

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1500	335	0	0.51	0	70.2	58.8	44.2	
1-2 AM	234	0.0	1500	234	0	0.50	0	70.2	59.0	44.5	
2-3 AM	289	0.0	1500	289	0	0.51	0	70.2	58.9	44.3	
3-4 AM	305	0.0	1500	305	0	0.51	0	70.2	58.9	44.3	
4-5 AM	515	0.0	1500	515	0	0.53	0	70.1	58.3	43.5	
5-6 AM	1240	0.0	1499	1240	0	0.81	0	69.2	53.1	36.4	
6-7 AM	2466	0.0	1499	1832	634	10.50+	282	67.7	14.0	30.9	
7-8 AM	3653	0.0	1500	1500	2153	16.24+	400	65.9	9.7	31.0	
8-9 AM	2943	0.0	1500	1500	1443	16.29+	400	67.1	9.7	31.0	
9-10 AM	2448	0.0	1500	1500	948	16.31+	400	67.7	9.7	31.0	
10-11 AM	2669	0.0	1500	1500	1169	16.30+	400	67.4	9.7	31.0	
11AM-NOON	2874	0.0	1500	1500	1374	16.29+	400	67.2	9.7	31.0	
NOON-1PM	3207	0.0	1500	1500	1707	16.28+	400	66.8	9.7	31.0	
1-2 PM	3489	0.0	1500	1500	1989	16.26+	400	66.4	9.7	31.0	
2-3 PM	3770	0.0	1500	1500	2270	16.21+	400	65.1	9.7	31.0	
3-4 PM	4128	0.0	1500	1500	2628	16.09+	400	62.7	9.7	31.0	
4-5 PM	4472	0.0	1500	1500	2972	15.98+	400	60.3	9.7	31.0	
5-6 PM	4086	0.0	1500	1500	2586	16.11+	400	63.0	9.7	31.0	
6-7 PM	2812	0.0	1500	1500	1312	16.30+	400	67.3	9.7	31.0	
7-8 PM	1971	0.0	1500	1561	411	16.08+	393	68.3	9.9	30.9	
8-9 PM	1707	0.0	1499	1500	207	16.37+	399	68.6	9.7	30.8	
9-10 PM	1537	0.0	1500	1487	50	16.11+	393	68.8	9.9	30.8	
10-11 PM	1204	0.0	1499	1204	0	9.90	255	69.2	14.8	32.6	
11PM-MID	772	0.0	1500	772	0	0.71	5	69.8	55.1	42.5	

+ 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	0.0262
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0273
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$175,786
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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

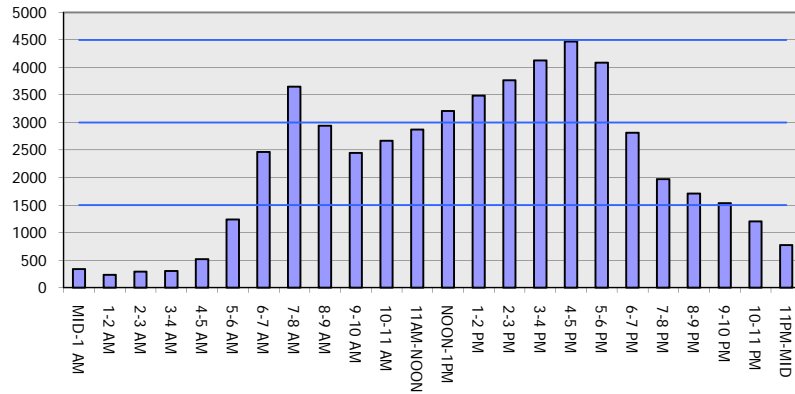
OCTOBER

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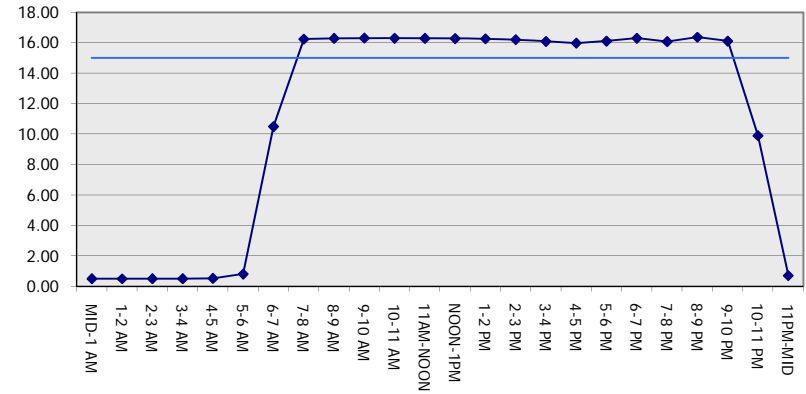
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

