

<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>AUGUST</b>
	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	513	0.0	OFF	513	0	0.00	0	70.1	70.1	70.1
1-2 AM	293	0.0	OFF	293	0	0.00	0	70.2	70.2	70.2
2-3 AM	291	0.0	OFF	291	0	0.00	0	70.2	70.2	70.2
3-4 AM	336	0.0	OFF	336	0	0.00	0	70.2	70.2	70.2
4-5 AM	553	0.0	OFF	553	0	0.00	0	70.0	70.0	70.0
5-6 AM	1221	0.0	OFF	1221	0	0.00	0	69.2	69.2	69.2
6-7 AM	2407	0.0	OFF	2407	0	0.00	0	67.8	67.8	67.8
7-8 AM	3254	0.0	OFF	3254	0	0.00	0	66.7	66.7	66.7
8-9 AM	2788	0.0	OFF	2788	0	0.00	0	67.3	67.3	67.3
9-10 AM	2674	0.0	OFF	2674	0	0.00	0	67.4	67.4	67.4
10-11 AM	2857	0.0	1499	1735	1121	13.91+	350	67.2	11.1	35.5
11AM-NOON	3059	0.0	1499	1593	1467	15.98+	392	66.9	9.9	31.0
NOON-1PM	3269	0.0	1500	1500	1769	16.26+	400	66.7	9.7	31.2
1-2 PM	3549	0.0	1500	1500	2049	16.24+	399	66.3	9.7	31.2
2-3 PM	3893	0.0	1500	1500	2393	16.15+	400	64.3	9.7	31.2
3-4 PM	4012	0.0	OFF	4012	0	0.38	27	63.5	56.2	56.2
4-5 PM	4231	0.0	OFF	4231	0	0.00	0	62.0	62.0	62.0
5-6 PM	3618	0.0	OFF	3618	0	0.00	0	66.1	66.1	66.1
6-7 PM	2504	0.0	OFF	2504	0	0.00	0	67.6	67.6	67.6
7-8 PM	1816	0.0	OFF	1816	0	0.00	0	68.5	68.5	68.5
8-9 PM	1539	0.0	OFF	1539	0	0.00	0	68.8	68.8	68.8
9-10 PM	1475	0.0	OFF	1475	0	0.00	0	68.9	68.9	68.9
10-11 PM	1222	0.0	OFF	1222	0	0.00	0	69.2	69.2	69.2
11PM-MID	737	0.0	OFF	737	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

