

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	564	0.0	OFF	564	0	0.00	0	70.0	70.0	70.0
1-2 AM	321	0.0	OFF	321	0	0.00	0	70.2	70.2	70.2
2-3 AM	293	0.0	OFF	293	0	0.00	0	70.2	70.2	70.2
3-4 AM	266	0.0	OFF	266	0	0.00	0	70.2	70.2	70.2
4-5 AM	238	0.0	OFF	238	0	0.00	0	70.2	70.2	70.2
5-6 AM	286	0.0	OFF	286	0	0.00	0	70.2	70.2	70.2
6-7 AM	442	0.0	OFF	442	0	0.00	0	70.2	70.2	70.2
7-8 AM	634	0.0	OFF	634	0	0.00	0	69.9	69.9	69.9
8-9 AM	970	0.0	OFF	970	0	0.00	0	69.6	69.6	69.6
9-10 AM	1560	0.0	3000	1560	0	0.34	0	68.8	61.0	49.7
10-11 AM	2095	0.0	3000	2095	0	0.33	0	68.1	60.7	49.7
11AM-NOON	2598	0.0	3000	2598	0	0.47	0	67.5	57.8	44.6
NOON-1PM	2776	0.0	3000	2776	0	0.58	0	67.3	55.6	41.0
1-2 PM	2937	0.0	2999	2937	0	0.69	0	67.1	53.8	38.3
2-3 PM	3229	0.0	2999	3229	0	2.25	96	66.7	36.9	37.3
3-4 PM	3531	0.0	3000	3531	0	8.91	480	66.3	16.3	37.3
4-5 PM	3702	0.0	2999	3042	659	16.13+	852	65.6	11.7	37.3
5-6 PM	3377	0.0	3000	3013	364	16.11+	848	66.5	11.7	37.3
6-7 PM	3019	0.0	3000	2945	74	15.61+	820	67.0	11.9	37.3
7-8 PM	2082	0.0	OFF	2082	0	0.78	73	68.1	53.0	53.0
8-9 PM	1368	0.0	OFF	1368	0	0.00	0	69.1	69.1	69.1
9-10 PM	917	0.0	OFF	917	0	0.00	0	69.6	69.6	69.6
10-11 PM	628	0.0	OFF	628	0	0.00	0	69.9	69.9	69.9
11PM-MID	362	0.0	OFF	362	0	0.00	0	70.2	70.2	70.2

"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	0.0188
MAIN ROUTE WITH WORKS	0.0165
'DIVERSION'	0.0013
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,627
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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

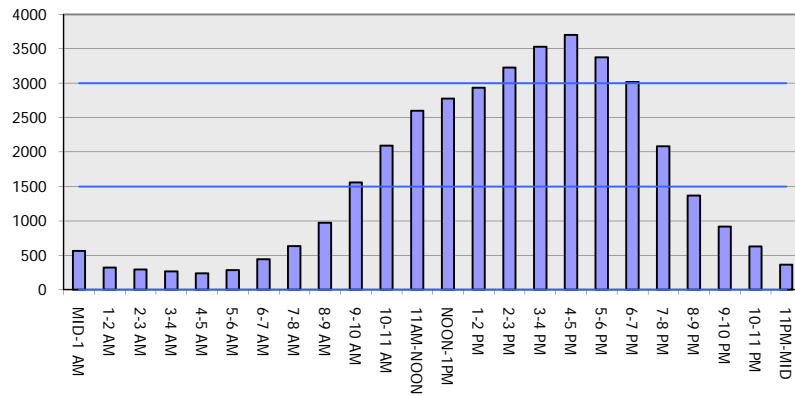
**OCTOBER**

Analyzed for 2009  
Construction Season

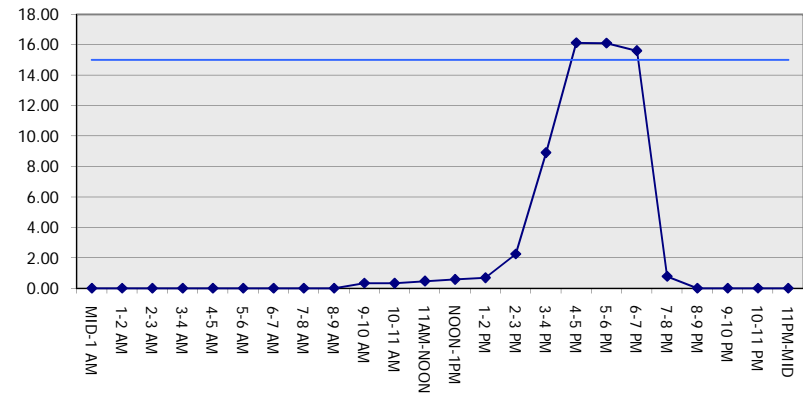
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

