

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

SUNDAY 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	564	0.0	1500	564	0	0.54	0	70.0	58.2	43.3	
1-2 AM	321	0.0	1500	321	0	0.51	0	70.2	58.8	44.2	
2-3 AM	293	0.0	1500	293	0	0.51	0	70.2	58.9	44.3	
3-4 AM	266	0.0	1500	266	0	0.50	0	70.2	58.9	44.4	
4-5 AM	238	0.0	1500	238	0	0.50	0	70.2	59.0	44.5	
5-6 AM	286	0.0	1500	286	0	0.51	0	70.2	58.9	44.3	
6-7 AM	442	0.0	1500	442	0	0.53	0	70.2	58.6	43.7	
7-8 AM	634	0.0	1500	634	0	0.55	0	69.9	58.0	43.0	
8-9 AM	970	0.0	1499	970	0	0.58	0	69.6	57.1	41.8	
9-10 AM	1560	0.0	1499	1560	0	1.78	25	68.8	41.5	31.7	
10-11 AM	2095	0.0	1500	1733	362	11.85+	308	68.1	12.7	30.9	
11AM-NOON	2598	0.0	1500	1500	1098	16.31+	400	67.5	9.7	31.0	
NOON-1PM	2776	0.0	1500	1500	1276	16.30+	400	67.3	9.7	31.0	
1-2 PM	2937	0.0	1500	1500	1437	16.29+	400	67.1	9.7	31.0	
2-3 PM	3229	0.0	1500	1500	1729	16.28+	400	66.7	9.7	31.0	
3-4 PM	3531	0.0	1500	1500	2031	16.26+	400	66.3	9.7	31.0	
4-5 PM	3702	0.0	1500	1500	2202	16.23+	400	65.6	9.7	31.0	
5-6 PM	3377	0.0	1500	1500	1877	16.27+	400	66.5	9.7	31.0	
6-7 PM	3019	0.0	1500	1500	1519	16.29+	400	67.0	9.7	31.0	
7-8 PM	2082	0.0	1500	1552	530	16.11+	394	68.1	9.9	30.9	
8-9 PM	1368	0.0	1500	1368	0	14.49+	354	69.1	10.8	30.8	
9-10 PM	917	0.0	1499	917	0	1.91	64	69.6	40.6	40.3	
10-11 PM	628	0.0	1500	628	0	0.55	0	69.9	58.0	43.0	
11PM-MID	362	0.0	1500	362	0	0.52	0	70.2	58.7	44.0	

+ 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	0.0188
MAIN ROUTE WITH WORKS	0.0103
'DIVERSION'	0.0161
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$138,467
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

OCTOBER

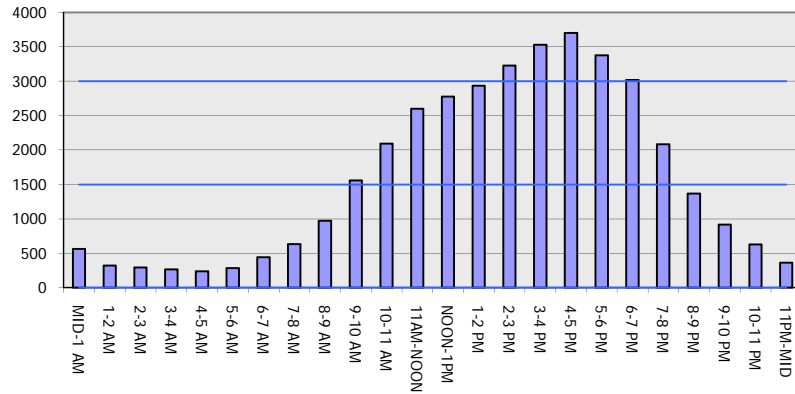
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

