

<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**

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	485	0.0	OFF	485	0	0.00	0	70.1	70.1	70.1	
1-2 AM	310	0.0	OFF	310	0	0.00	0	70.2	70.2	70.2	
2-3 AM	271	0.0	OFF	271	0	0.00	0	70.2	70.2	70.2	
3-4 AM	229	0.0	OFF	229	0	0.00	0	70.2	70.2	70.2	
4-5 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2	
5-6 AM	532	0.0	OFF	532	0	0.00	0	70.0	70.0	70.0	
6-7 AM	1087	0.0	OFF	1087	0	0.00	0	69.4	69.4	69.4	
7-8 AM	1890	0.0	OFF	1890	0	0.00	0	68.4	68.4	68.4	
8-9 AM	2043	0.0	1499	1951	93	8.83+	246	68.2	16.1	30.8	
9-10 AM	2216	0.0	1500	1500	716	16.34+	400	68.0	9.7	30.8	
10-11 AM	2432	0.0	1500	1500	932	16.33+	400	67.7	9.7	30.8	
11AM-NOON	2495	0.0	1500	1500	995	16.33+	400	67.6	9.7	30.8	
NOON-1PM	2600	0.0	1500	1500	1100	16.32+	400	67.5	9.7	30.8	
1-2 PM	2656	0.0	1500	1500	1156	16.32+	400	67.4	9.7	30.8	
2-3 PM	2599	0.0	1500	1500	1099	16.32+	400	67.5	9.7	30.8	
3-4 PM	2603	0.0	1500	1500	1103	16.32+	400	67.5	9.7	30.8	
4-5 PM	2685	0.0	1500	1500	1185	16.32+	400	67.4	9.7	30.8	
5-6 PM	2490	0.0	1500	1500	990	16.33+	400	67.6	9.7	30.8	
6-7 PM	2223	0.0	OFF	2223	0	0.29	26	68.0	61.4	61.4	
7-8 PM	1849	0.0	OFF	1849	0	0.00	0	68.4	68.4	68.4	
8-9 PM	1664	0.0	OFF	1664	0	0.00	0	68.7	68.7	68.7	
9-10 PM	1651	0.0	OFF	1651	0	0.00	0	68.7	68.7	68.7	
10-11 PM	1200	0.0	OFF	1200	0	0.00	0	69.2	69.2	69.2	
11PM-MID	845	0.0	OFF	845	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	0.0194
MAIN ROUTE WITH WORKS	0.0138
'DIVERSION'	0.0107
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$107,491
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

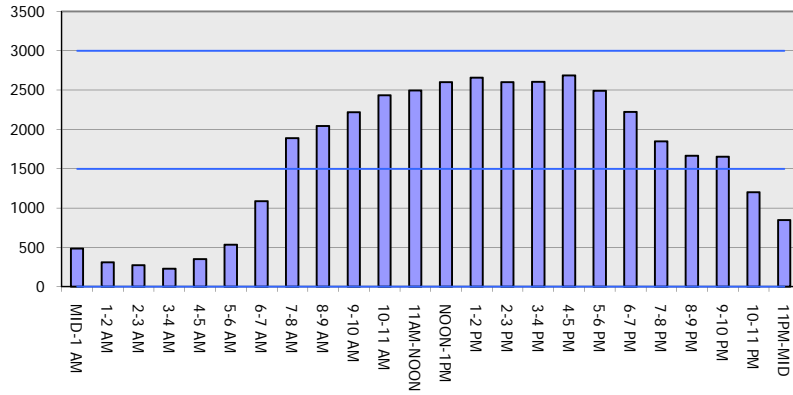
**USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)  
OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

