

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

MON-THUR 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	295	0.0	3000	295	0	0.36	0	70.2	61.8	49.7
1-2 AM	204	0.0	3000	204	0	0.36	0	70.2	61.8	49.7
2-3 AM	215	0.0	3000	215	0	0.36	0	70.2	61.8	49.7
3-4 AM	286	0.0	3000	286	0	0.36	0	70.2	61.8	49.7
4-5 AM	557	0.0	3000	557	0	0.36	0	70.0	61.7	49.7
5-6 AM	1358	0.0	3000	1358	0	0.34	0	69.1	61.2	49.7
6-7 AM	2747	0.0	2999	2747	0	0.68	10	67.3	54.0	43.2
7-8 AM	4058	0.0	3000	3899	159	8.99+	538	63.2	16.6	37.3
8-9 AM	2983	0.0	2999	2744	239	14.89+	782	67.0	12.1	37.3
9-10 AM	2424	0.0	2999	2424	0	7.42	417	67.8	18.6	39.7
10-11 AM	2336	0.0	3000	2336	0	0.46	8	67.8	58.1	49.5
11AM-NOON	2448	0.0	3000	2448	0	0.37	0	67.7	59.7	48.1
NOON-1PM	2489	0.0	3000	2489	0	0.39	0	67.6	59.1	47.1
1-2 PM	2707	0.0	2999	2707	0	0.54	0	67.4	56.4	42.4
2-3 PM	3111	0.0	2999	3111	0	1.30	34	66.9	45.6	37.3
3-4 PM	3366	0.0	3000	3366	0	5.21	267	66.6	23.2	37.3
4-5 PM	3951	0.0	3000	3418	533	14.67+	785	63.8	12.2	37.3
5-6 PM	3595	0.0	2999	2987	608	16.12+	850	66.3	11.7	37.3
6-7 PM	2203	0.0	2999	2203	0	9.11+	547	68.0	16.6	42.6
7-8 PM	1560	0.0	3000	1560	0	0.38	2	68.8	60.3	49.7
8-9 PM	1456	0.0	3000	1456	0	0.34	0	68.9	61.2	49.7
9-10 PM	1235	0.0	3000	1235	0	0.35	0	69.2	61.3	49.7
10-11 PM	881	0.0	3000	881	0	0.35	0	69.6	61.5	49.7
11PM-MID	513	0.0	3000	513	0	0.36	0	70.1	61.7	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	0.0232
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0018
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,793
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OCTOBER

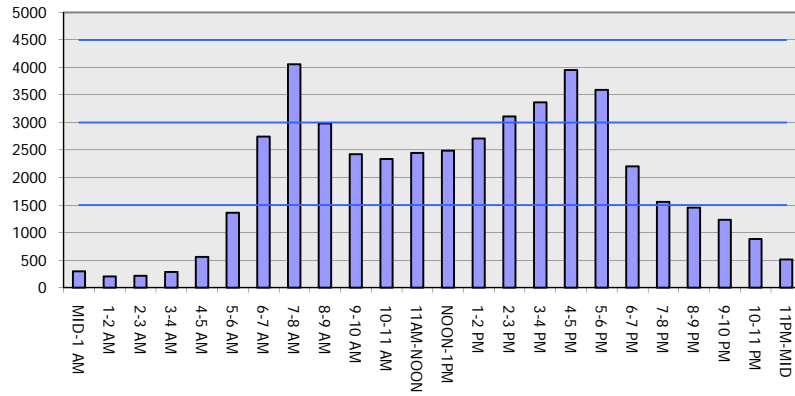
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

