

<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)                  NIGHTTIME 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	471	0.0	1500	471	0	1.96	93	70.2	40.3	43.1	
1-2 AM	326	0.0	1500	326	0	0.51	0	70.2	58.8	44.2	
2-3 AM	271	0.0	1500	271	0	0.51	0	70.2	58.9	44.4	
3-4 AM	206	0.0	1500	206	0	0.50	0	70.2	59.1	44.6	
4-5 AM	336	0.0	1500	336	0	0.51	0	70.2	58.8	44.2	
5-6 AM	503	0.0	1500	503	0	0.53	0	70.1	58.4	43.5	
6-7 AM	910	0.0	1499	910	0	0.58	0	69.6	57.3	42.0	
7-8 AM	1448	0.0	1499	1448	0	1.34	12	68.9	46.0	33.2	
8-9 AM	2101	0.0	OFF	2101	0	0.01	0	68.1	68.0	68.0	
9-10 AM	2478	0.0	OFF	2478	0	0.00	0	67.6	67.6	67.6	
10-11 AM	2813	0.0	OFF	2813	0	0.00	0	67.3	67.3	67.3	
11AM-NOON	2956	0.0	OFF	2956	0	0.00	0	67.1	67.1	67.1	
NOON-1PM	2869	0.0	OFF	2869	0	0.00	0	67.2	67.2	67.2	
1-2 PM	2847	0.0	OFF	2847	0	0.00	0	67.2	67.2	67.2	
2-3 PM	2794	0.0	OFF	2794	0	0.00	0	67.3	67.3	67.3	
3-4 PM	2606	0.0	OFF	2606	0	0.00	0	67.5	67.5	67.5	
4-5 PM	2518	0.0	OFF	2518	0	0.00	0	67.6	67.6	67.6	
5-6 PM	2235	0.0	OFF	2235	0	0.00	0	67.9	67.9	67.9	
6-7 PM	1852	0.0	1499	1852	0	7.54	195	68.4	18.1	30.8	
7-8 PM	1598	0.0	1499	1545	53	16.00+	390	68.7	9.9	30.8	
8-9 PM	1496	0.0	1499	1496	0	16.21+	395	68.9	9.8	30.8	
9-10 PM	1575	0.0	1499	1503	72	16.36+	399	68.8	9.7	30.8	
10-11 PM	1743	0.0	1500	1500	243	16.36+	400	68.6	9.7	30.8	
11PM-MID	1888	0.0	1500	1500	388	16.36+	400	68.4	9.7	30.8	

"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	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

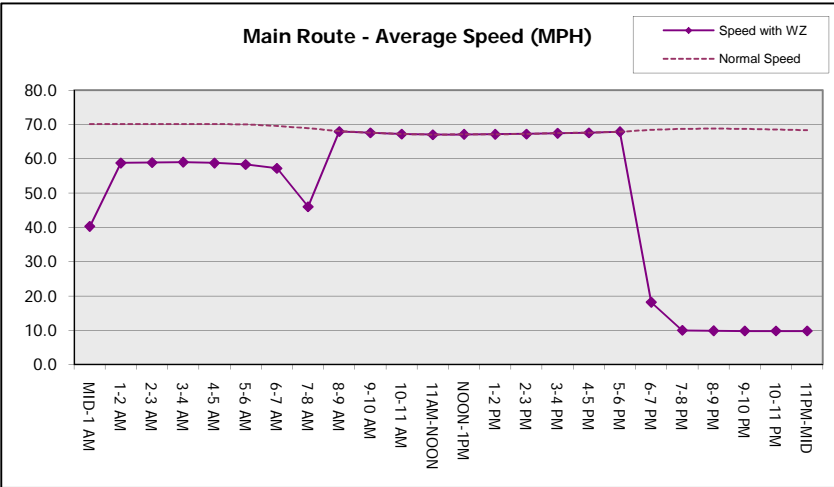
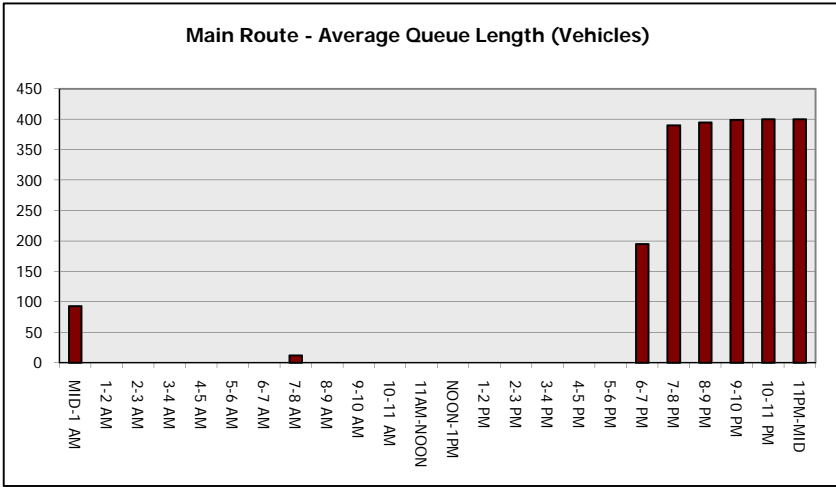
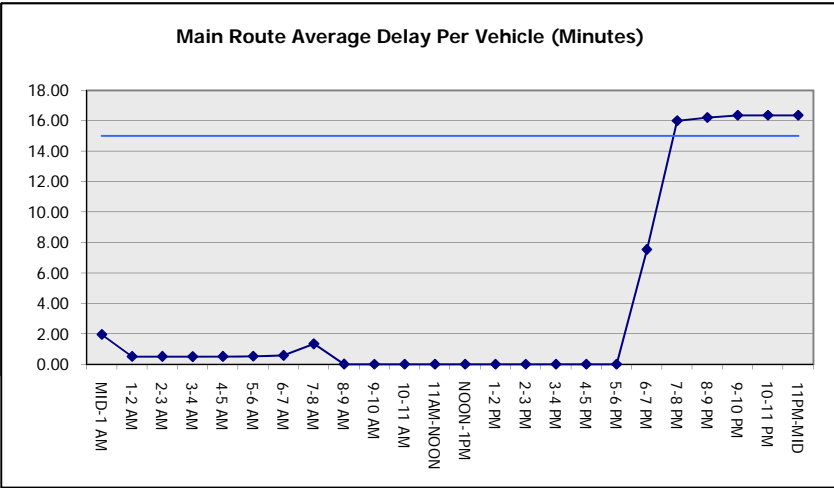
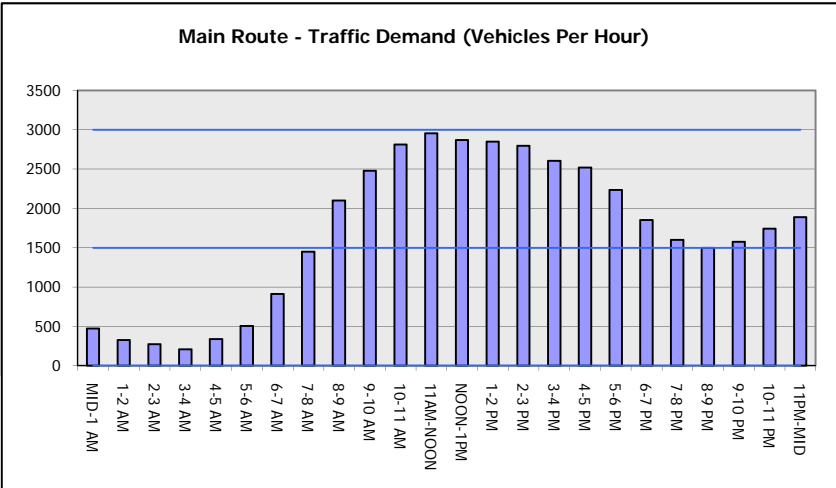
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0189
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,611
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