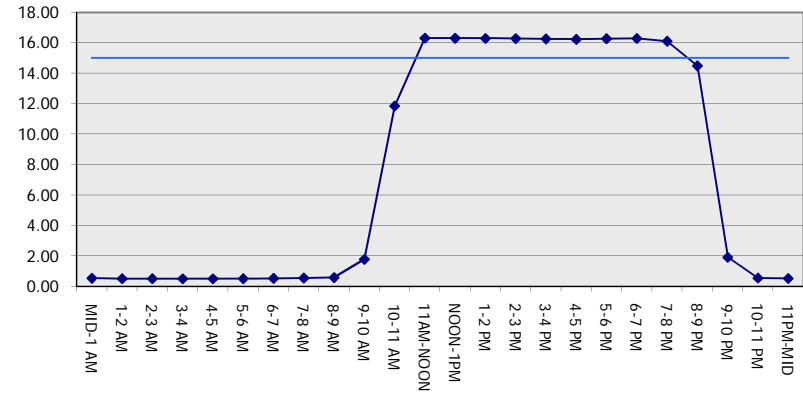
SUNDAY

SOUTHBOUND DIRECTION

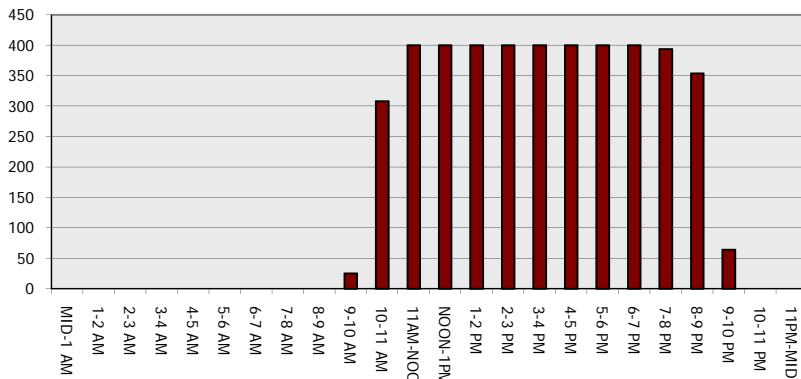
Main Route - Traffic Demand (Vehicles Per Hour)



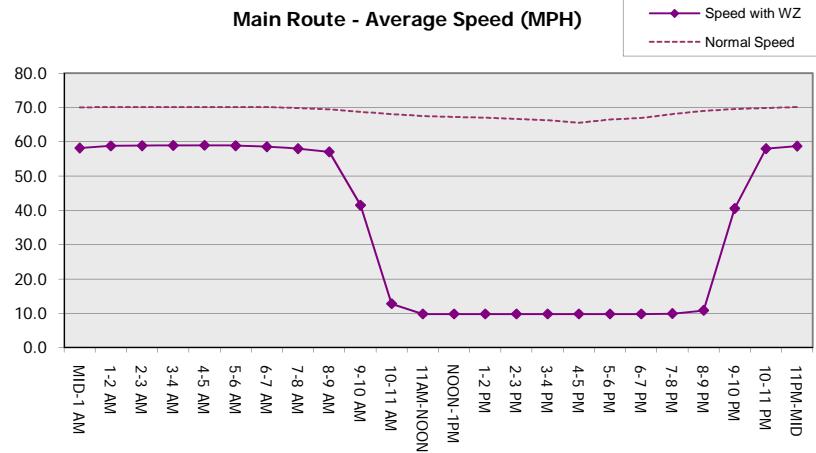
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	475	0.0	1500	475	0	0.53	0	70.2	58.4	43.6
1-2 AM	331	0.0	1500	331	0	0.51	0	70.2	58.8	44.2
2-3 AM	269	0.0	1500	269	0	0.51	0	70.2	58.9	44.4
3-4 AM	176	0.0	1500	176	0	0.49	0	70.2	59.1	44.8
4-5 AM	169	0.0	1500	169	0	0.49	0	70.2	59.2	44.8
5-6 AM	312	0.0	1500	312	0	0.51	0	70.2	58.8	44.2
6-7 AM	423	0.0	1500	423	0	0.52	0	70.2	58.6	43.8
7-8 AM	761	0.0	1500	761	0	0.56	0	69.8	57.6	42.5
8-9 AM	1584	0.0	1499	1584	0	1.97	35	68.7	39.7	32.1
9-10 AM	2388	0.0	1500	1748	640	14.28+	361	67.8	10.9	33.0
10-11 AM	2305	0.0	1499	1500	805	16.34+	399	67.9	9.7	30.8
11AM-NOON	2474	0.0	1500	1500	974	16.33+	400	67.7	9.7	30.8
NOON-1PM	2634	0.0	1500	1500	1134	16.32+	400	67.4	9.7	30.8
1-2 PM	2428	0.0	1500	1500	928	16.33+	400	67.7	9.7	30.8
2-3 PM	2502	0.0	1500	1500	1002	16.33+	400	67.6	9.7	30.8
3-4 PM	2632	0.0	1500	1500	1132	16.32+	400	67.4	9.7	30.8
4-5 PM	2622	0.0	1500	1500	1122	16.32+	400	67.5	9.7	30.8
5-6 PM	2520	0.0	1500	1500	1020	16.33+	400	67.6	9.7	30.8
6-7 PM	2222	0.0	1500	1500	722	16.34+	400	68.0	9.7	30.8
7-8 PM	1859	0.0	1500	1500	359	16.36+	400	68.4	9.7	30.8
8-9 PM	1332	0.0	1500	1332	0	13.68+	335	69.1	11.4	30.8
9-10 PM	995	0.0	1499	995	0	1.89	59	69.5	40.7	39.4
10-11 PM	689	0.0	1500	689	0	0.55	0	69.9	57.9	42.8
11PM-MID	385	0.0	1500	385	0	0.52	0	70.2	58.7	44.0

