

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	335	0.0	3000	335	0	0.36	0	70.2	61.8	49.7
1-2 AM	234	0.0	3000	234	0	0.36	0	70.2	61.8	49.7
2-3 AM	289	0.0	3000	289	0	0.36	0	70.2	61.8	49.7
3-4 AM	305	0.0	3000	305	0	0.36	0	70.2	61.8	49.7
4-5 AM	515	0.0	3000	515	0	0.36	0	70.1	61.7	49.7
5-6 AM	1240	0.0	3000	1240	0	0.35	0	69.2	61.3	49.7
6-7 AM	2466	0.0	2999	2466	0	0.45	0	67.7	58.2	45.4
7-8 AM	3653	0.0	2999	3653	0	5.35	311	65.9	22.8	37.3
8-9 AM	2943	0.0	2999	2943	0	12.75	662	67.1	13.0	37.3
9-10 AM	2448	0.0	2999	2448	0	5.75	329	67.7	22.0	39.9
10-11 AM	2669	0.0	3000	2669	0	0.56	2	67.4	56.1	43.0
11AM-NOON	2874	0.0	2999	2874	0	0.65	0	67.2	54.5	39.3
NOON-1PM	3207	0.0	2999	3207	0	2.07	84	66.8	38.3	37.3
1-2 PM	3489	0.0	3000	3489	0	8.10	433	66.4	17.3	37.3
2-3 PM	3770	0.0	2999	3151	619	15.75+	833	65.1	11.8	37.3
3-4 PM	4128	0.0	3000	3011	1117	16.01+	855	62.7	11.7	37.3
4-5 PM	4472	0.0	3000	3017	1455	16.20+	873	60.3	11.6	37.3
5-6 PM	4086	0.0	3000	2989	1097	16.08+	858	63.0	11.7	37.3
6-7 PM	2812	0.0	2999	2761	52	15.04+	790	67.3	12.1	37.3
7-8 PM	1971	0.0	2999	1971	0	2.37	213	68.3	36.6	46.9
8-9 PM	1707	0.0	3000	1707	0	0.34	0	68.6	61.0	49.7
9-10 PM	1537	0.0	3000	1537	0	0.34	0	68.8	61.1	49.7
10-11 PM	1204	0.0	3000	1204	0	0.35	0	69.2	61.3	49.7
11PM-MID	772	0.0	3000	772	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	0.0262
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0050
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$96,690
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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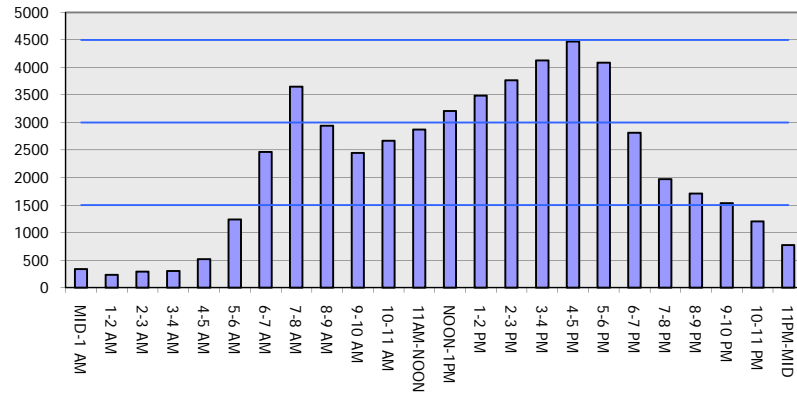
OCTOBER

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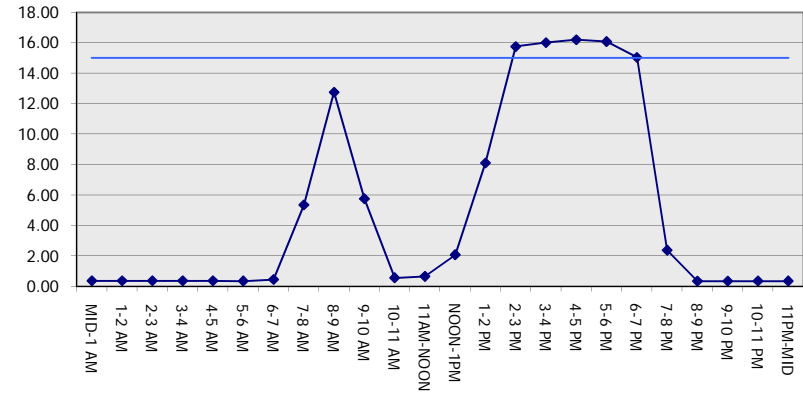
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

