

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	335	0.0	OFF	335	0	0.00	0	70.2	70.2	70.2
1-2 AM	234	0.0	OFF	234	0	0.00	0	70.2	70.2	70.2
2-3 AM	289	0.0	OFF	289	0	0.00	0	70.2	70.2	70.2
3-4 AM	305	0.0	OFF	305	0	0.00	0	70.2	70.2	70.2
4-5 AM	515	0.0	OFF	515	0	0.00	0	70.1	70.1	70.1
5-6 AM	1240	0.0	OFF	1240	0	0.00	0	69.2	69.2	69.2
6-7 AM	2466	0.0	OFF	2466	0	0.00	0	67.7	67.7	67.7
7-8 AM	3653	0.0	OFF	3653	0	0.00	0	65.9	65.9	65.9
8-9 AM	2943	0.0	OFF	2943	0	0.00	0	67.1	67.1	67.1
9-10 AM	2448	0.0	OFF	2448	0	0.00	0	67.7	67.7	67.7
10-11 AM	2669	0.0	3000	2669	0	0.51	0	67.4	56.8	43.0
11AM-NOON	2874	0.0	2999	2874	0	0.65	0	67.2	54.5	39.3
NOON-1PM	3207	0.0	2999	3207	0	2.07	84	66.8	38.3	37.3
1-2 PM	3489	0.0	3000	3489	0	8.10	433	66.4	17.3	37.3
2-3 PM	3770	0.0	2999	3151	619	15.75+	833	65.1	11.8	37.3
3-4 PM	4128	0.0	OFF	4128	0	2.22	191	62.7	35.8	35.8
4-5 PM	4472	0.0	OFF	4472	0	0.00	0	60.3	60.3	60.3
5-6 PM	4086	0.0	OFF	4086	0	0.00	0	63.0	63.0	63.0
6-7 PM	2812	0.0	OFF	2812	0	0.00	0	67.3	67.3	67.3
7-8 PM	1971	0.0	OFF	1971	0	0.00	0	68.3	68.3	68.3
8-9 PM	1707	0.0	OFF	1707	0	0.00	0	68.6	68.6	68.6
9-10 PM	1537	0.0	OFF	1537	0	0.00	0	68.8	68.8	68.8
10-11 PM	1204	0.0	OFF	1204	0	0.00	0	69.2	69.2	69.2
11PM-MID	772	0.0	OFF	772	0	0.00	0	69.8	69.8	69.8

"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	0.0262
MAIN ROUTE WITH WORKS	0.0249
'DIVERSION'	0.0007
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,982
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

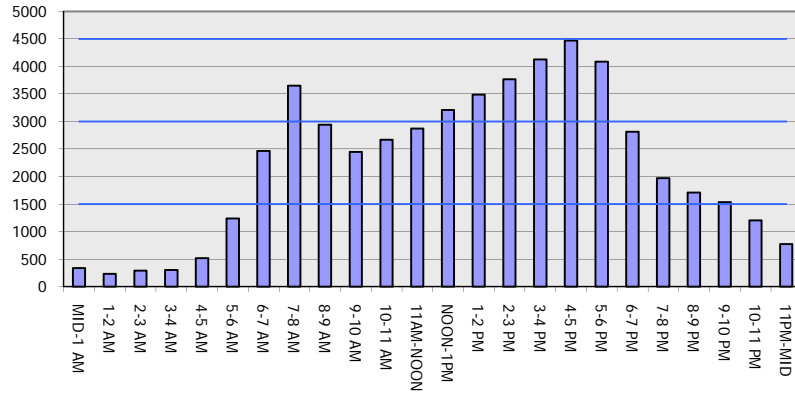
OCTOBER

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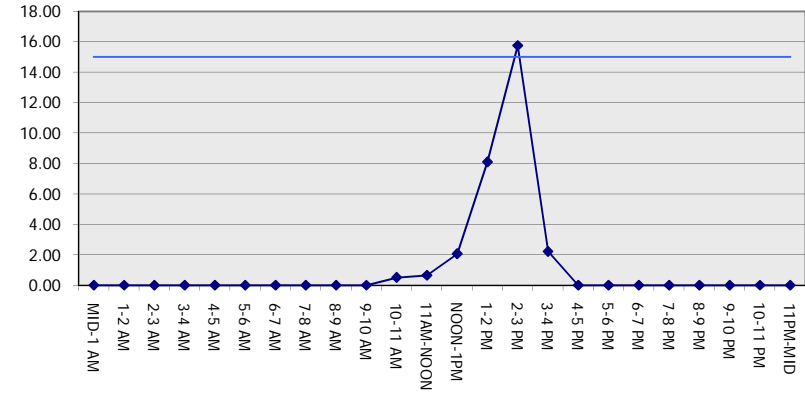
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

