

<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**

MON-THUR                  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	336	0.0	OFF	336	0	0.00	0	70.2	70.2	70.2
1-2 AM	242	0.0	OFF	242	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	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2
4-5 AM	595	0.0	OFF	595	0	0.00	0	70.0	70.0	70.0
5-6 AM	1395	0.0	OFF	1395	0	0.00	0	69.0	69.0	69.0
6-7 AM	2698	0.0	OFF	2698	0	0.00	0	67.4	67.4	67.4
7-8 AM	3663	0.0	OFF	3663	0	0.00	0	65.8	65.8	65.8
8-9 AM	2890	0.0	OFF	2890	0	0.00	0	67.1	67.1	67.1
9-10 AM	2513	0.0	OFF	2513	0	0.00	0	67.6	67.6	67.6
10-11 AM	2500	0.0	1499	1975	525	12.84+	322	67.6	11.9	31.4
11AM-NOON	2583	0.0	1499	1500	1083	16.32+	399	67.5	9.7	30.8
NOON-1PM	2711	0.0	1500	1500	1211	16.32+	400	67.4	9.7	30.8
1-2 PM	2991	0.0	1500	1500	1491	16.30+	400	67.0	9.7	30.8
2-3 PM	3278	0.0	1500	1500	1778	16.29+	400	66.6	9.7	30.8
3-4 PM	3491	0.0	OFF	3491	0	0.57	44	66.4	55.3	55.3
4-5 PM	4010	0.0	OFF	4010	0	0.00	0	63.5	63.5	63.5
5-6 PM	3734	0.0	OFF	3734	0	0.00	0	65.3	65.3	65.3
6-7 PM	2366	0.0	OFF	2366	0	0.00	0	67.8	67.8	67.8
7-8 PM	1705	0.0	OFF	1705	0	0.00	0	68.6	68.6	68.6
8-9 PM	1550	0.0	OFF	1550	0	0.00	0	68.8	68.8	68.8
9-10 PM	1333	0.0	OFF	1333	0	0.00	0	69.1	69.1	69.1
10-11 PM	1054	0.0	OFF	1054	0	0.00	0	69.4	69.4	69.4
11PM-MID	704	0.0	OFF	704	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

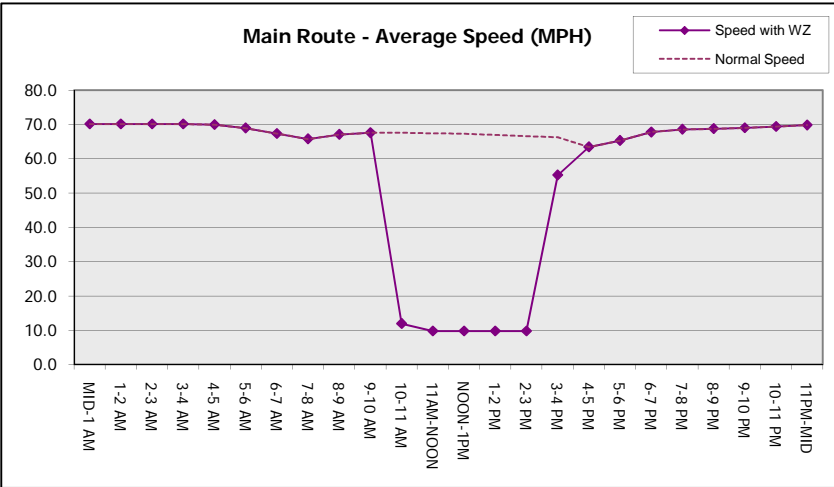
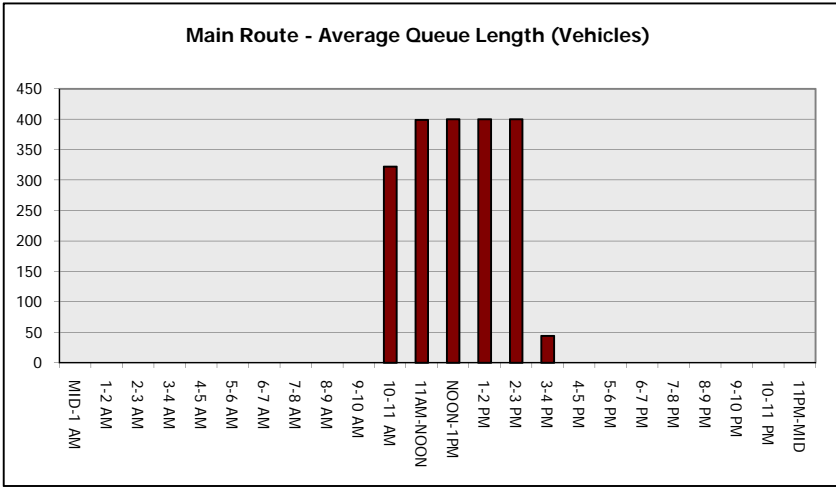
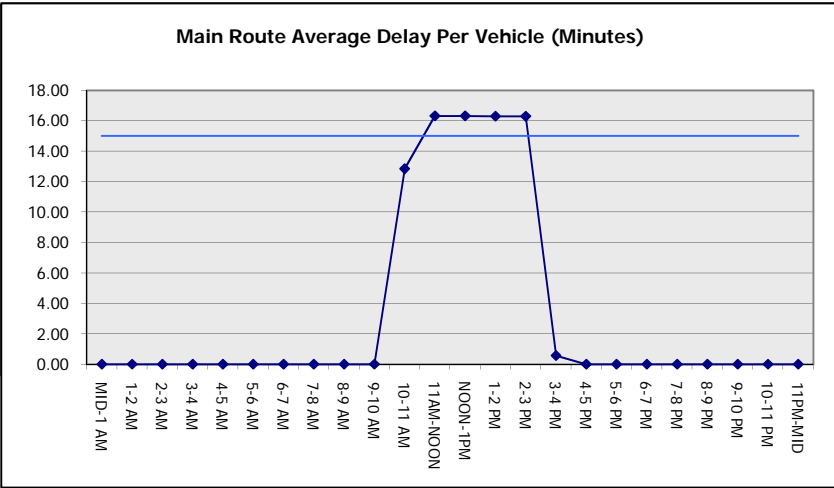
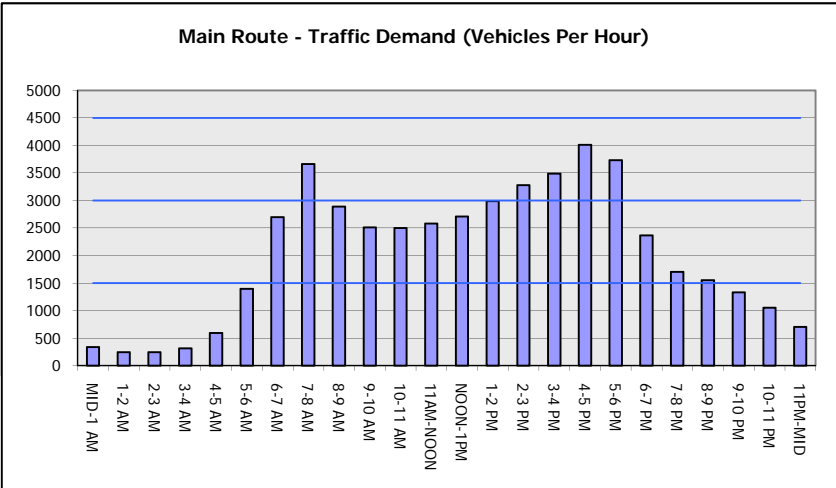
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0241
MAIN ROUTE WITH WORKS	0.0206
'DIVERSION'	0.0070
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$48,324
CONGESTED HOURS PER DAY*	5

