

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1185	0.0	OFF	1185	0	0.00	0	69.2	69.2	69.2	
1-2 AM	382	0.0	OFF	382	0	0.00	0	70.2	70.2	70.2	
2-3 AM	297	0.0	OFF	297	0	0.00	0	70.2	70.2	70.2	
3-4 AM	242	0.0	OFF	242	0	0.00	0	70.2	70.2	70.2	
4-5 AM	241	0.0	OFF	241	0	0.00	0	70.2	70.2	70.2	
5-6 AM	323	0.0	OFF	323	0	0.00	0	70.2	70.2	70.2	
6-7 AM	489	0.0	OFF	489	0	0.00	0	70.1	70.1	70.1	
7-8 AM	828	0.0	OFF	828	0	0.00	0	69.7	69.7	69.7	
8-9 AM	1422	0.0	OFF	1422	0	0.00	0	69.0	69.0	69.0	
9-10 AM	2142	0.0	2999	2142	0	0.33	0	68.1	60.7	49.7	
10-11 AM	2934	0.0	2999	2934	0	0.85	12	67.1	51.4	39.2	
11AM-NOON	3459	0.0	3000	3459	0	4.85	259	66.4	24.3	37.3	
NOON-1PM	3547	0.0	3000	3279	268	14.07+	745	66.3	12.5	37.3	
1-2 PM	3560	0.0	3000	3018	542	16.11+	849	66.3	11.7	37.3	
2-3 PM	3515	0.0	3000	3013	503	16.11+	849	66.4	11.7	37.3	
3-4 PM	3561	0.0	3000	3009	552	16.11+	849	66.3	11.7	37.3	
4-5 PM	3392	0.0	3000	3006	386	16.11+	848	66.5	11.7	37.3	
5-6 PM	3059	0.0	3000	2981	78	15.90+	836	66.9	11.8	37.3	
6-7 PM	2575	0.0	2999	2575	0	12.01+	633	67.6	13.5	37.3	
7-8 PM	2035	0.0	OFF	2035	0	0.21	19	68.2	63.3	63.3	
8-9 PM	1480	0.0	OFF	1480	0	0.00	0	68.9	68.9	68.9	
9-10 PM	1061	0.0	OFF	1061	0	0.00	0	69.4	69.4	69.4	
10-11 PM	716	0.0	OFF	716	0	0.00	0	69.9	69.9	69.9	
11PM-MID	413	0.0	OFF	413	0	0.00	0	70.2	70.2	70.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