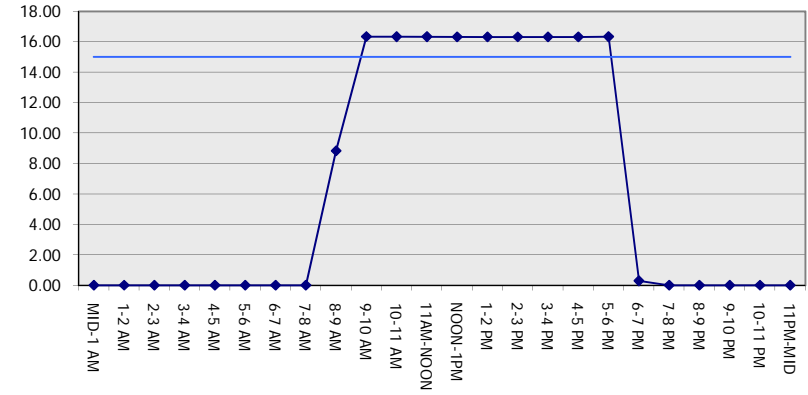
Analyzed for 2009  
Construction Season

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

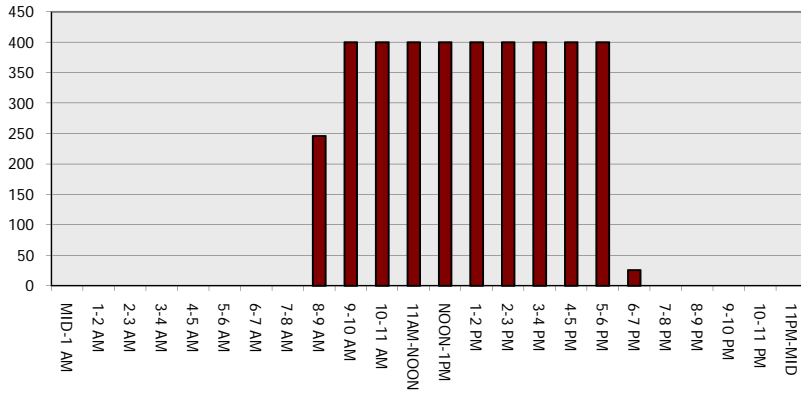
**Main Route - Traffic Demand (Vehicles Per Hour)**



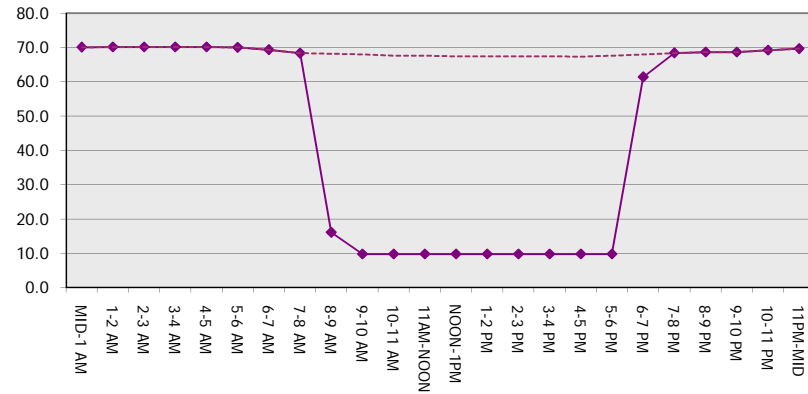
**Main Route Average Delay Per Vehicle (Minutes)**



**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**

**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	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1
1-2 AM	299	0.0	OFF	299	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	221	0.0	OFF	221	0	0.00	0	70.2	70.2	70.2
4-5 AM	254	0.0	OFF	254	0	0.00	0	70.2	70.2	70.2
5-6 AM	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1
6-7 AM	722	0.0	OFF	722	0	0.00	0	69.9	69.9	69.9
7-8 AM	1326	0.0	OFF	1326	0	0.00	0	69.1	69.1	69.1
8-9 AM	1777	0.0	1499	1777	0	4.42	111	68.5	26.1	30.8
9-10 AM	2204	0.0	1499	1639	565	15.79+	387	68.0	10.1	30.8
10-11 AM	2768	0.0	1500	1500	1268	16.31+	400	67.3	9.7	30.8
11AM-NOON	3115	0.0	1500	1500	1615	16.30+	400	66.9	9.7	30.8
NOON-1PM	3272	0.0	1500	1500	1772	16.29+	400	66.7	9.7	30.8
1-2 PM	3078	0.0	1500	1500	1578	16.30+	400	66.9	9.7	30.8
2-3 PM	3032	0.0	1500	1500	1532	16.30+	400	66.9	9.7	30.8
3-4 PM	3063	0.0	1500	1500	1563	16.30+	400	66.9	9.7	30.8
4-5 PM	3281	0.0	1500	1500	1781	16.29+	400	66.6	9.7	30.8
5-6 PM	3053	0.0	1500	1500	1553	16.30+	400	66.9	9.7	30.8
6-7 PM	2580	0.0	OFF	2580	0	0.27	25	67.5	61.4	61.4
7-8 PM	1953	0.0	OFF	1953	0	0.00	0	68.3	68.3	68.3
8-9 PM	1650	0.0	OFF	1650	0	0.00	0	68.7	68.7	68.7
9-10 PM	1352	0.0	OFF	1352	0	0.00	0	69.1	69.1	69.1
10-11 PM	1027	0.0	OFF	1027	0	0.00	0	69.4	69.4	69.4
11PM-MID	727	0.0	OFF	727	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	0.0207
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0151

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$122,575
CONGESTED HOURS PER DAY*	9

\*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**  
**SATURDAY NORTHBOUND DIRECTION**