+ 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	0.0170
MAIN ROUTE WITH WORKS	0.0105
'DIVERSION'	0.0112

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,152
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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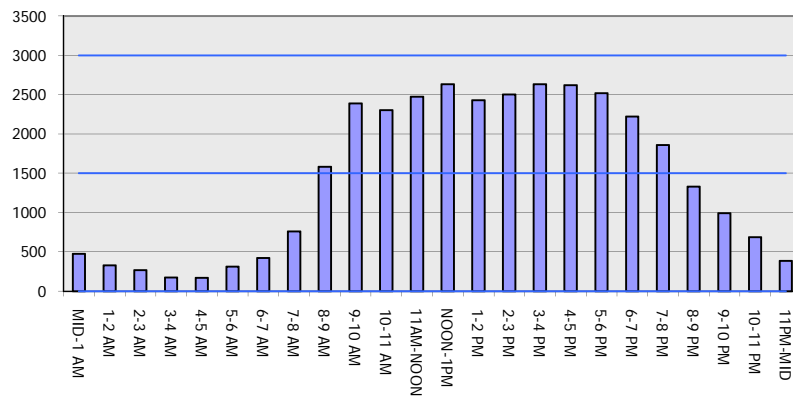
OCTOBER

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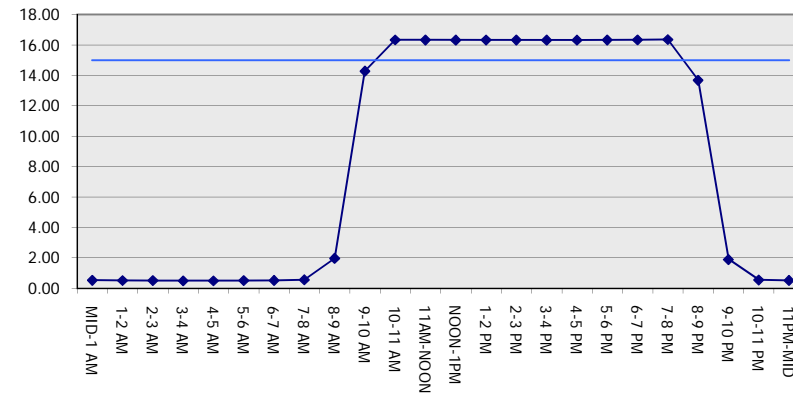
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

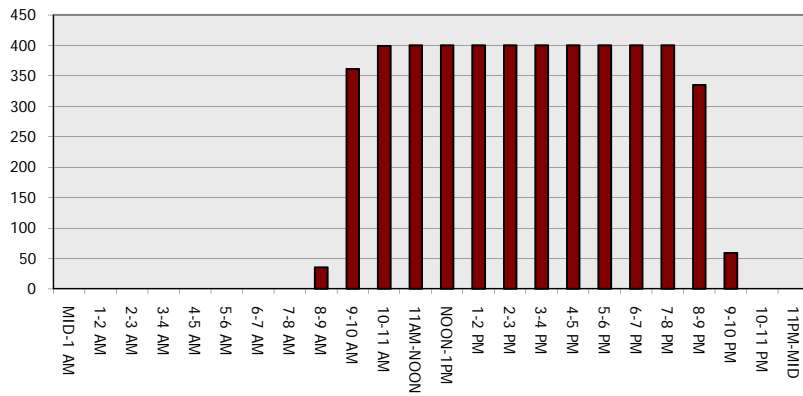
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

