

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

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	1500	295	0	0.51	0	70.2	58.9	44.3	
1-2 AM	204	0.0	1500	204	0	0.50	0	70.2	59.1	44.6	
2-3 AM	215	0.0	1500	215	0	0.50	0	70.2	59.1	44.6	
3-4 AM	286	0.0	1500	286	0	0.51	0	70.2	58.9	44.3	
4-5 AM	557	0.0	1500	557	0	0.54	0	70.0	58.2	43.3	
5-6 AM	1358	0.0	1499	1358	0	1.28	16	69.1	46.8	36.1	
6-7 AM	2747	0.0	1500	1954	792	13.48+	346	67.3	11.4	32.2	
7-8 AM	4058	0.0	1500	1500	2558	15.97+	400	63.2	9.8	33.5	
8-9 AM	2983	0.0	1500	1456	1528	16.01+	396	67.0	9.9	33.5	
9-10 AM	2424	0.0	1499	1500	924	16.33+	399	67.8	9.7	30.8	
10-11 AM	2336	0.0	1500	1500	836	16.33+	400	67.8	9.7	30.8	
11AM-NOON	2448	0.0	1500	1500	948	16.33+	400	67.7	9.7	30.8	
NOON-1PM	2489	0.0	1500	1500	989	16.33+	400	67.6	9.7	30.8	
1-2 PM	2707	0.0	1500	1500	1207	16.32+	400	67.4	9.7	30.8	
2-3 PM	3111	0.0	1500	1500	1611	16.29+	400	66.9	9.7	30.8	
3-4 PM	3366	0.0	1500	1500	1866	16.28+	400	66.6	9.7	30.8	
4-5 PM	3951	0.0	1500	1500	2451	16.16+	400	63.8	9.7	30.8	
5-6 PM	3595	0.0	1500	1500	2095	16.27+	400	66.3	9.7	30.8	
6-7 PM	2203	0.0	1500	1431	772	16.08+	393	68.0	9.9	30.8	
7-8 PM	1560	0.0	1499	1480	80	16.28+	397	68.8	9.8	30.8	
8-9 PM	1456	0.0	1500	1456	0	15.37+	373	68.9	10.3	30.8	
9-10 PM	1235	0.0	1499	1235	0	8.97	227	69.2	16.0	32.2	
10-11 PM	881	0.0	1500	881	0	0.72	5	69.6	54.8	42.0	
11PM-MID	513	0.0	1500	513	0	0.53	0	70.1	58.3	43.5	

+ 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	0.0232
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0213
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$146,570
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

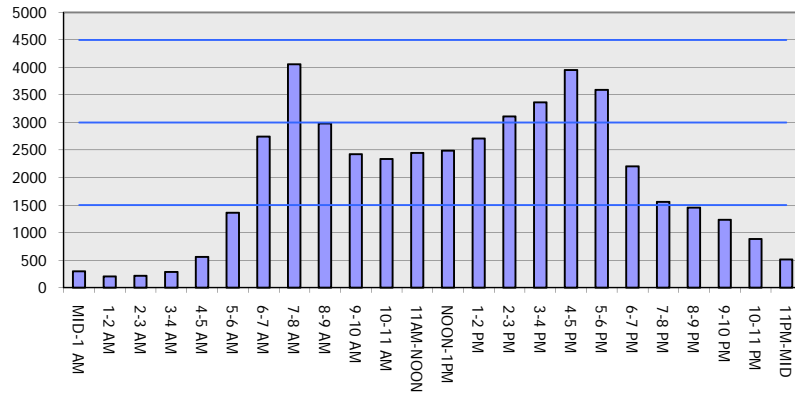
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