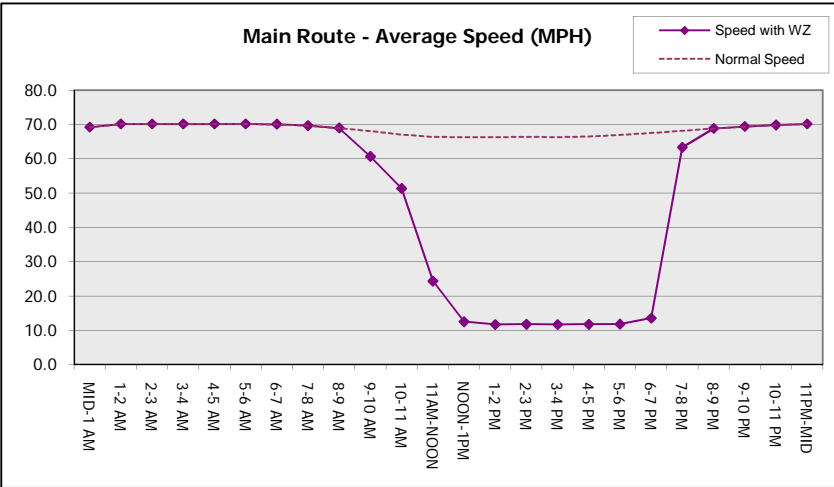
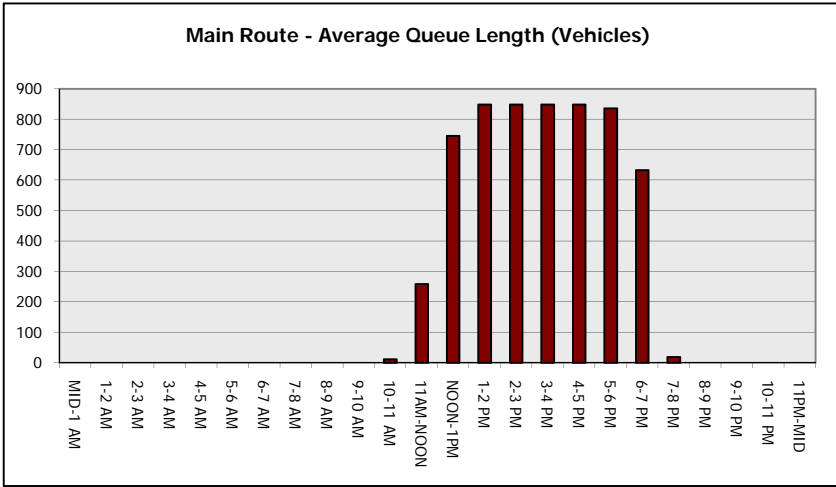
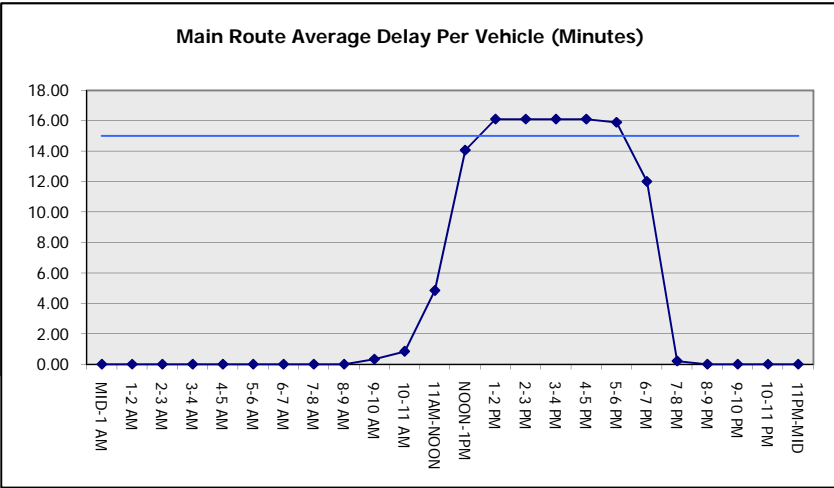
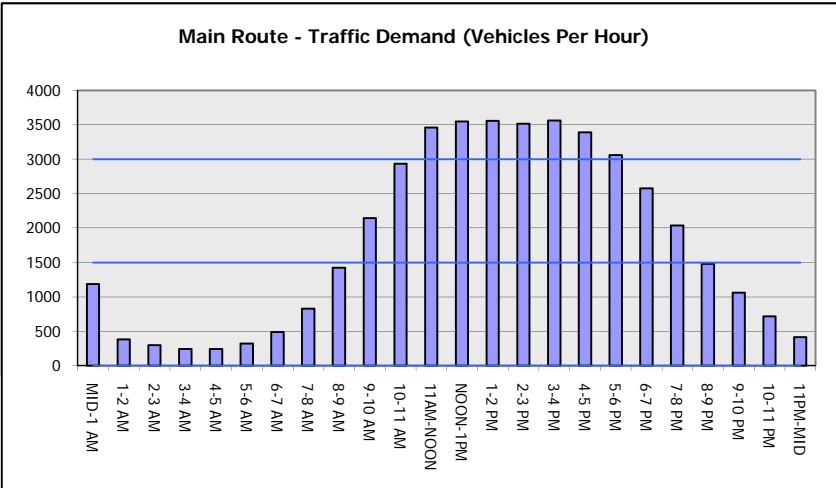
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0211
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0027
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$105,004
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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AUGUST
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	477	0.0	OFF	477	0	0.00	0	70.1	70.1	70.1
1-2 AM	302	0.0	OFF	302	0	0.00	0	70.2	70.2	70.2
2-3 AM	232	0.0	OFF	232	0	0.00	0	70.2	70.2	70.2
3-4 AM	145	0.0	OFF	145	0	0.00	0	70.2	70.2	70.2
4-5 AM	142	0.0	OFF	142	0	0.00	0	70.2	70.2	70.2
5-6 AM	318	0.0	OFF	318	0	0.00	0	70.2	70.2	70.2
6-7 AM	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
7-8 AM	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1
8-9 AM	831	0.0	OFF	831	0	0.00	0	69.7	69.7	69.7
9-10 AM	1310	0.0	3000	1310	0	0.35	0	69.1	61.2	49.7
10-11 AM	2031	0.0	3000	2031	0	0.33	0	68.2	60.7	49.7
11AM-NOON	2579	0.0	3000	2579	0	0.45	0	67.5	58.0	45.0
NOON-1PM	2784	0.0	3000	2784	0	0.59	0	67.3	55.5	40.9
1-2 PM	2905	0.0	3000	2905	0	0.67	0	67.1	54.1	38.8
2-3 PM	2917	0.0	3000	2917	0	0.67	0	67.1	54.0	38.6
3-4 PM	2871	0.0	3000	2871	0	0.64	0	67.2	54.5	39.3
4-5 PM	2921	0.0	3000	2921	0	0.68	0	67.1	53.9	38.5
5-6 PM	2743	0.0	3000	2743	0	0.56	0	67.3	56.0	41.6
6-7 PM	2393	0.0	3000	2393	0	0.33	0	67.8	60.4	49.5
7-8 PM	1948	0.0	OFF	1948	0	0.00	0	68.3	68.3	68.3
8-9 PM	1695	0.0	OFF	1695	0	0.00	0	68.6	68.6	68.6
9-10 PM	1378	0.0	OFF	1378	0	0.00	0	69.0	69.0	69.0
10-11 PM	862	0.0	OFF	862	0	0.00	0	69.7	69.7	69.7
11PM-MID	568	0.0	OFF	568	0	0.00	0	70.0	70.0	70.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0174
MAIN ROUTE WITH WORKS	0.0157
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,906
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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AUGUST

