

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) OFF-PEAK DAY 2 LANE 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	1499	1948	195	8.39+	239	68.1	16.7	30.8	
10-11 AM	2934	0.0	1500	1500	1434	16.31+	400	67.1	9.7	30.8	
11AM-NOON	3459	0.0	1500	1500	1959	16.28+	400	66.4	9.7	30.8	
NOON-1PM	3547	0.0	1500	1500	2047	16.27+	400	66.3	9.7	30.8	
1-2 PM	3560	0.0	1500	1500	2060	16.27+	400	66.3	9.7	30.8	
2-3 PM	3515	0.0	1500	1500	2015	16.27+	400	66.4	9.7	30.8	
3-4 PM	3561	0.0	1500	1500	2061	16.27+	400	66.3	9.7	30.8	
4-5 PM	3392	0.0	1500	1500	1892	16.28+	400	66.5	9.7	30.8	
5-6 PM	3059	0.0	1500	1500	1559	16.30+	400	66.9	9.7	30.8	
6-7 PM	2575	0.0	1500	1500	1075	16.32+	400	67.6	9.7	30.8	
7-8 PM	2035	0.0	OFF	2035	0	0.28	25	68.2	62.0	62.0	
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

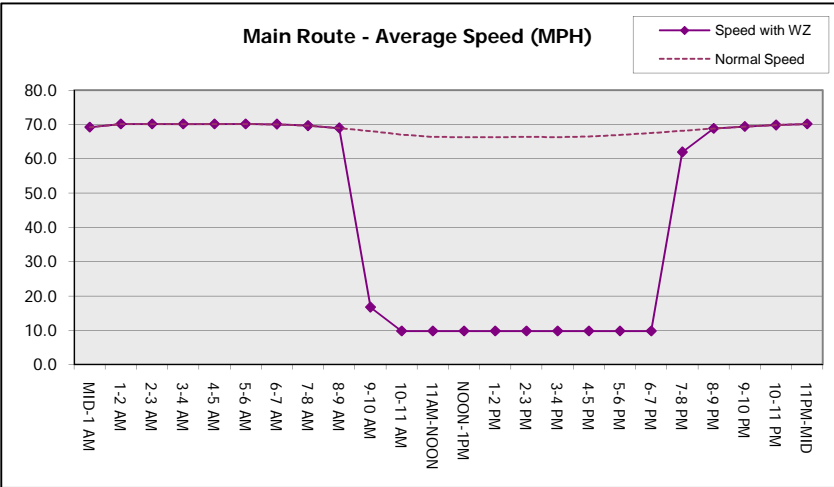
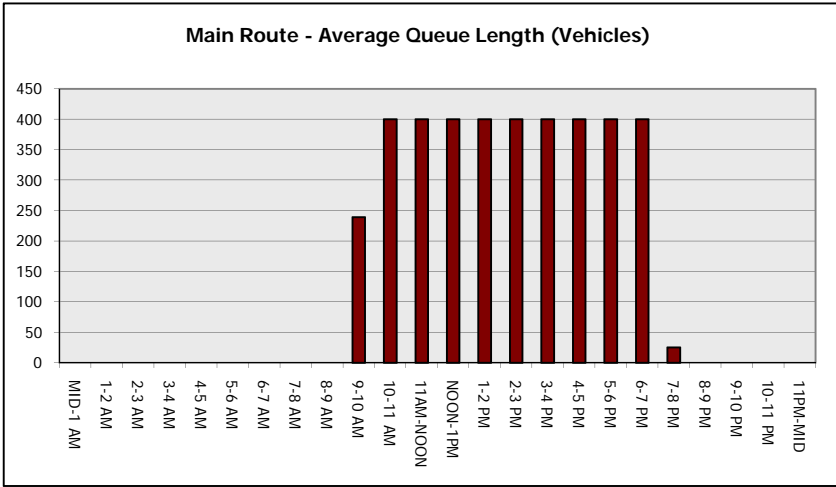
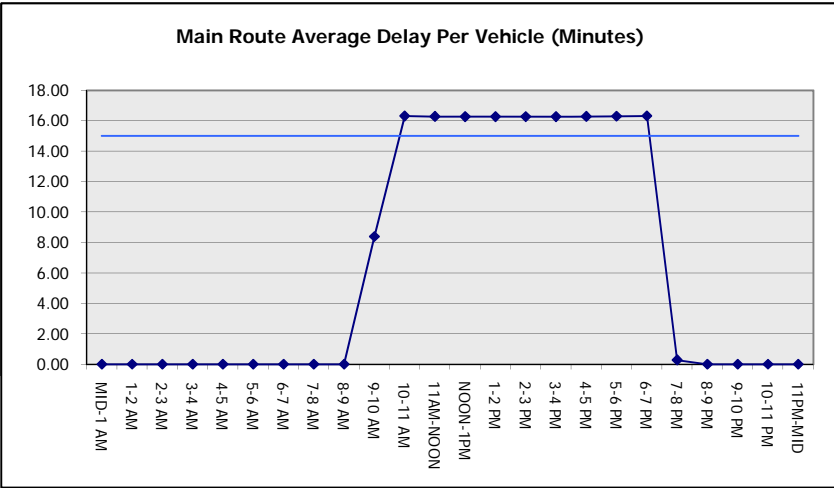
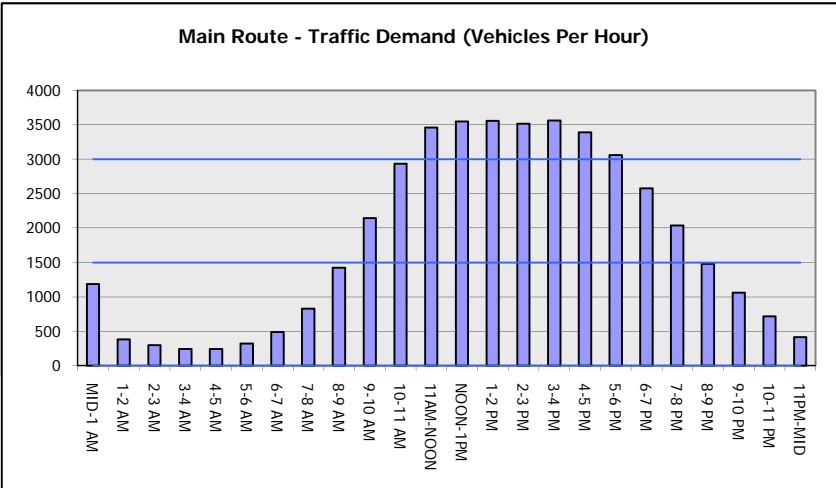
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0211
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0186
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$139,325
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