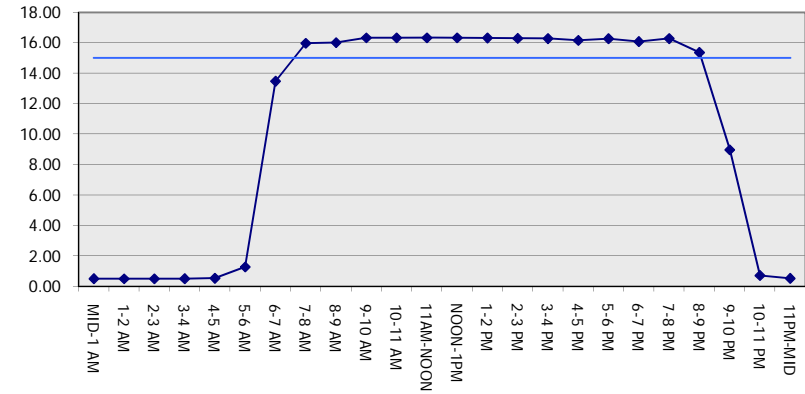
MON-THUR

SOUTHBOUND DIRECTION

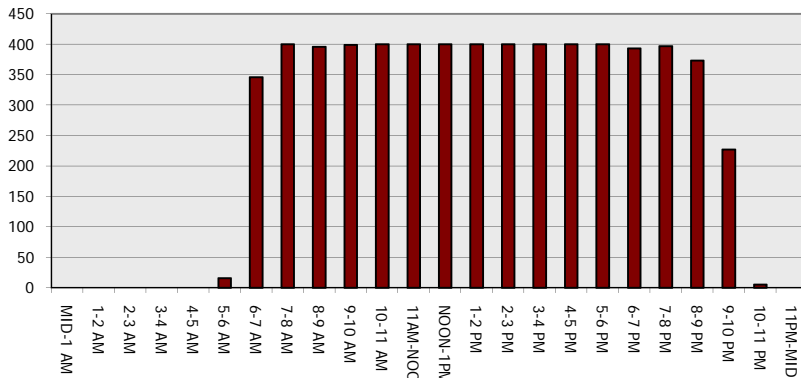
Main Route - Traffic Demand (Vehicles Per Hour)



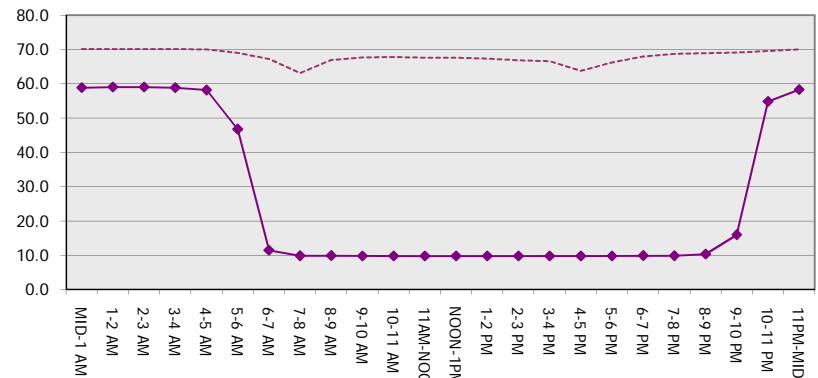
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

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	1500	295	0	0.51	0	70.2	58.9	44.3
1-2 AM	215	0.0	1500	215	0	0.50	0	70.2	59.1	44.6
2-3 AM	189	0.0	1500	189	0	0.50	0	70.2	59.1	44.7
3-4 AM	223	0.0	1500	223	0	0.50	0	70.2	59.1	44.6
4-5 AM	434	0.0	1500	434	0	0.53	0	70.2	58.6	43.8
5-6 AM	1285	0.0	1499	1285	0	0.94	3	69.1	51.3	36.1
6-7 AM	2385	0.0	1500	1773	612	9.75+	273	67.8	14.9	32.4
7-8 AM	4095	0.0	1499	1500	2595	15.94+	399	62.9	9.8	34.0
8-9 AM	2812	0.0	1500	1513	1300	16.11+	398	67.3	9.9	33.5
9-10 AM	2513	0.0	1499	1506	1006	16.18+	399	67.6	9.8	32.9
10-11 AM	2492	0.0	1499	1500	992	16.22+	399	67.6	9.8	32.7
11AM-NOON	2632	0.0	1500	1500	1132	16.21+	400	67.4	9.8	32.7
NOON-1PM	2619	0.0	1500	1500	1119	16.21+	400	67.5	9.8	32.7
1-2 PM	2688	0.0	1499	1500	1188	16.21+	400	67.4	9.8	32.7
2-3 PM	3101	0.0	1499	1500	1601	16.18+	400	66.9	9.8	32.7
3-4 PM	3821	0.0	1499	1500	2321	16.09+	400	64.8	9.8	32.7
4-5 PM	4279	0.0	1500	1500	2779	15.95+	400	61.6	9.8	32.7
5-6 PM	3870	0.0	1500	1500	2370	16.08+	400	64.4	9.8	32.7
6-7 PM	2457	0.0	1499	1552	905	16.06+	394	67.7	9.9	31.7
7-8 PM	1529	0.0	1500	1487	42	15.65+	381	68.8	10.1	30.8
8-9 PM	1328	0.0	1500	1328	0	11.30	273	69.1	13.3	30.8
9-10 PM	1071	0.0	1500	1071	0	1.63	41	69.4	43.2	38.9
10-11 PM	760	0.0	1500	760	0	0.56	0	69.8	57.6	42.5
11PM-MID	554	0.0	1500	554	0	0.54	0	70.0	58.2	43.3