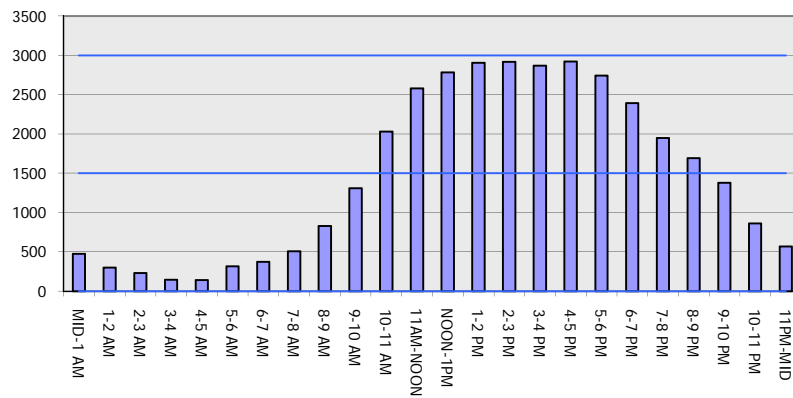
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

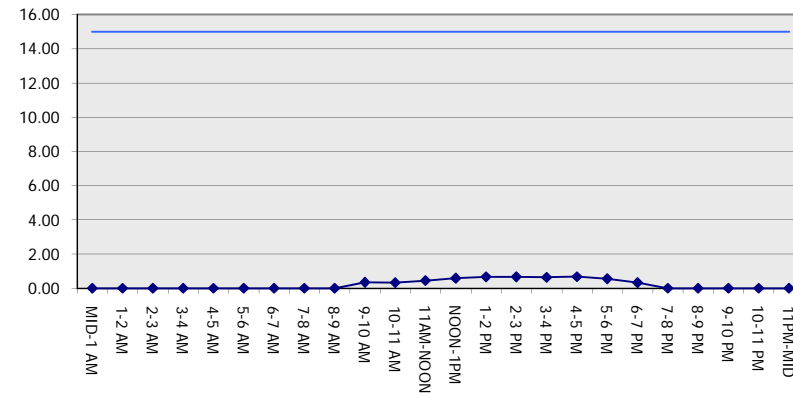
SUNDAY

NORTHBOUND DIRECTION

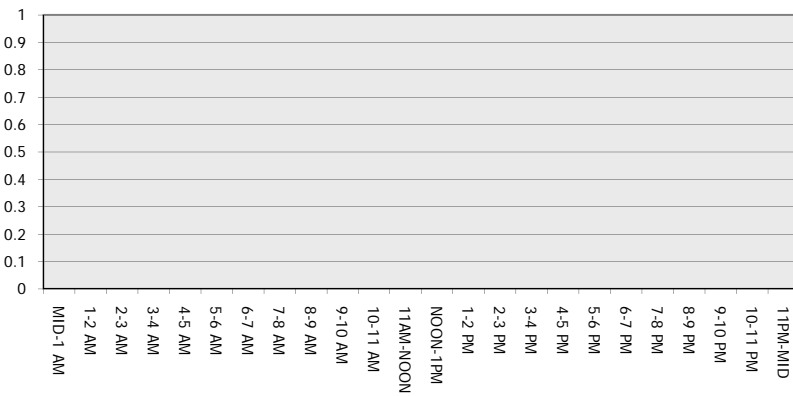
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