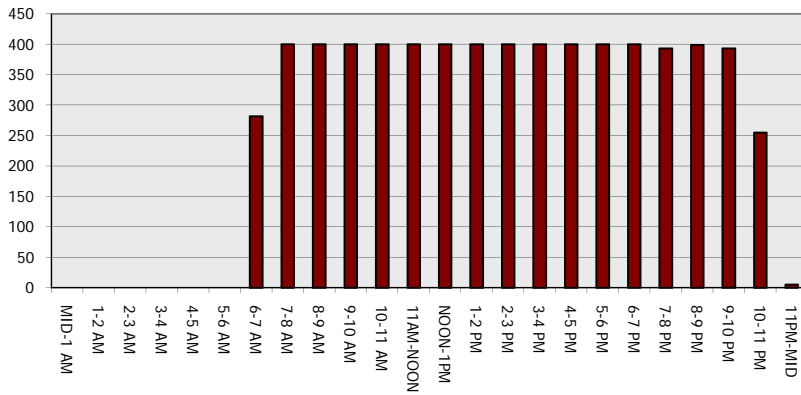
Main Route - Traffic Demand (Vehicles Per Hour)



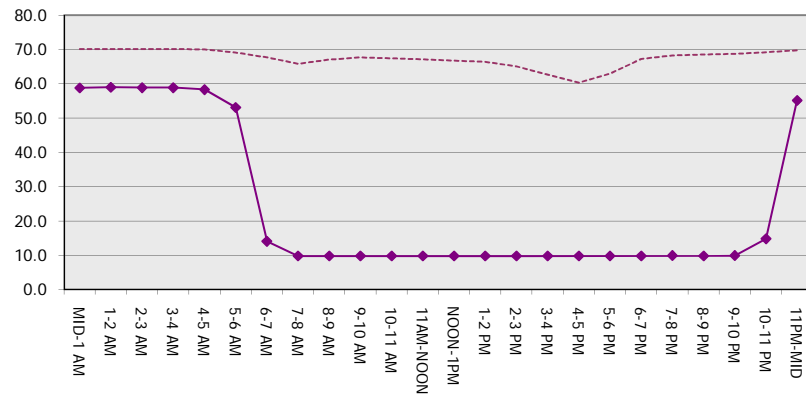
Main Route Average Delay Per Vehicle (Minutes)



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	1500	371	0	0.52	0	70.2	58.7	44.0
1-2 AM	291	0.0	1500	291	0	0.51	0	70.2	58.9	44.3
2-3 AM	260	0.0	1500	260	0	0.50	0	70.2	58.9	44.5
3-4 AM	259	0.0	1500	259	0	0.50	0	70.2	58.9	44.5
4-5 AM	458	0.0	1500	458	0	0.53	0	70.2	58.5	43.7
5-6 AM	1152	0.0	1499	1152	0	0.74	0	69.3	54.3	37.8
6-7 AM	2206	0.0	1499	1979	227	7.66+	229	68.0	17.9	30.8
7-8 AM	3765	0.0	1500	1500	2265	16.21+	400	65.1	9.7	31.0
8-9 AM	2763	0.0	1500	1500	1263	16.30+	400	67.3	9.7	31.0
9-10 AM	2712	0.0	1500	1500	1212	16.30+	400	67.4	9.7	31.0
10-11 AM	3013	0.0	1500	1500	1513	16.29+	400	67.0	9.7	31.0
11AM-NOON	3376	0.0	1500	1500	1876	16.27+	400	66.5	9.7	31.0
NOON-1PM	3435	0.0	1500	1500	1935	16.26+	400	66.4	9.7	31.0
1-2 PM	3672	0.0	1500	1500	2172	16.23+	400	65.8	9.7	31.0
2-3 PM	4006	0.0	1500	1500	2506	16.13+	400	63.5	9.7	31.0
3-4 PM	4665	0.0	1500	1500	3165	15.91+	400	59.0	9.7	31.0
4-5 PM	4930	0.0	1500	1500	3430	15.81+	400	57.2	9.7	31.0
5-6 PM	4731	0.0	1500	1500	3231	15.88+	400	58.6	9.7	31.0
6-7 PM	3555	0.0	1500	1500	2055	16.26+	400	66.3	9.7	31.0
7-8 PM	2453	0.0	1500	1472	982	16.21+	397	67.7	9.8	31.0
8-9 PM	1719	0.0	1499	1454	265	16.18+	395	68.6	9.8	30.8
9-10 PM	1492	0.0	1499	1455	37	16.03+	391	68.9	9.9	30.8
10-11 PM	1057	0.0	1499	1057	0	4.60	167	69.4	25.6	36.5
11PM-MID	778	0.0	1500	778	0	0.56	0	69.7	57.6	42.5