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0235
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0228

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$144,588
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

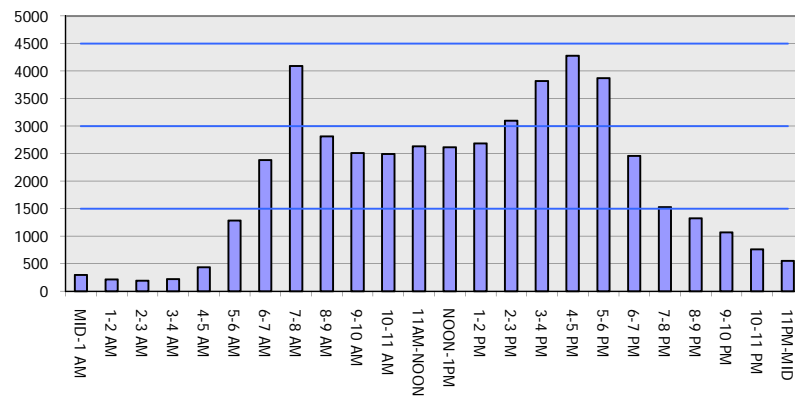
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

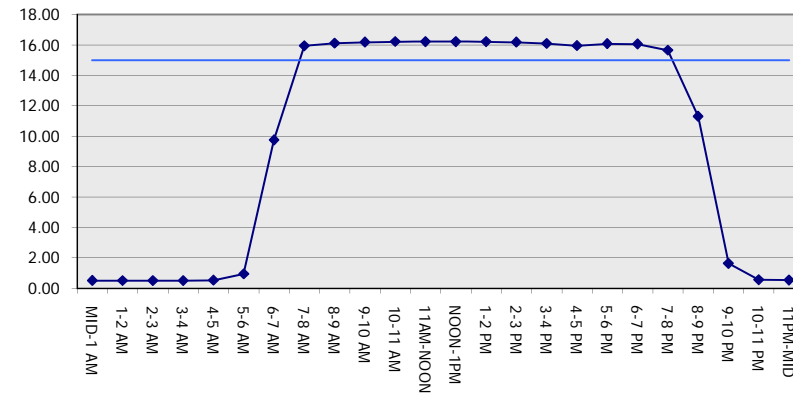
MON-THUR

NORTHBOUND DIRECTION

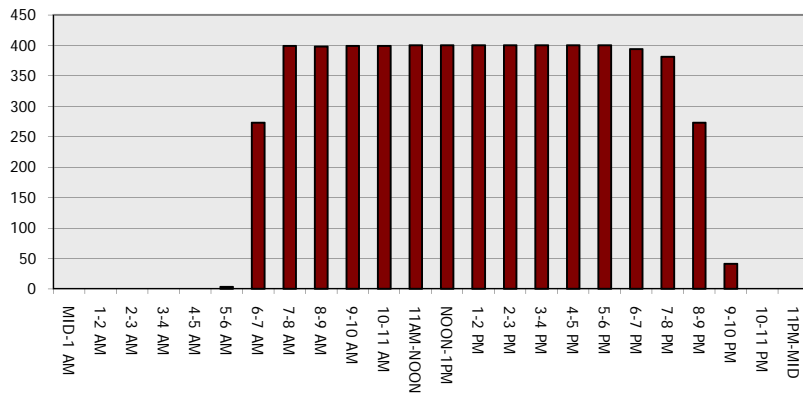
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