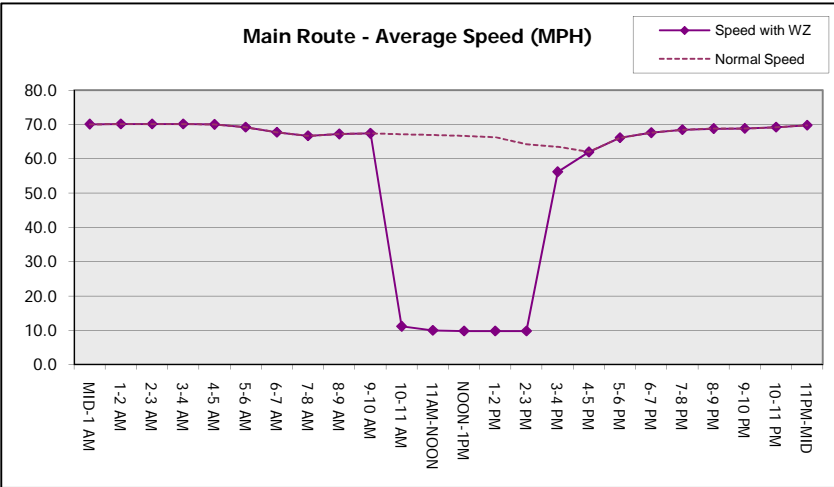
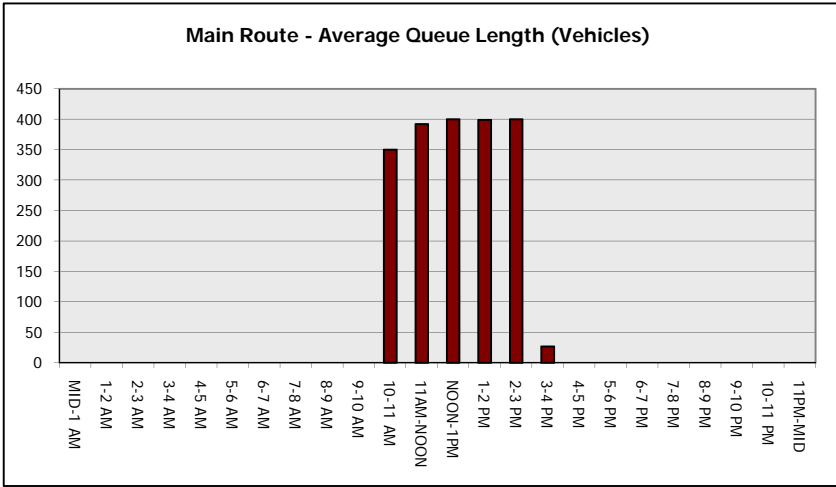
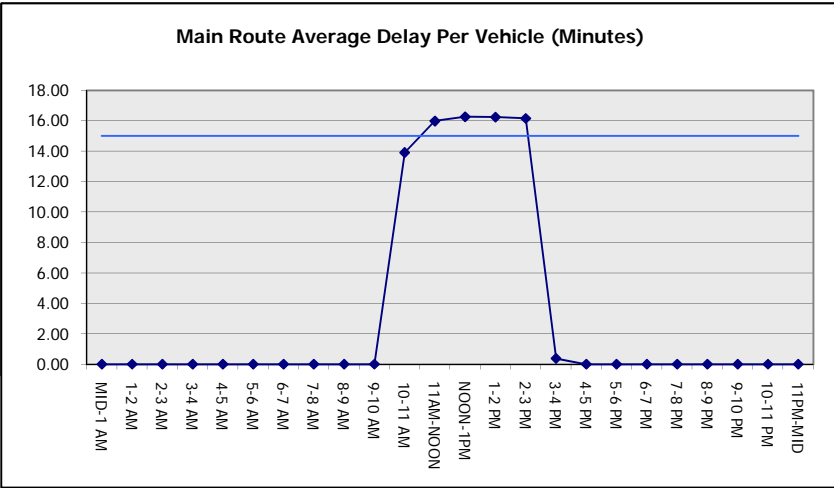
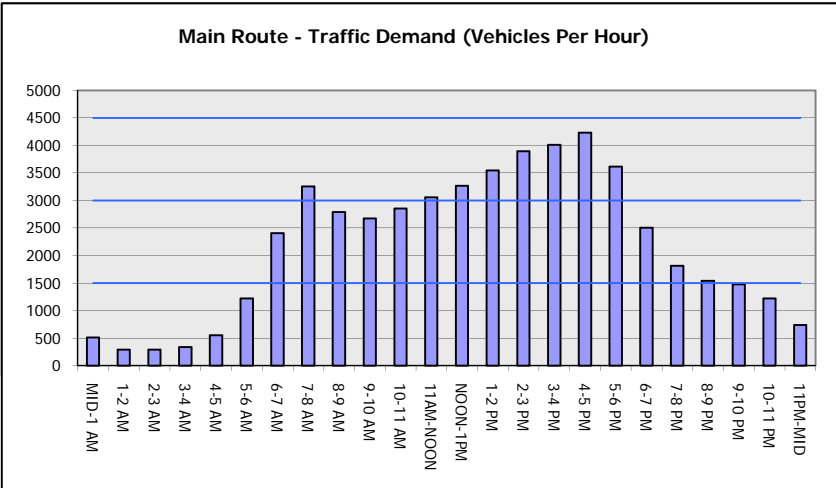
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0257
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0101
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,427
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY 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>AUGUST</b>
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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	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
1-2 AM	301	0.0	OFF	301	0	0.00	0	70.2	70.2	70.2
2-3 AM	283	0.0	OFF	283	0	0.00	0	70.2	70.2	70.2
3-4 AM	272	0.0	OFF	272	0	0.00	0	70.2	70.2	70.2
4-5 AM	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1
5-6 AM	1236	0.0	OFF	1236	0	0.00	0	69.2	69.2	69.2
6-7 AM	2219	0.0	OFF	2219	0	0.00	0	68.0	68.0	68.0
7-8 AM	3393	0.0	OFF	3393	0	0.00	0	66.5	66.5	66.5
8-9 AM	2720	0.0	OFF	2720	0	0.00	0	67.4	67.4	67.4
9-10 AM	2747	0.0	OFF	2747	0	0.00	0	67.3	67.3	67.3
10-11 AM	3048	0.0	1499	1569	1479	15.25+	383	66.9	10.3	36.4
11AM-NOON	3278	0.0	1499	1698	1579	14.29+	374	66.6	10.9	35.5
NOON-1PM	3444	0.0	1499	1500	1944	16.03+	399	66.4	9.9	35.6
1-2 PM	3596	0.0	1500	1500	2096	16.02+	400	66.3	9.9	35.6
2-3 PM	3997	0.0	1500	1500	2497	15.90+	400	63.5	9.9	35.6
3-4 PM	4353	0.0	OFF	4353	0	0.31	21	61.1	55.5	55.5
4-5 PM	4648	0.0	OFF	4648	0	0.00	0	59.1	59.1	59.1
5-6 PM	4437	0.0	OFF	4437	0	0.00	0	60.5	60.5	60.5
6-7 PM	3541	0.0	OFF	3541	0	0.00	0	66.3	66.3	66.3
7-8 PM	2747	0.0	OFF	2747	0	0.00	0	67.3	67.3	67.3
8-9 PM	2055	0.0	OFF	2055	0	0.00	0	68.2	68.2	68.2
9-10 PM	1692	0.0	OFF	1692	0	0.00	0	68.6	68.6	68.6
10-11 PM	1281	0.0	OFF	1281	0	0.00	0	69.1	69.1	69.1
11PM-MID	1017	0.0	OFF	1017	0	0.00	0	69.5	69.5	69.5

"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	0.0230
'DIVERSION'	0.0110

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,028
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