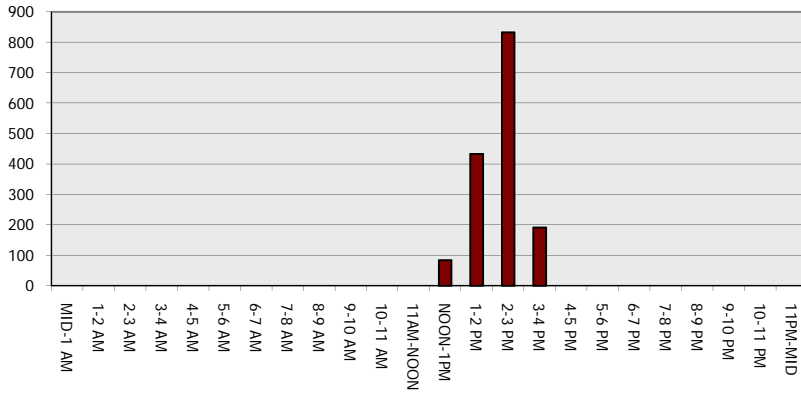
Main Route - Traffic Demand (Vehicles Per Hour)



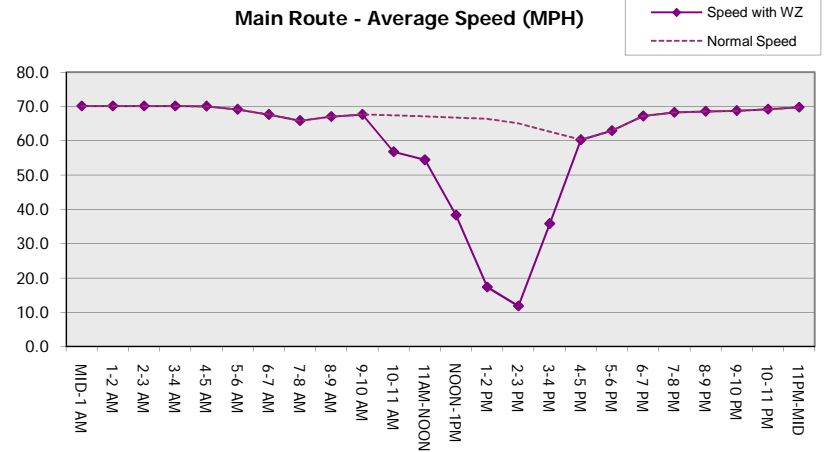
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	371	0.0	OFF	371	0	0.00	0	70.2	70.2	70.2
1-2 AM	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
2-3 AM	260	0.0	OFF	260	0	0.00	0	70.2	70.2	70.2
3-4 AM	259	0.0	OFF	259	0	0.00	0	70.2	70.2	70.2
4-5 AM	458	0.0	OFF	458	0	0.00	0	70.2	70.2	70.2
5-6 AM	1152	0.0	OFF	1152	0	0.00	0	69.3	69.3	69.3
6-7 AM	2206	0.0	OFF	2206	0	0.00	0	68.0	68.0	68.0
7-8 AM	3765	0.0	OFF	3765	0	0.00	0	65.1	65.1	65.1
8-9 AM	2763	0.0	OFF	2763	0	0.00	0	67.3	67.3	67.3
9-10 AM	2712	0.0	OFF	2712	0	0.00	0	67.4	67.4	67.4
10-11 AM	3013	0.0	2999	3013	0	0.91	12	67.0	50.5	37.8
11AM-NOON	3376	0.0	3000	3376	0	4.34	222	66.5	26.1	37.3
NOON-1PM	3435	0.0	2999	3435	0	11.95+	631	66.4	13.5	37.3
1-2 PM	3672	0.0	2999	2998	674	16.10+	850	65.8	11.7	37.3
2-3 PM	4006	0.0	2999	2998	1008	16.02+	852	63.5	11.7	37.3
3-4 PM	4665	0.0	OFF	4665	0	3.08	273	59.0	29.8	29.8
4-5 PM	4930	0.0	OFF	4930	0	0.00	0	57.2	57.2	57.2
5-6 PM	4731	0.0	OFF	4731	0	0.00	0	58.6	58.6	58.6
6-7 PM	3555	0.0	OFF	3555	0	0.00	0	66.3	66.3	66.3
7-8 PM	2453	0.0	OFF	2453	0	0.00	0	67.7	67.7	67.7
8-9 PM	1719	0.0	OFF	1719	0	0.00	0	68.6	68.6	68.6
9-10 PM	1492	0.0	OFF	1492	0	0.00	0	68.9	68.9	68.9
10-11 PM	1057	0.0	OFF	1057	0	0.00	0	69.4	69.4	69.4
11PM-MID	778	0.0	OFF	778	0	0.00	0	69.7	69.7	69.7