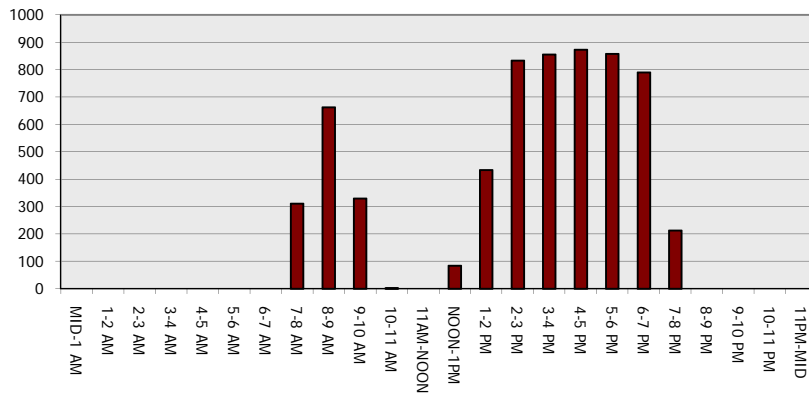
Main Route - Traffic Demand (Vehicles Per Hour)



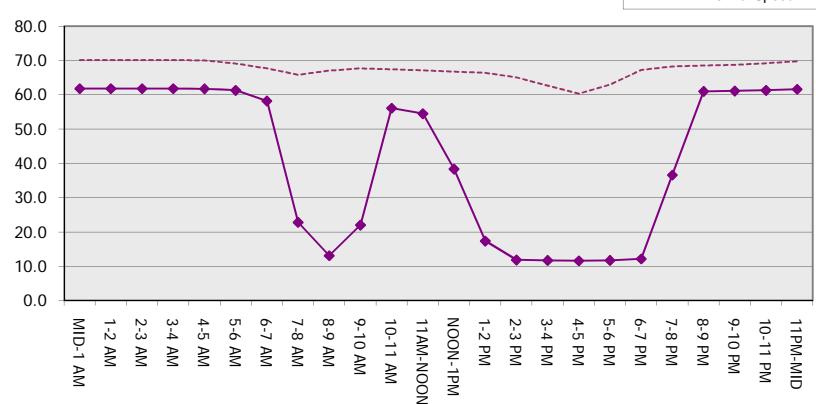
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	371	0.0	3000	371	0	0.36	0	70.2	61.8	49.7
1-2 AM	291	0.0	3000	291	0	0.36	0	70.2	61.8	49.7
2-3 AM	260	0.0	3000	260	0	0.36	0	70.2	61.8	49.7
3-4 AM	259	0.0	3000	259	0	0.36	0	70.2	61.8	49.7
4-5 AM	458	0.0	3000	458	0	0.36	0	70.2	61.8	49.7
5-6 AM	1152	0.0	3000	1152	0	0.35	0	69.3	61.4	49.7
6-7 AM	2206	0.0	2999	2206	0	0.38	0	68.0	59.7	47.9
7-8 AM	3765	0.0	2999	3765	0	6.09	364	65.1	21.2	37.3
8-9 AM	2763	0.0	2999	2763	0	13.00+	679	67.3	12.9	37.3
9-10 AM	2712	0.0	3000	2712	0	7.36	375	67.4	18.4	37.3
10-11 AM	3013	0.0	3000	3013	0	4.81	225	67.0	24.5	37.3
11AM-NOON	3376	0.0	3000	3376	0	8.17	427	66.5	17.1	37.3
NOON-1PM	3435	0.0	2999	3202	233	14.95+	788	66.4	12.1	37.3
1-2 PM	3672	0.0	3000	3006	666	16.10+	850	65.8	11.7	37.3
2-3 PM	4006	0.0	3000	3014	991	16.02+	853	63.5	11.7	37.3
3-4 PM	4665	0.0	3000	3027	1639	16.24+	880	59.0	11.6	37.3
4-5 PM	4930	0.0	3000	3000	1930	16.19+	884	57.2	11.5	37.3
5-6 PM	4731	0.0	3000	3003	1728	16.24+	882	58.6	11.6	37.3
6-7 PM	3555	0.0	3000	2991	564	16.12+	849	66.3	11.7	37.3
7-8 PM	2453	0.0	2999	2453	0	12.15+	655	67.7	13.6	38.6
8-9 PM	1719	0.0	3000	1719	0	0.79	45	68.6	53.1	49.7
9-10 PM	1492	0.0	3000	1492	0	0.34	0	68.9	61.1	49.7
10-11 PM	1057	0.0	3000	1057	0	0.35	0	69.4	61.4	49.7
11PM-MID	778	0.0	3000	778	0	0.35	0	69.7	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	0.0282
MAIN ROUTE WITH WORKS	0.0211
'DIVERSION'	0.0089

