

USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) NIGHTTIME 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	1500	1185	0	0.69	0	69.2	55.1	38.9	
1-2 AM	382	0.0	1500	382	0	0.52	0	70.2	58.7	44.0	
2-3 AM	297	0.0	1500	297	0	0.51	0	70.2	58.9	44.3	
3-4 AM	242	0.0	1500	242	0	0.50	0	70.2	59.0	44.5	
4-5 AM	241	0.0	1500	241	0	0.50	0	70.2	59.0	44.5	
5-6 AM	323	0.0	1500	323	0	0.51	0	70.2	58.8	44.2	
6-7 AM	489	0.0	1500	489	0	0.53	0	70.1	58.4	43.5	
7-8 AM	828	0.0	1500	828	0	0.57	0	69.7	57.4	42.3	
8-9 AM	1422	0.0	1499	1422	0	1.27	10	69.0	46.9	33.7	
9-10 AM	2142	0.0	OFF	2142	0	0.00	0	68.1	67.9	67.9	
10-11 AM	2934	0.0	OFF	2934	0	0.00	0	67.1	67.1	67.1	
11AM-NOON	3459	0.0	OFF	3459	0	0.00	0	66.4	66.4	66.4	
NOON-1PM	3547	0.0	OFF	3547	0	0.00	0	66.3	66.3	66.3	
1-2 PM	3560	0.0	OFF	3560	0	0.00	0	66.3	66.3	66.3	
2-3 PM	3515	0.0	OFF	3515	0	0.00	0	66.4	66.4	66.4	
3-4 PM	3561	0.0	OFF	3561	0	0.00	0	66.3	66.3	66.3	
4-5 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5	
5-6 PM	3059	0.0	OFF	3059	0	0.00	0	66.9	66.9	66.9	
6-7 PM	2575	0.0	OFF	2575	0	0.00	0	67.6	67.6	67.6	
7-8 PM	2035	0.0	1499	1875	160	10.50+	279	68.2	14.0	30.8	
8-9 PM	1480	0.0	1500	1455	26	15.55+	379	68.9	10.2	30.8	
9-10 PM	1061	0.0	1499	1061	0	3.94	144	69.4	28.1	36.8	
10-11 PM	716	0.0	1500	716	0	0.56	0	69.9	57.8	42.7	
11PM-MID	413	0.0	1500	413	0	0.52	0	70.2	58.6	43.8	