"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	0.0282
MAIN ROUTE WITH WORKS	0.0263
'DIVERSION'	0.0019

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$38,574
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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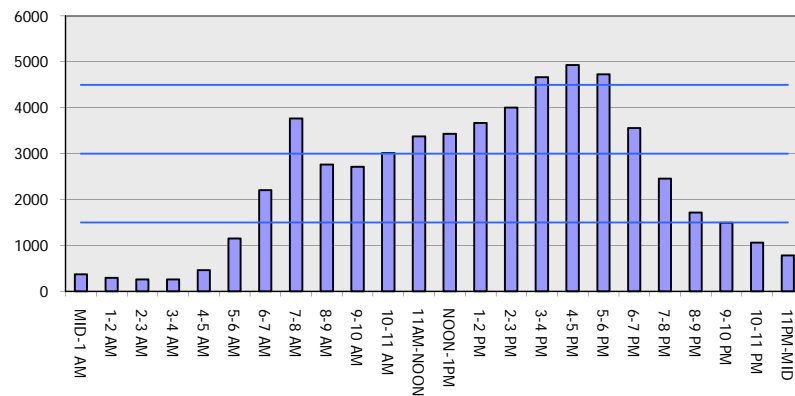
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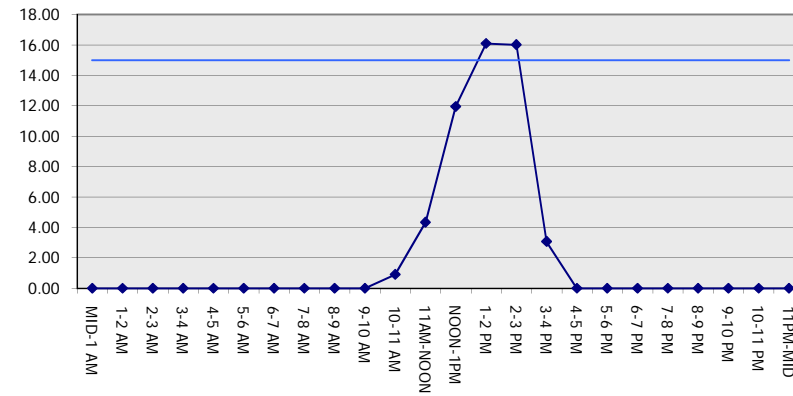
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

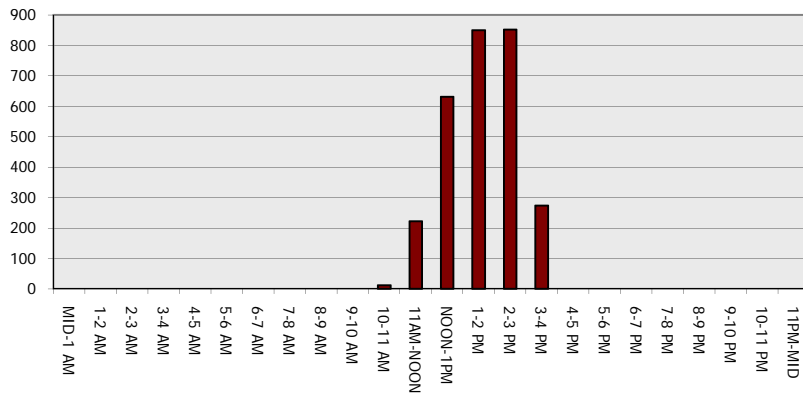
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

