.1	9.7	30.8
NOON-1PM	2784	0.0	1500	1500	1284	16.31+	400	67.2	9.7	30.8
1-2 PM	2905	0.0	1500	1500	1405	16.31+	400	67.1	9.7	30.8
2-3 PM	2917	0.0	1500	1500	1417	16.31+	400	67.1	9.7	30.8
3-4 PM	2871	0.0	1500	1500	1371	16.31+	400	67.1	9.7	30.8
4-5 PM	2921	0.0	1500	1500	1421	16.31+	400	67.3	9.7	30.8
5-6 PM	2743	0.0	1500	1500	1243	16.31+	400	67.8	9.7	30.8
6-7 PM	2393	0.0	1500	1500	893	16.33+	400	68.3	9.7	30.8
7-8 PM	1948	0.0	1500	1500	448	16.35+	400	68.6	9.7	30.8
8-9 PM	1695	0.0	1500	1492	203	16.33+	399	69.0	10.6	30.8
9-10 PM	1378	0.0	1499	1364	15	14.81+	362	69.7	40.4	40.9
10-11 PM	862	0.0	1499	862	0	1.93	69	70.0	58.2	43.2
11PM-MID	568	0.0	1500	568	0	0.54	0			

+ 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	0.0174
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0124

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$129,057
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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AUGUST

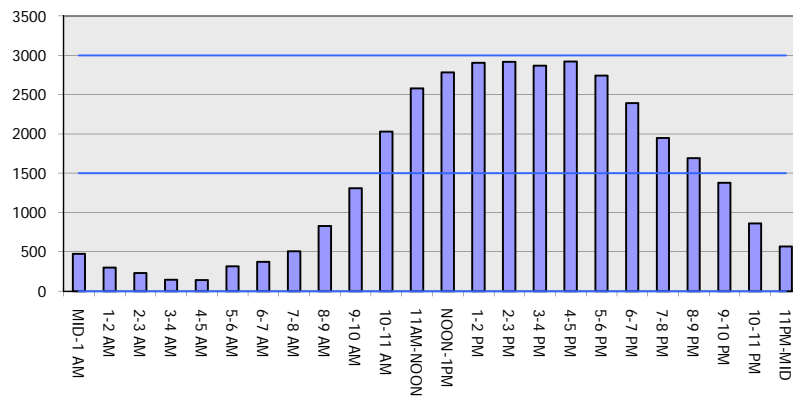
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

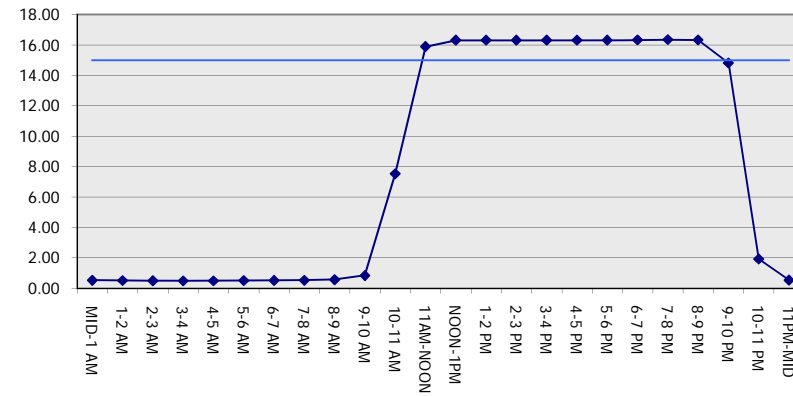
SUNDAY

NORTHBOUND DIRECTION

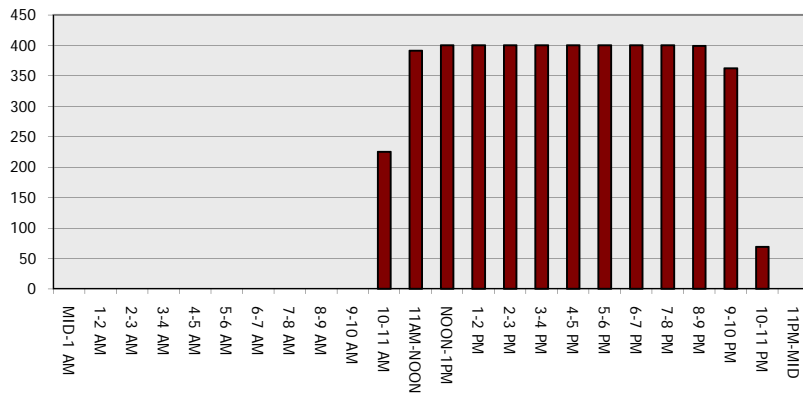
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