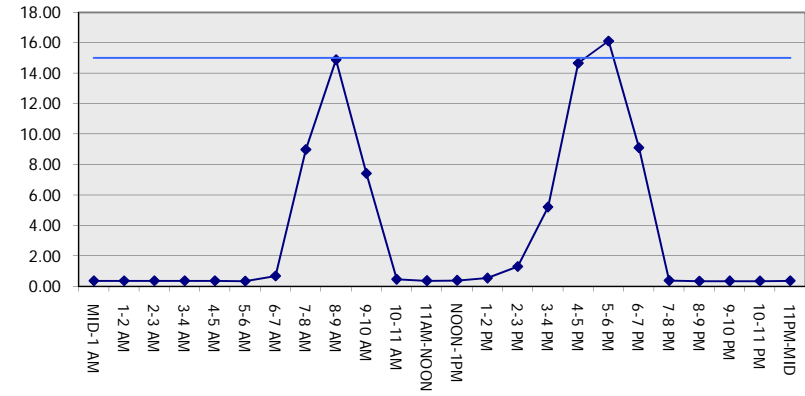
MON-THUR

SOUTHBOUND DIRECTION

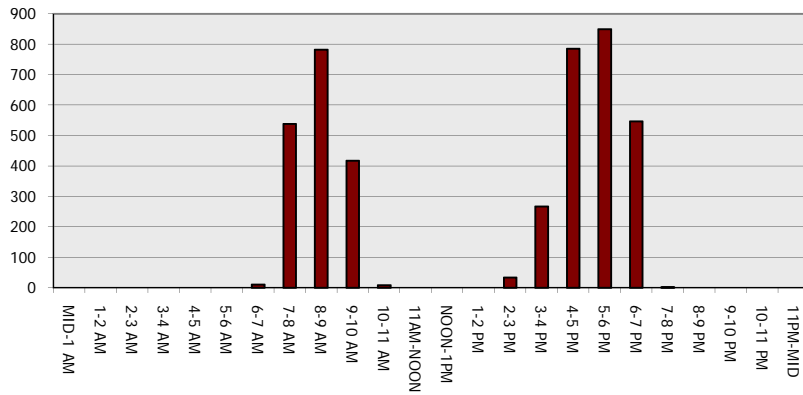
Main Route - Traffic Demand (Vehicles Per Hour)



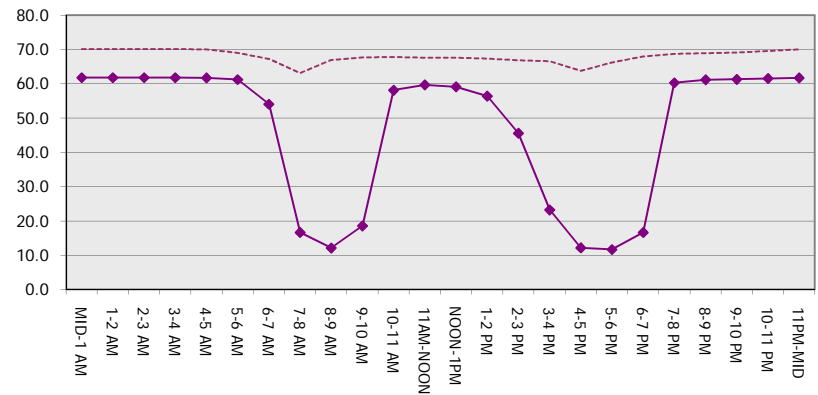
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	295	0.0	3000	295	0	0.36	0	70.2	61.8	49.7
1-2 AM	215	0.0	3000	215	0	0.36	0	70.2	61.8	49.7
2-3 AM	189	0.0	3000	189	0	0.36	0	70.2	61.8	49.7
3-4 AM	223	0.0	3000	223	0	0.36	0	70.2	61.8	49.7
4-5 AM	434	0.0	3000	434	0	0.36	0	70.2	61.8	49.7
5-6 AM	1285	0.0	3000	1285	0	0.35	0	69.1	61.2	49.7
6-7 AM	2385	0.0	2999	2385	0	0.44	0	67.8	58.4	45.7
7-8 AM	4095	0.0	2999	3977	118	8.41+	515	62.9	17.4	37.3
8-9 AM	2812	0.0	2999	2557	256	13.66+	718	67.3	12.7	37.3
9-10 AM	2513	0.0	2999	2513	0	5.40	300	67.6	22.9	39.4
10-11 AM	2492	0.0	3000	2492	0	0.43	2	67.6	58.4	46.9
11AM-NOON	2632	0.0	3000	2632	0	0.49	0	67.4	57.3	43.8
NOON-1PM	2619	0.0	3000	2619	0	0.48	0	67.5	57.5	44.1
1-2 PM	2688	0.0	2999	2688	0	0.52	0	67.4	56.6	42.7
2-3 PM	3101	0.0	2999	3101	0	1.18	30	66.9	46.9	37.6
3-4 PM	3821	0.0	3000	3821	0	8.49+	494	64.8	17.1	37.3
4-5 PM	4279	0.0	2999	2922	1357	16.19+	868	61.6	11.6	37.3
5-6 PM	3870	0.0	3000	2992	878	16.06+	852	64.4	11.7	37.3
6-7 PM	2457	0.0	2999	2457	0	12.17+	658	67.7	13.7	39.0
7-8 PM	1529	0.0	3000	1529	0	0.71	37	68.8	54.5	49.7
8-9 PM	1328	0.0	3000	1328	0	0.35	0	69.1	61.2	49.7
9-10 PM	1071	0.0	3000	1071	0	0.35	0	69.4	61.4	49.7
10-11 PM	760	0.0	3000	760	0	0.35	0	69.8	61.6	49.7
11PM-MID	554	0.0	3000	554	0	0.36	0	70.0	61.7	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	0.0235
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0030