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$141,271
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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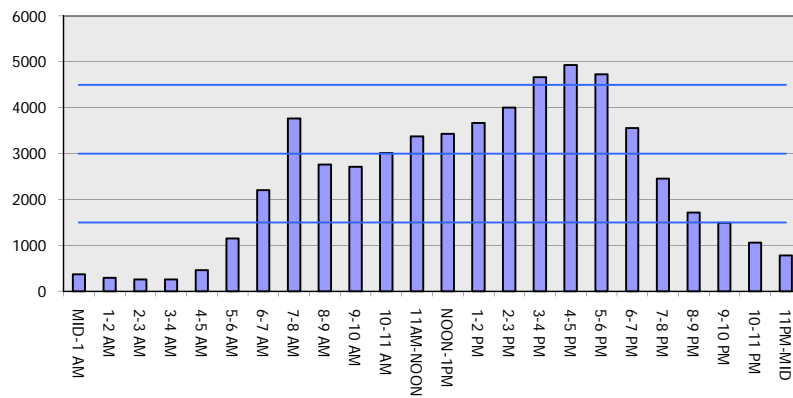
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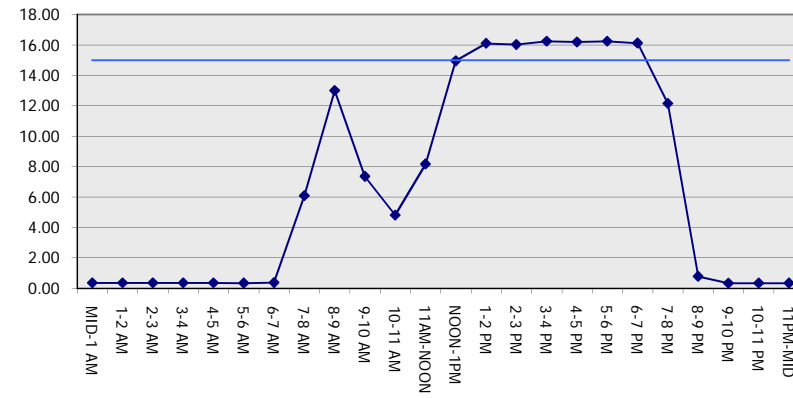
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

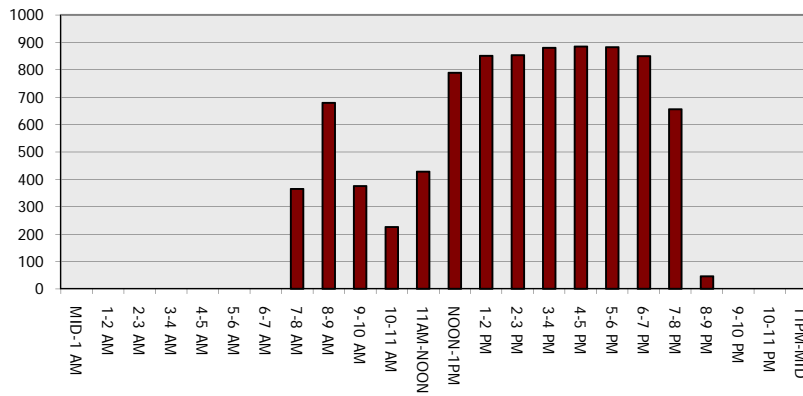
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