"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

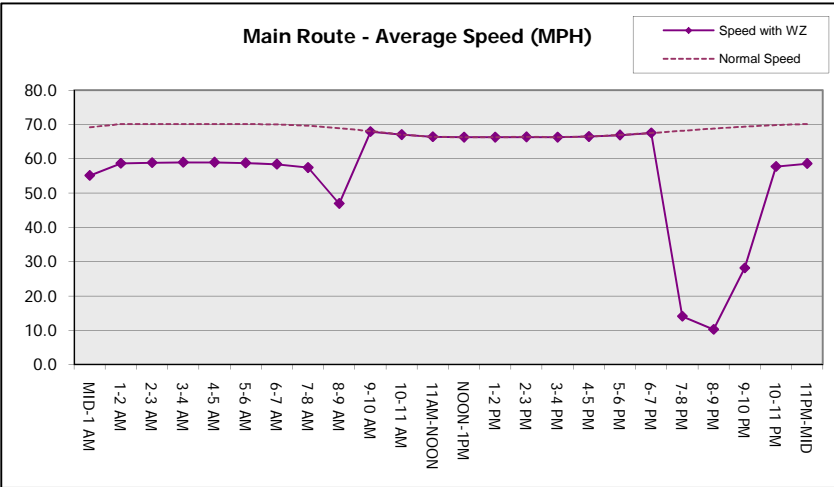
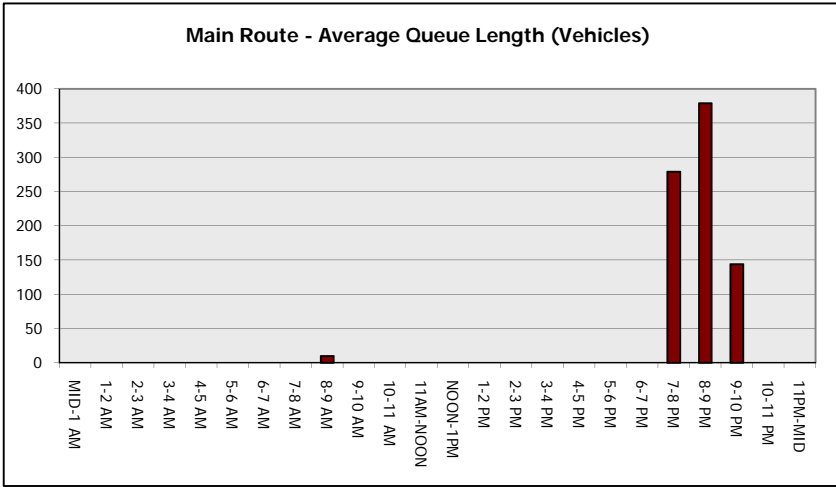
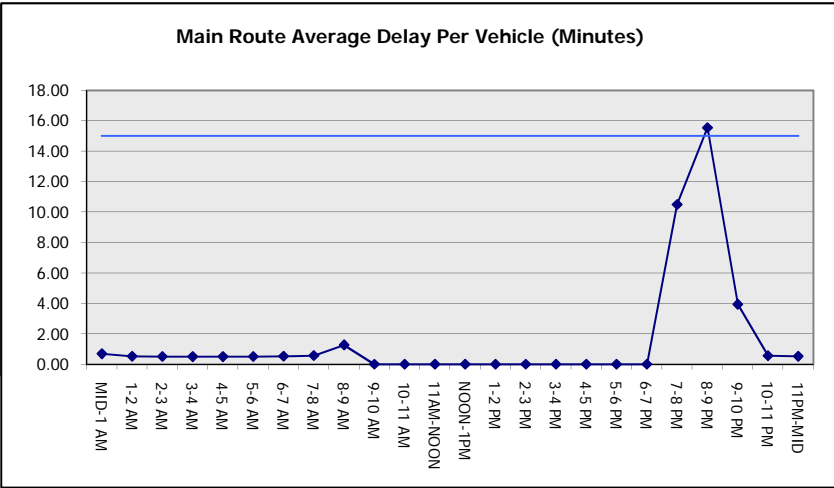
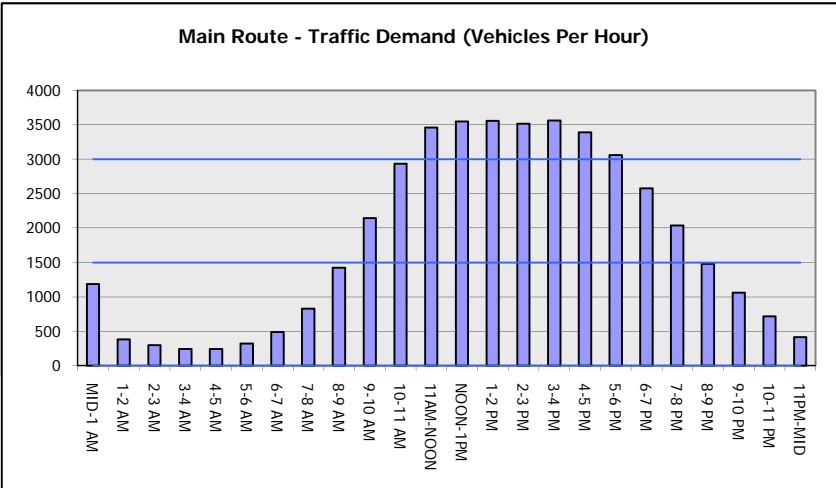
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0211
MAIN ROUTE WITH WORKS	0.0203
'DIVERSION'	0.0002
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$14,897
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	1500	477	0	0.53	0	70.1	58.4	43.6
1-2 AM	302	0.0	1500	302	0	0.51	0	70.2	58.9	44.3
2-3 AM	232	0.0	1500	232	0	0.50	0	70.2	59.0	44.5
3-4 AM	145	0.0	1500	145	0	0.49	0	70.2	59.2	44.9
4-5 AM	142	0.0	1500	142	0	0.49	0	70.2	59.2	44.9
5-6 AM	318	0.0	1500	318	0	0.51	0	70.2	58.8	44.2
6-7 AM	373	0.0	1500	373	0	0.52	0	70.2	58.7	44.0
7-8 AM	509	0.0	1500	509	0	0.53	0	70.1	58.4	43.5
8-9 AM	831	0.0	1500	831	0	0.57	0	69.7	57.4	42.3
9-10 AM	1310	0.0	OFF	1310	0	0.00	0	69.1	69.1	69.1
10-11 AM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2
11AM-NOON	2579	0.0	OFF	2579	0	0.00	0	67.5	67.5	67.5
NOON-1PM	2784	0.0	OFF	2784	0	0.00	0	67.3	67.3	67.3
1-2 PM	2905	0.0	OFF	2905	0	0.00	0	67.1	67.1	67.1
2-3 PM	2917	0.0	OFF	2917	0	0.00	0	67.1	67.1	67.1
3-4 PM	2871	0.0	OFF	2871	0	0.00	0	67.2	67.2	67.2
4-5 PM	2921	0.0	OFF	2921	0	0.00	0	67.1	67.1	67.1
5-6 PM	2743	0.0	OFF	2743	0	0.00	0	67.3	67.3	67.3
6-7 PM	2393	0.0	OFF	2393	0	0.00	0	67.8	67.8	67.8
7-8 PM	1948	0.0	1499	1948	0	9.04+	245	68.3	15.8	30.8
8-9 PM	1695	0.0	1499	1458	237	16.20+	395	68.6	9.8	30.8
9-10 PM	1378	0.0	1499	1371	7	14.92+	364	69.0	10.6	30.8
10-11 PM	862	0.0	1499	862	0	1.96	71	69.7	40.2	40.9
11PM-MID	568	0.0	1500	568	0	0.54	0	70.0	58.2	43.2