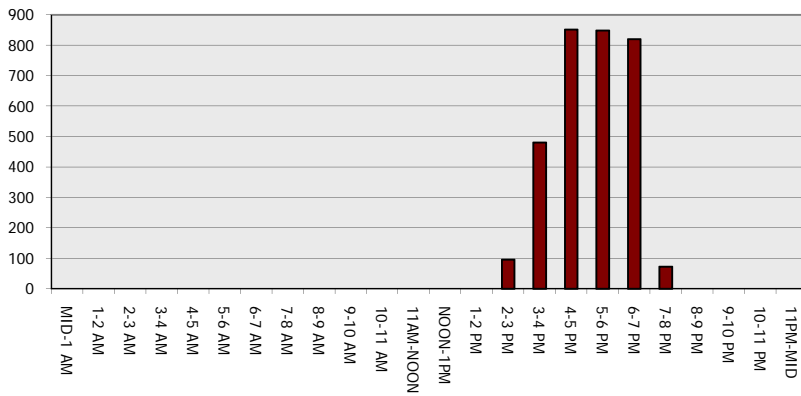
**Main Route - Traffic Demand (Vehicles Per Hour)**



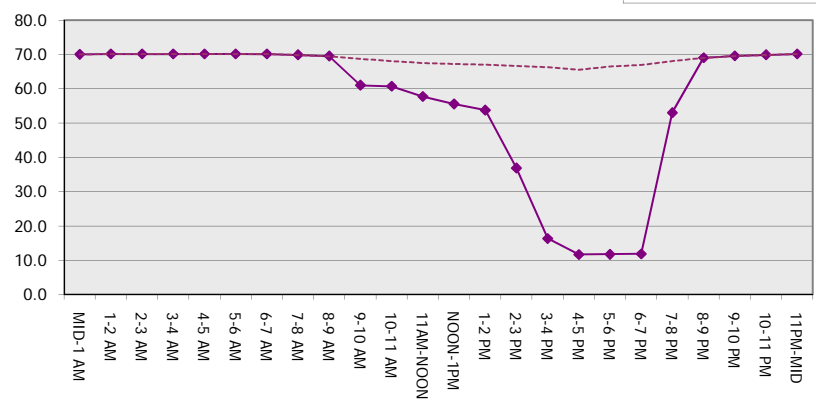
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY      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	475	0.0	OFF	475	0	0.00	0	70.2	70.2	70.2
1-2 AM	331	0.0	OFF	331	0	0.00	0	70.2	70.2	70.2
2-3 AM	269	0.0	OFF	269	0	0.00	0	70.2	70.2	70.2
3-4 AM	176	0.0	OFF	176	0	0.00	0	70.2	70.2	70.2
4-5 AM	169	0.0	OFF	169	0	0.00	0	70.2	70.2	70.2
5-6 AM	312	0.0	OFF	312	0	0.00	0	70.2	70.2	70.2
6-7 AM	423	0.0	OFF	423	0	0.00	0	70.2	70.2	70.2
7-8 AM	761	0.0	OFF	761	0	0.00	0	69.8	69.8	69.8
8-9 AM	1584	0.0	OFF	1584	0	0.00	0	68.7	68.7	68.7
9-10 AM	2388	0.0	3000	2388	0	0.33	0	67.8	60.5	49.7
10-11 AM	2305	0.0	3000	2305	0	0.33	0	67.9	60.6	49.7
11AM-NOON	2474	0.0	3000	2474	0	0.38	0	67.7	59.4	47.4
NOON-1PM	2634	0.0	3000	2634	0	0.49	0	67.4	57.3	43.8
1-2 PM	2428	0.0	3000	2428	0	0.36	0	67.7	60.0	48.6
2-3 PM	2502	0.0	3000	2502	0	0.40	0	67.6	59.0	46.8
3-4 PM	2632	0.0	3000	2632	0	0.49	0	67.4	57.3	43.8
4-5 PM	2622	0.0	3000	2622	0	0.48	0	67.5	57.4	44.0
5-6 PM	2520	0.0	3000	2520	0	0.42	0	67.6	58.7	46.3
6-7 PM	2222	0.0	3000	2222	0	0.33	0	68.0	60.6	49.7
7-8 PM	1859	0.0	OFF	1859	0	0.00	0	68.4	68.4	68.4
8-9 PM	1332	0.0	OFF	1332	0	0.00	0	69.1	69.1	69.1
9-10 PM	995	0.0	OFF	995	0	0.00	0	69.5	69.5	69.5
10-11 PM	689	0.0	OFF	689	0	0.00	0	69.9	69.9	69.9
11PM-MID	385	0.0	OFF	385	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