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



<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)                  NIGHTTIME 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	580	0.0	1500	580	0	0.54	0	70.0	58.1	43.2
1-2 AM	378	0.0	1500	378	0	0.52	0	70.2	58.7	44.0
2-3 AM	274	0.0	1500	274	0	0.51	0	70.2	58.9	44.4
3-4 AM	223	0.0	1500	223	0	0.50	0	70.2	59.1	44.6
4-5 AM	292	0.0	1500	292	0	0.51	0	70.2	58.9	44.3
5-6 AM	491	0.0	1500	491	0	0.53	0	70.1	58.4	43.5
6-7 AM	763	0.0	1500	763	0	0.56	0	69.8	57.6	42.5
7-8 AM	1160	0.0	1499	1160	0	0.69	0	69.3	55.1	38.9
8-9 AM	1658	0.0	OFF	1658	0	0.00	0	68.7	68.7	68.7
9-10 AM	2175	0.0	OFF	2175	0	0.00	0	68.0	68.0	68.0
10-11 AM	2877	0.0	OFF	2877	0	0.00	0	67.1	67.1	67.1
11AM-NOON	3216	0.0	OFF	3216	0	0.00	0	66.8	66.8	66.8
NOON-1PM	3453	0.0	OFF	3453	0	0.00	0	66.4	66.4	66.4
1-2 PM	3562	0.0	OFF	3562	0	0.00	0	66.3	66.3	66.3
2-3 PM	3616	0.0	OFF	3616	0	0.00	0	66.1	66.1	66.1
3-4 PM	3494	0.0	OFF	3494	0	0.00	0	66.4	66.4	66.4
4-5 PM	3312	0.0	OFF	3312	0	0.00	0	66.6	66.6	66.6
5-6 PM	3051	0.0	OFF	3051	0	0.00	0	66.9	66.9	66.9
6-7 PM	2240	0.0	1499	1950	290	12.40+	313	67.9	12.3	30.8
7-8 PM	1627	0.0	1499	1447	180	16.15+	394	68.7	9.9	30.8
8-9 PM	1438	0.0	1500	1438	0	15.53+	378	68.9	10.2	30.8
9-10 PM	1231	0.0	1499	1231	0	8.29	209	69.2	17.0	32.1
10-11 PM	1149	0.0	1500	1149	0	0.87	7	69.3	52.4	39.4
11PM-MID	784	0.0	1500	784	0	0.56	0	69.7	57.6	42.5

"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	0.0212
MAIN ROUTE WITH WORKS	0.0202
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$23,969
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

