

<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	463	0.0	OFF	463	0	0.00	0	70.2	70.2	70.2	
1-2 AM	278	0.0	OFF	278	0	0.00	0	70.2	70.2	70.2	
2-3 AM	242	0.0	OFF	242	0	0.00	0	70.2	70.2	70.2	
3-4 AM	184	0.0	OFF	184	0	0.00	0	70.2	70.2	70.2	
4-5 AM	311	0.0	OFF	311	0	0.00	0	70.2	70.2	70.2	
5-6 AM	456	0.0	OFF	456	0	0.00	0	70.2	70.2	70.2	
6-7 AM	841	0.0	OFF	841	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1482	0.0	OFF	1482	0	0.00	0	68.9	68.9	68.9	
8-9 AM	2022	0.0	1499	1995	27	8.13+	234	68.2	17.1	30.8	
9-10 AM	2193	0.0	1500	1417	776	16.02+	392	68.0	9.9	31.4	
10-11 AM	2513	0.0	1500	1500	1013	16.33+	400	67.6	9.7	30.8	
11AM-NOON	2532	0.0	1500	1500	1032	16.33+	400	67.6	9.7	30.8	
NOON-1PM	2615	0.0	1500	1500	1115	16.32+	400	67.5	9.7	30.8	
1-2 PM	2542	0.0	1500	1500	1042	16.32+	400	67.6	9.7	30.8	
2-3 PM	2575	0.0	1500	1500	1075	16.32+	400	67.6	9.7	30.8	
3-4 PM	2605	0.0	1500	1500	1105	16.32+	400	67.5	9.7	30.8	
4-5 PM	2344	0.0	1500	1500	844	16.33+	400	67.8	9.7	30.8	
5-6 PM	2223	0.0	1500	1500	723	16.34+	400	68.0	9.7	30.8	
6-7 PM	1831	0.0	OFF	1831	0	0.22	20	68.4	63.2	63.2	
7-8 PM	1512	0.0	OFF	1512	0	0.00	0	68.9	68.9	68.9	
8-9 PM	1470	0.0	OFF	1470	0	0.00	0	68.9	68.9	68.9	
9-10 PM	1361	0.0	OFF	1361	0	0.00	0	69.1	69.1	69.1	
10-11 PM	1100	0.0	OFF	1100	0	0.00	0	69.4	69.4	69.4	
11PM-MID	662	0.0	OFF	662	0	0.00	0	69.9	69.9	69.9	