\*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**  
**MON-THUR 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**

MON-THUR                      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	354	0.0	OFF	354	0	0.00	0	70.2	70.2	70.2
1-2 AM	260	0.0	OFF	260	0	0.00	0	70.2	70.2	70.2
2-3 AM	224	0.0	OFF	224	0	0.00	0	70.2	70.2	70.2
3-4 AM	248	0.0	OFF	248	0	0.00	0	70.2	70.2	70.2
4-5 AM	478	0.0	OFF	478	0	0.00	0	70.1	70.1	70.1
5-6 AM	1338	0.0	OFF	1338	0	0.00	0	69.1	69.1	69.1
6-7 AM	2410	0.0	OFF	2410	0	0.00	0	67.8	67.8	67.8
7-8 AM	3754	0.0	OFF	3754	0	0.00	0	65.2	65.2	65.2
8-9 AM	2771	0.0	OFF	2771	0	0.00	0	67.3	67.3	67.3
9-10 AM	2559	0.0	OFF	2559	0	0.00	0	67.6	67.6	67.6
10-11 AM	2698	0.0	1499	1853	845	13.39+	333	67.4	11.5	34.5
11AM-NOON	2807	0.0	1499	1500	1307	16.31+	399	67.3	9.7	30.8
NOON-1PM	2780	0.0	1500	1500	1280	16.31+	400	67.3	9.7	30.8
1-2 PM	2892	0.0	1500	1500	1392	16.31+	400	67.1	9.7	30.8
2-3 PM	3246	0.0	1499	1500	1746	16.29+	400	66.7	9.7	30.8
3-4 PM	3793	0.0	OFF	3793	0	0.39	28	65.0	57.1	57.1
4-5 PM	4275	0.0	OFF	4275	0	0.00	0	61.7	61.7	61.7
5-6 PM	3963	0.0	OFF	3963	0	0.00	0	63.8	63.8	63.8
6-7 PM	2580	0.0	OFF	2580	0	0.00	0	67.5	67.5	67.5
7-8 PM	1742	0.0	OFF	1742	0	0.00	0	68.6	68.6	68.6
8-9 PM	1467	0.0	OFF	1467	0	0.00	0	68.9	68.9	68.9
9-10 PM	1210	0.0	OFF	1210	0	0.00	0	69.2	69.2	69.2
10-11 PM	927	0.0	OFF	927	0	0.00	0	69.6	69.6	69.6
11PM-MID	679	0.0	OFF	679	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	0.0244
MAIN ROUTE WITH WORKS	0.0206
'DIVERSION'	0.0075

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,656
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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