+ 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	0.0282
MAIN ROUTE WITH WORKS	0.0124
'DIVERSION'	0.0322

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$187,724
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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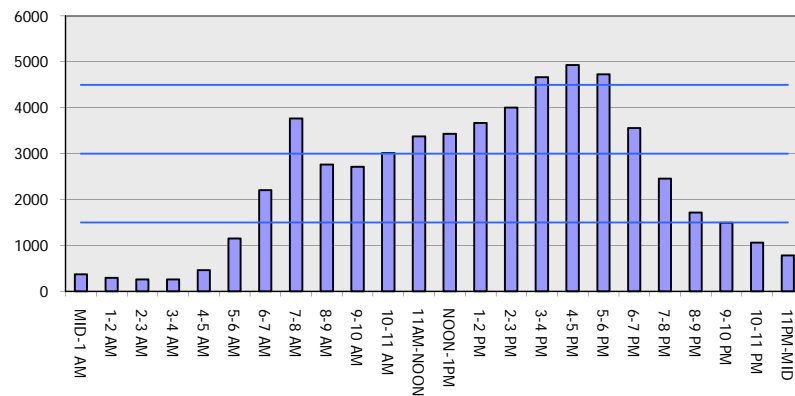
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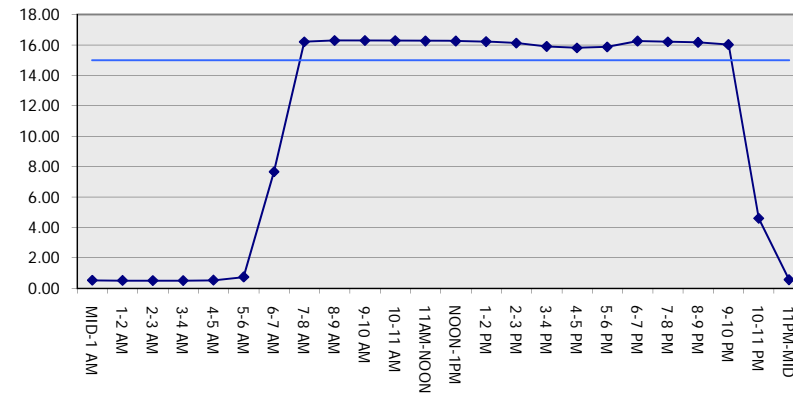
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FRIDAY NORTHBOUND DIRECTION

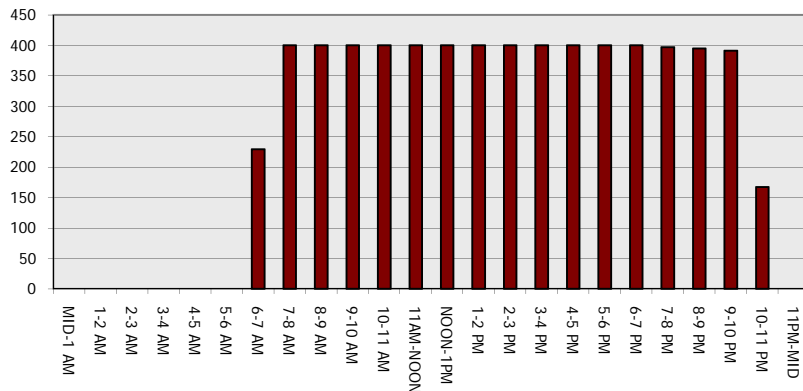
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

