

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

SATURDAY 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	485	0.0	1500	485	0	0.53	0	70.1	58.4	43.6	
1-2 AM	310	0.0	1500	310	0	0.51	0	70.2	58.9	44.2	
2-3 AM	271	0.0	1500	271	0	0.51	0	70.2	58.9	44.4	
3-4 AM	229	0.0	1500	229	0	0.50	0	70.2	59.1	44.6	
4-5 AM	350	0.0	1500	350	0	0.52	0	70.2	58.7	44.1	
5-6 AM	532	0.0	1500	532	0	0.54	0	70.0	58.3	43.4	
6-7 AM	1087	0.0	1499	1087	0	0.68	0	69.4	55.4	39.4	
7-8 AM	1890	0.0	1499	1890	0	5.95	165	68.4	21.4	30.8	
8-9 AM	2043	0.0	1499	1500	543	16.35+	399	68.2	9.7	30.8	
9-10 AM	2216	0.0	1500	1500	716	16.34+	400	68.0	9.7	30.8	
10-11 AM	2432	0.0	1500	1500	932	16.33+	400	67.7	9.7	30.8	
11AM-NOON	2495	0.0	1500	1500	995	16.33+	400	67.6	9.7	30.8	
NOON-1PM	2600	0.0	1500	1500	1100	16.32+	400	67.5	9.7	30.8	
1-2 PM	2656	0.0	1500	1500	1156	16.32+	400	67.4	9.7	30.8	
2-3 PM	2599	0.0	1500	1500	1099	16.32+	400	67.5	9.7	30.8	
3-4 PM	2603	0.0	1500	1500	1103	16.32+	400	67.5	9.7	30.8	
4-5 PM	2685	0.0	1500	1500	1185	16.32+	400	67.4	9.7	30.8	
5-6 PM	2490	0.0	1500	1500	990	16.33+	400	67.6	9.7	30.8	
6-7 PM	2223	0.0	1500	1500	723	16.34+	400	68.0	9.7	30.8	
7-8 PM	1849	0.0	1500	1500	349	16.36+	400	68.4	9.7	30.8	
8-9 PM	1664	0.0	1500	1500	164	16.37+	400	68.7	9.7	30.8	
9-10 PM	1651	0.0	1500	1500	151	16.37+	400	68.7	9.7	30.8	
10-11 PM	1200	0.0	1499	1200	0	10.26	265	69.2	14.3	32.6	
11PM-MID	845	0.0	1500	845	0	0.75	7	69.7	54.4	42.2	

+ 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	0.0194
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0128
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,565
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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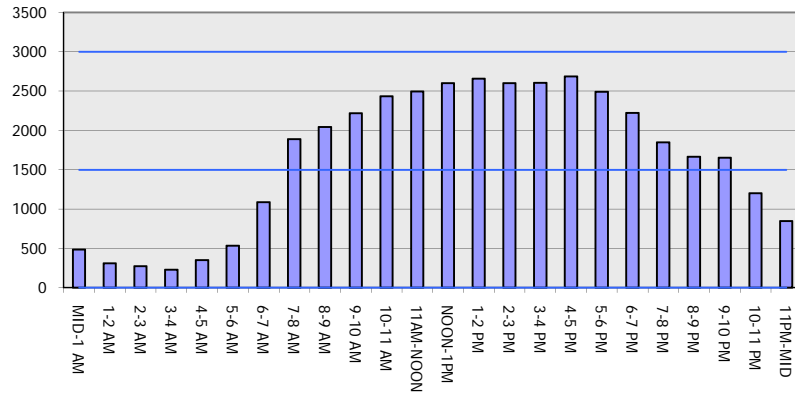
OCTOBER

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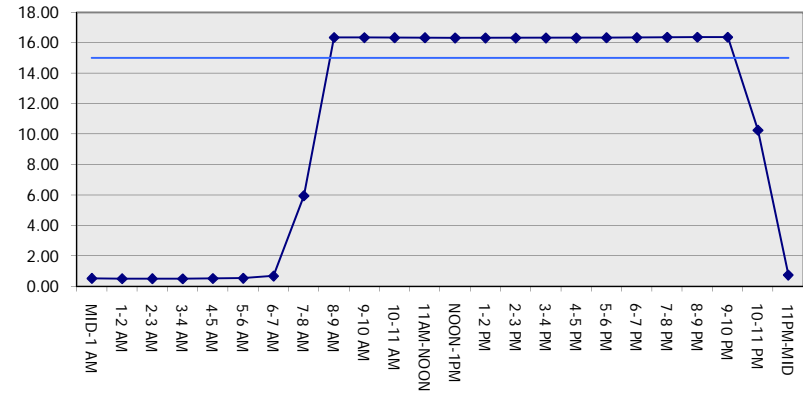
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