*----- 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	0.0170
MAIN ROUTE WITH WORKS	0.0154
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,677
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

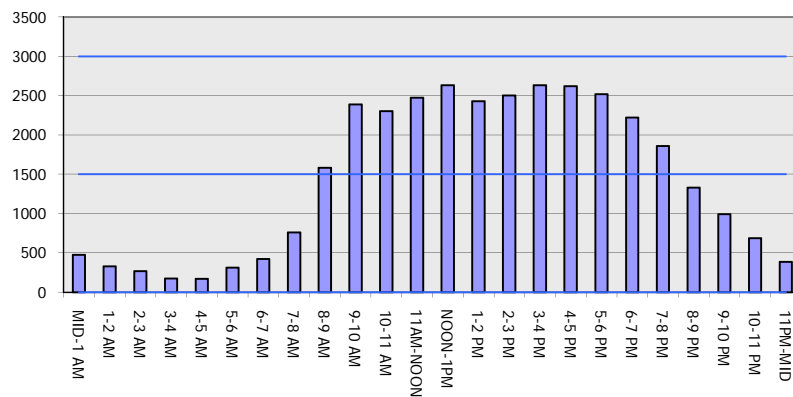
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

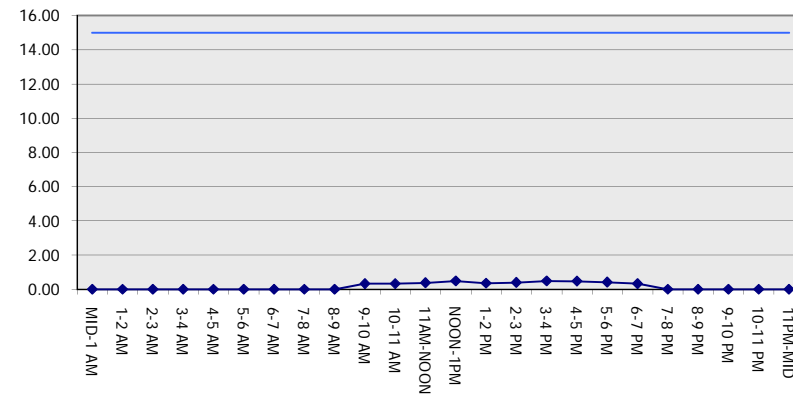
**SUNDAY**

**NORTHBOUND DIRECTION**

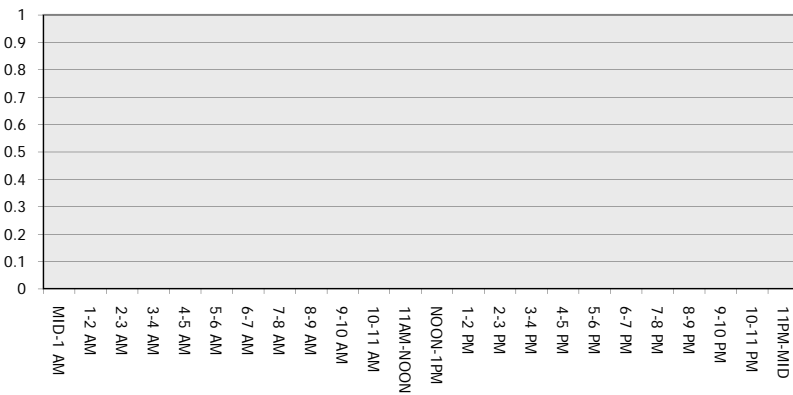
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