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,872
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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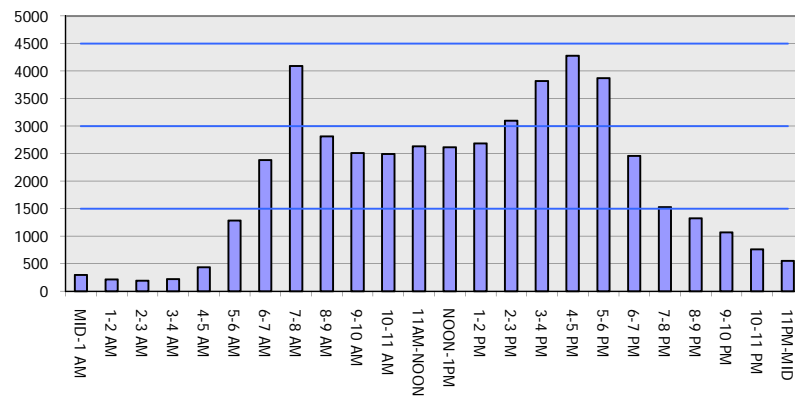
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

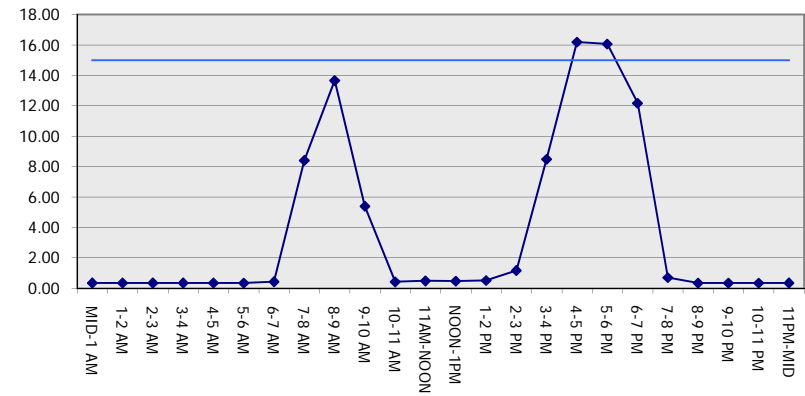
MON-THUR

NORTHBOUND DIRECTION

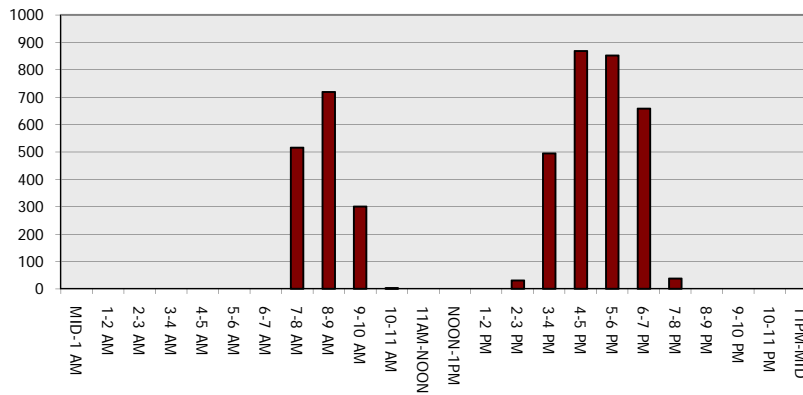
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