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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	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	1499	1310	0	0.84	0	69.1	52.7	35.7
10-11 AM	2031	0.0	1499	2028	3	7.53+	225	68.2	18.1	30.8
11AM-NOON	2579	0.0	1500	1390	1189	15.89+	391	67.5	10.0	32.4
NOON-1PM	2784	0.0	1500	1500	1284	16.31+	400	67.3	9.7	30.8
1-2 PM	2905	0.0	1500	1500	1405	16.31+	400	67.1	9.7	30.8
2-3 PM	2917	0.0	1500	1500	1417	16.31+	400	67.1	9.7	30.8
3-4 PM	2871	0.0	1500	1500	1371	16.31+	400	67.2	9.7	30.8
4-5 PM	2921	0.0	1500	1500	1421	16.31+	400	67.1	9.7	30.8
5-6 PM	2743	0.0	1500	1500	1243	16.31+	400	67.3	9.7	30.8
6-7 PM	2393	0.0	1500	1500	893	16.33+	400	67.8	9.7	30.8
7-8 PM	1948	0.0	OFF	1948	0	0.24	21	68.3	62.8	62.8
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)

+ 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	0.0174
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0117

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$104,788
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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AUGUST

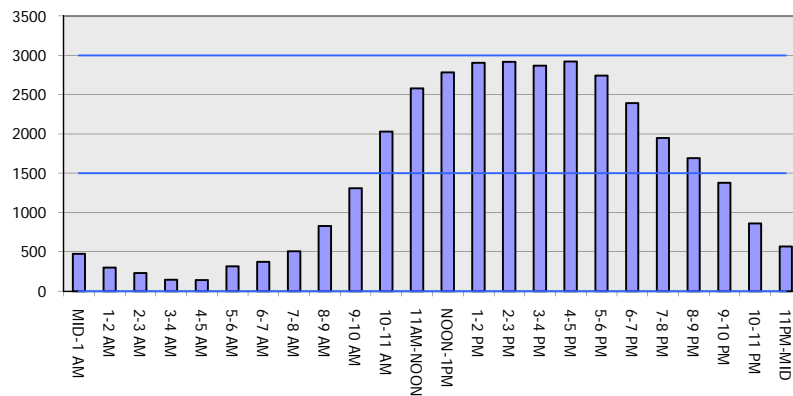
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

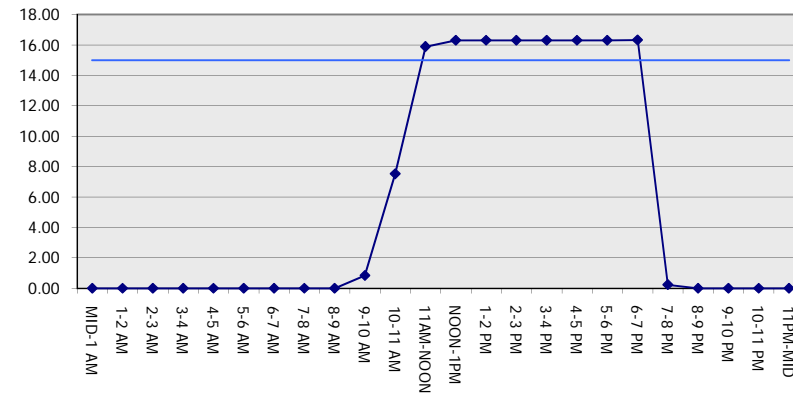
SUNDAY

NORTHBOUND DIRECTION

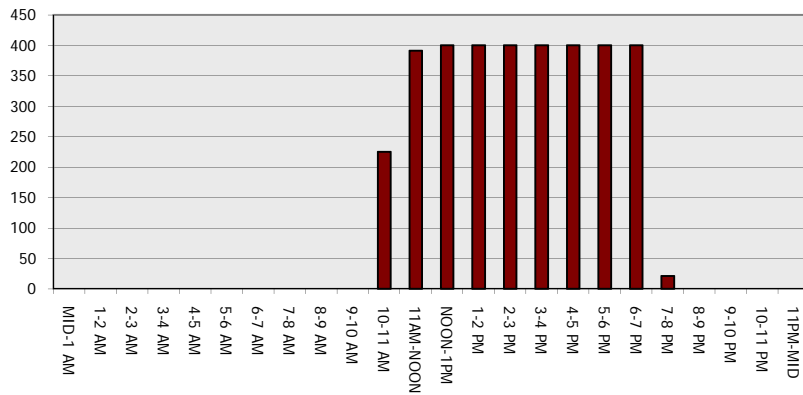
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