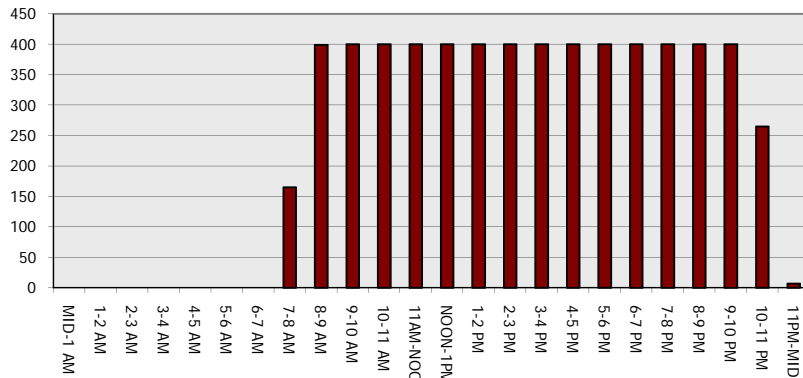
Main Route - Traffic Demand (Vehicles Per Hour)



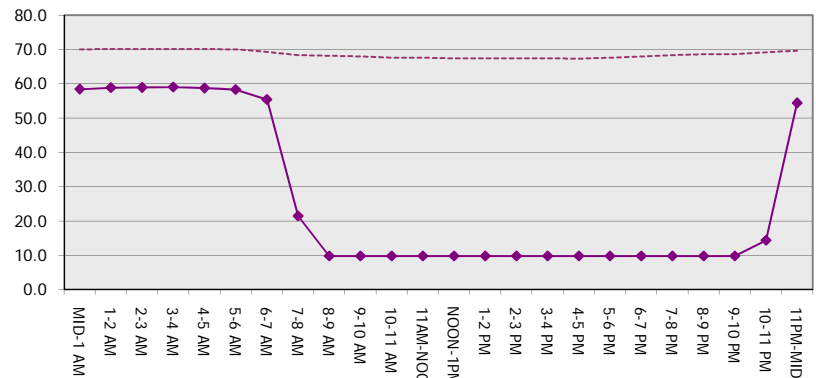
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	488	0.0	1500	488	0	0.53	0	70.1	58.4	43.5
1-2 AM	299	0.0	1500	299	0	0.51	0	70.2	58.9	44.3
2-3 AM	279	0.0	1500	279	0	0.51	0	70.2	58.9	44.3
3-4 AM	221	0.0	1500	221	0	0.50	0	70.2	59.1	44.6
4-5 AM	254	0.0	1500	254	0	0.50	0	70.2	59.0	44.5
5-6 AM	509	0.0	1500	509	0	0.53	0	70.1	58.4	43.5
6-7 AM	722	0.0	1500	722	0	0.56	0	69.9	57.8	42.7
7-8 AM	1326	0.0	1499	1326	0	0.86	0	69.1	52.4	35.1
8-9 AM	1777	0.0	1499	1777	0	4.42	111	68.5	26.1	30.8
9-10 AM	2204	0.0	1499	1639	565	15.79+	387	68.0	10.1	30.8
10-11 AM	2768	0.0	1500	1500	1268	16.31+	400	67.3	9.7	30.8
11AM-NOON	3115	0.0	1500	1500	1615	16.30+	400	66.9	9.7	30.8
NOON-1PM	3272	0.0	1500	1500	1772	16.29+	400	66.7	9.7	30.8
1-2 PM	3078	0.0	1500	1500	1578	16.30+	400	66.9	9.7	30.8
2-3 PM	3032	0.0	1500	1500	1532	16.30+	400	66.9	9.7	30.8
3-4 PM	3063	0.0	1500	1500	1563	16.30+	400	66.9	9.7	30.8
4-5 PM	3281	0.0	1500	1500	1781	16.29+	400	66.6	9.7	30.8
5-6 PM	3053	0.0	1500	1500	1553	16.30+	400	66.9	9.7	30.8
6-7 PM	2580	0.0	1500	1500	1080	16.32+	400	67.5	9.7	30.8
7-8 PM	1953	0.0	1500	1500	453	16.35+	400	68.3	9.7	30.8
8-9 PM	1650	0.0	1500	1485	166	16.30+	398	68.7	9.7	30.8
9-10 PM	1352	0.0	1499	1352	0	14.15+	345	69.1	11.1	30.8
10-11 PM	1027	0.0	1499	1027	0	2.29	79	69.4	37.4	38.5
11PM-MID	727	0.0	1500	727	0	0.56	0	69.8	57.8	42.7

+ 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	0.0207
MAIN ROUTE WITH WORKS	0.0116
'DIVERSION'	0.0171

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,512
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

