

<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>OCTOBER</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	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	1499	1898	771	13.25+	329	67.4	11.6	33.5	
11AM-NOON	2874	0.0	1499	1500	1374	16.31+	399	67.2	9.7	30.8	
NOON-1PM	3207	0.0	1500	1500	1707	16.29+	400	66.8	9.7	30.8	
1-2 PM	3489	0.0	1500	1500	1989	16.28+	400	66.4	9.7	30.8	
2-3 PM	3770	0.0	1500	1500	2270	16.22+	400	65.1	9.7	30.8	
3-4 PM	4128	0.0	OFF	4128	0	0.56	42	62.7	52.7	52.7	
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	0.0217
'DIVERSION'	0.0093
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,345
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

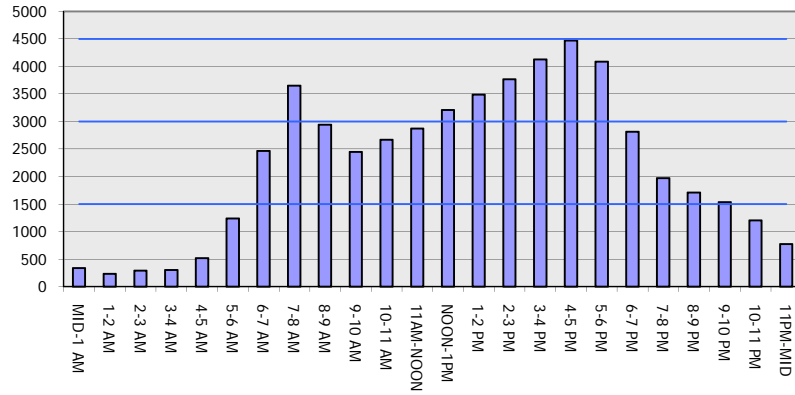
**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)  
OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

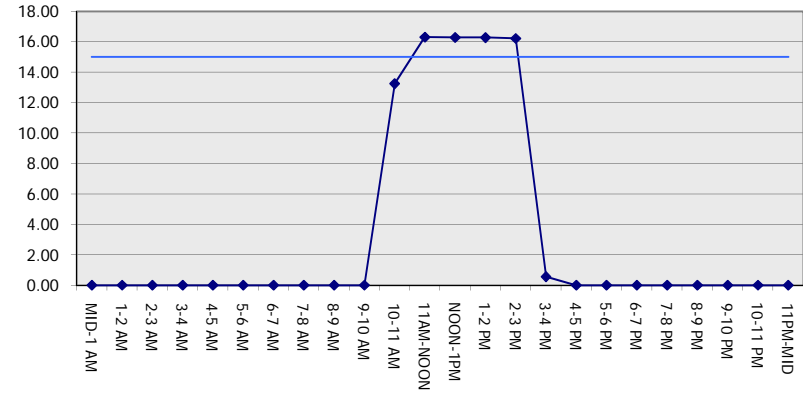
Analyzed for 2009  
Construction Season

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

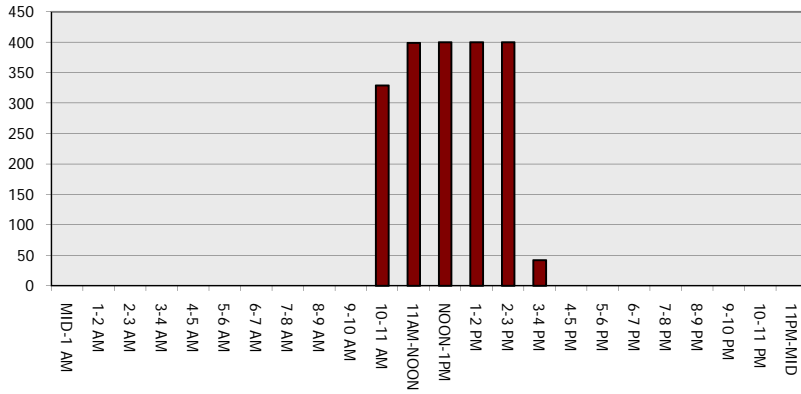
**Main Route - Traffic Demand (Vehicles Per Hour)**



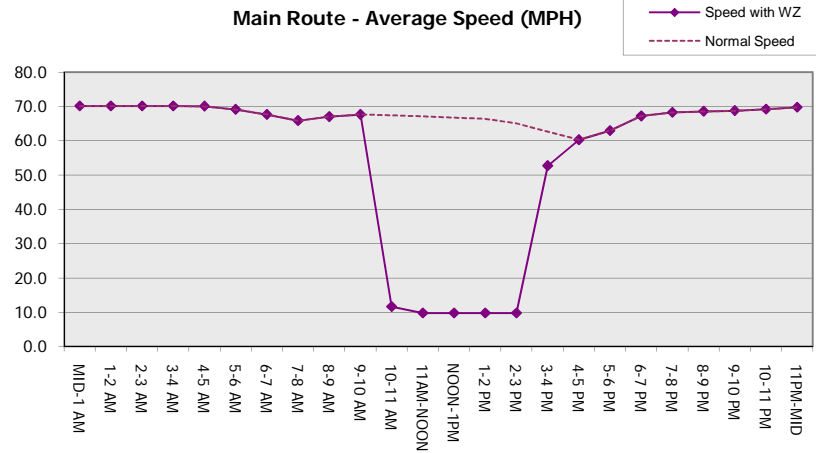
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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	Analyzed for 2009 Construction Season

**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	1499	1622	1391	14.66+	371	67.0	10.7	36.1
11AM-NOON	3376	0.0	1499	1908	1468	15.19+	383	66.5	10.4	32.5
NOON-1PM	3435	0.0	1500	1500	1935	16.08+	400	66.4	9.9	34.2
1-2 PM	3672	0.0	1500	1500	2172	16.05+	400	65.8	9.9	34.2
2-3 PM	4006	0.0	1500	1500	2506	15.95+	400	63.5	9.9	34.2
3-4 PM	4665	0.0	OFF	4665	0	1.26	105	59.0	42.2	42.2
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	0.0230
'DIVERSION'	0.0108

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,702
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT  
FRIDAY NORTHBOUND DIRECTION**