"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

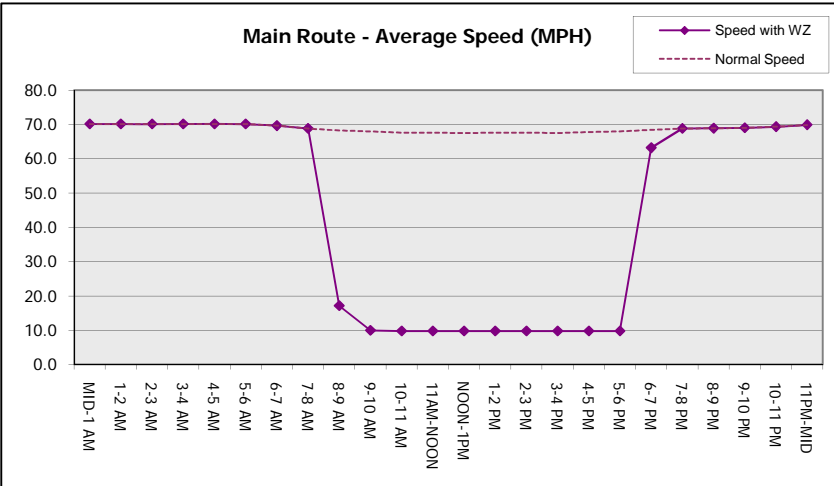
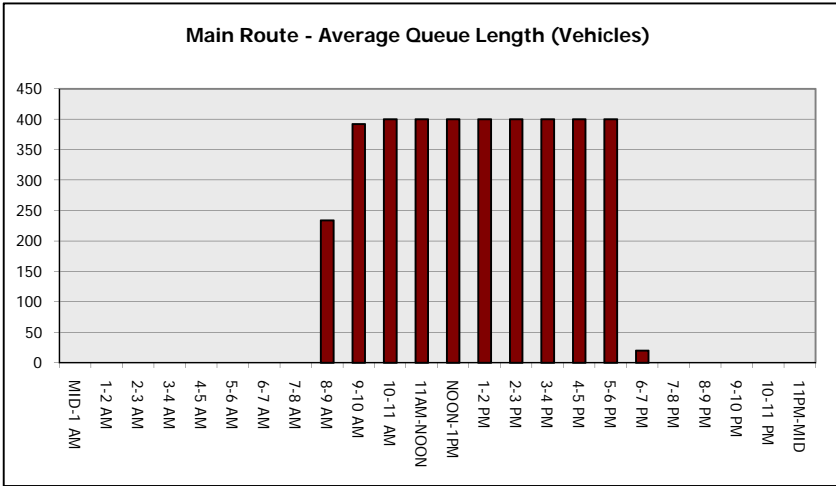
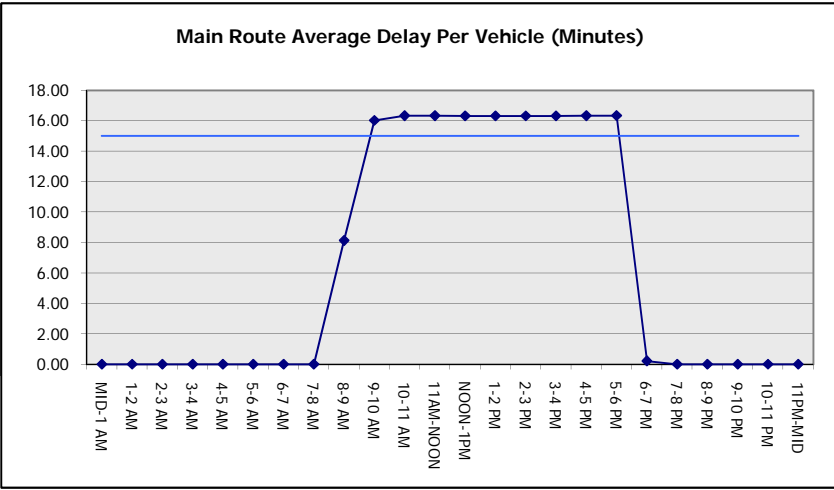
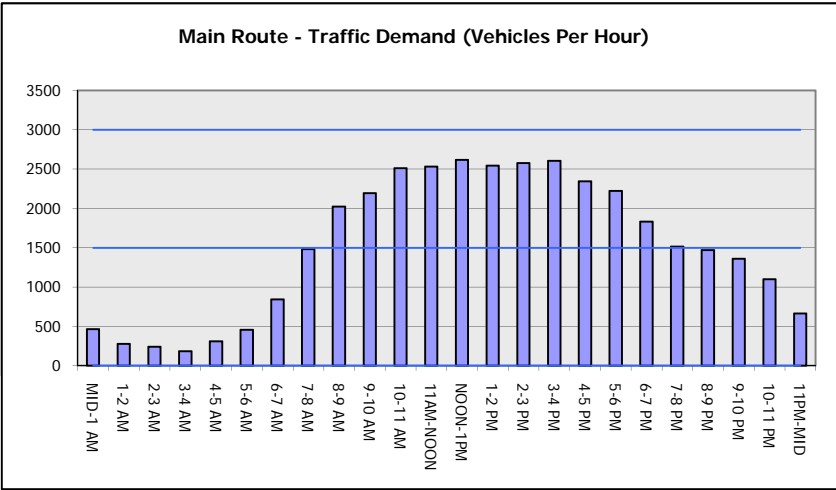
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0179
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0100
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$104,339
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY SOUTHBOUND DIRECTION**



<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

**SATURDAY 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	511	0.0	OFF	511	0	0.00	0	70.1	70.1	70.1
1-2 AM	346	0.0	OFF	346	0	0.00	0	70.2	70.2	70.2
2-3 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
3-4 AM	204	0.0	OFF	204	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	518	0.0	OFF	518	0	0.00	0	70.1	70.1	70.1
6-7 AM	839	0.0	OFF	839	0	0.00	0	69.7	69.7	69.7
7-8 AM	1464	0.0	OFF	1464	0	0.00	0	68.9	68.9	68.9
8-9 AM	1959	0.0	1499	1959	0	7.05	201	68.3	19.1	30.8
9-10 AM	2347	0.0	1500	1500	847	16.33+	400	67.8	9.7	30.8
10-11 AM	2754	0.0	1500	1500	1254	16.31+	400	67.3	9.7	30.8
11AM-NOON	3052	0.0	1500	1500	1552	16.30+	400	66.9	9.7	30.8
NOON-1PM	3082	0.0	1500	1500	1582	16.30+	400	66.9	9.7	30.8
1-2 PM	2950	0.0	1500	1500	1450	16.30+	400	67.1	9.7	30.8
2-3 PM	2973	0.0	1500	1500	1473	16.30+	400	67.1	9.7	30.8
3-4 PM	2823	0.0	1500	1500	1323	16.31+	400	67.3	9.7	30.8
4-5 PM	2895	0.0	1500	1500	1395	16.31+	400	67.1	9.7	30.8
5-6 PM	2548	0.0	1500	1500	1048	16.32+	400	67.6	9.7	30.8
6-7 PM	2090	0.0	OFF	2090	0	0.29	26	68.1	61.5	61.5
7-8 PM	1634	0.0	OFF	1634	0	0.00	0	68.7	68.7	68.7
8-9 PM	1357	0.0	OFF	1357	0	0.00	0	69.1	69.1	69.1
9-10 PM	1239	0.0	OFF	1239	0	0.00	0	69.2	69.2	69.2
10-11 PM	1031	0.0	OFF	1031	0	0.00	0	69.4	69.4	69.4
11PM-MID	703	0.0	OFF	703	0	0.00	0	69.9	69.9	69.9

"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	0.0197
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0136

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,532
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**MAY**  
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