"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	0.0174
MAIN ROUTE WITH WORKS	0.0166
'DIVERSION'	0.0003

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$19,397
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

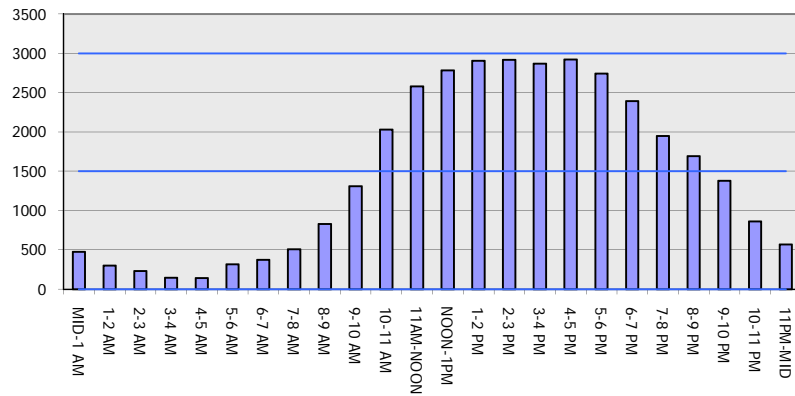
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

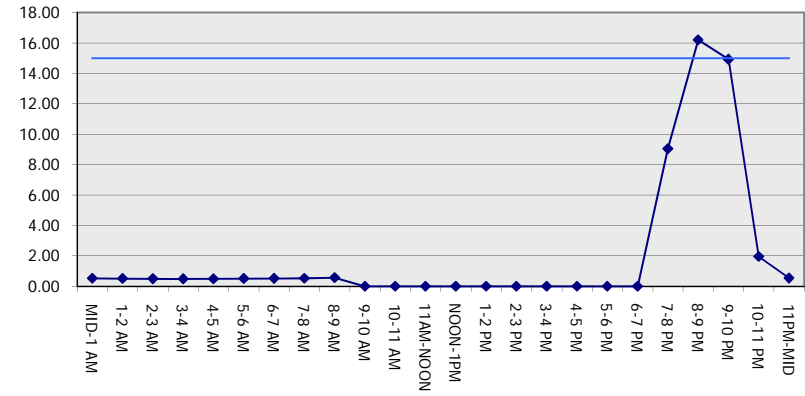
SUNDAY

NORTHBOUND DIRECTION

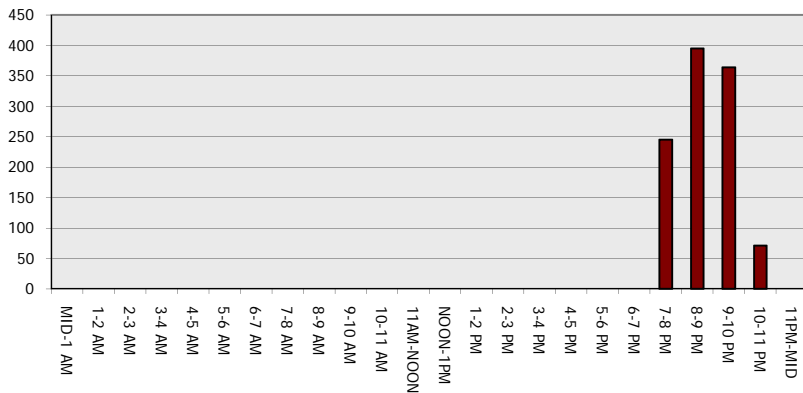
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

