

<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	349	0.0	1500	349	0	0.52	0	70.2	58.7	44.1	
1-2 AM	241	0.0	1500	241	0	0.50	0	70.2	59.0	44.5	
2-3 AM	282	0.0	1500	282	0	0.51	0	70.2	58.9	44.3	
3-4 AM	323	0.0	1500	323	0	0.51	0	70.2	58.8	44.2	
4-5 AM	508	0.0	1500	508	0	0.53	0	70.1	58.4	43.5	
5-6 AM	1125	0.0	1499	1125	0	0.74	0	69.3	54.4	38.0	
6-7 AM	2382	0.0	1499	1799	584	9.92+	274	67.8	14.7	32.0	
7-8 AM	3404	0.0	1500	1500	1904	16.14+	400	66.5	9.8	33.2	
8-9 AM	2901	0.0	1500	1500	1401	16.17+	400	67.1	9.8	33.2	
9-10 AM	2366	0.0	1500	1519	846	16.20+	398	67.8	9.8	31.7	
10-11 AM	2448	0.0	1500	1500	948	16.26+	400	67.7	9.8	31.9	
11AM-NOON	2609	0.0	1500	1500	1109	16.25+	400	67.5	9.8	31.9	
NOON-1PM	2850	0.0	1500	1500	1350	16.24+	400	67.2	9.8	31.9	
1-2 PM	3164	0.0	1500	1500	1664	16.23+	400	66.8	9.8	31.9	
2-3 PM	3540	0.0	1500	1500	2040	16.21+	400	66.3	9.8	31.9	
3-4 PM	3857	0.0	1500	1500	2357	16.13+	400	64.5	9.8	31.9	
4-5 PM	4177	0.0	1500	1500	2677	16.03+	400	62.3	9.8	31.9	
5-6 PM	3795	0.0	1500	1500	2295	16.14+	400	65.0	9.8	31.9	
6-7 PM	2622	0.0	1500	1500	1122	16.25+	400	67.5	9.8	31.9	
7-8 PM	1790	0.0	1500	1573	218	16.05+	392	68.5	9.9	30.8	
8-9 PM	1481	0.0	1500	1481	0	16.05+	391	68.9	9.9	30.8	
9-10 PM	1460	0.0	1500	1460	0	14.88	361	68.9	10.6	30.8	
10-11 PM	1176	0.0	1499	1176	0	6.99	191	69.2	19.3	33.7	
11PM-MID	734	0.0	1500	734	0	0.56	0	69.8	57.7	42.7	

+ 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

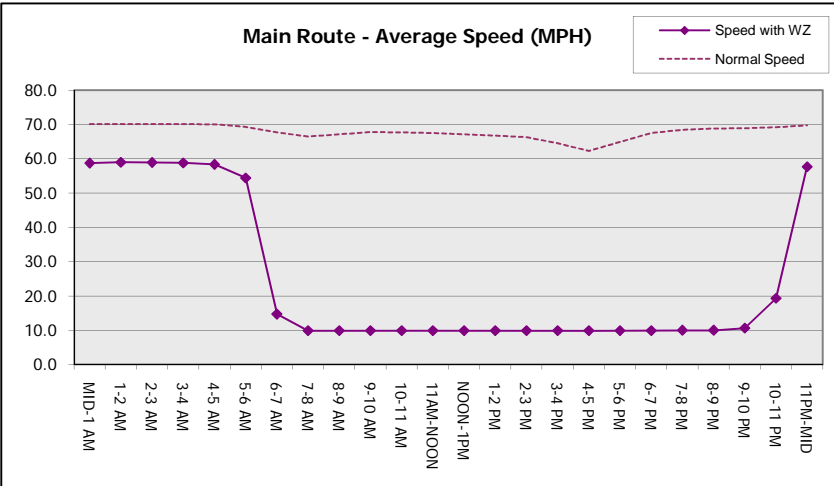
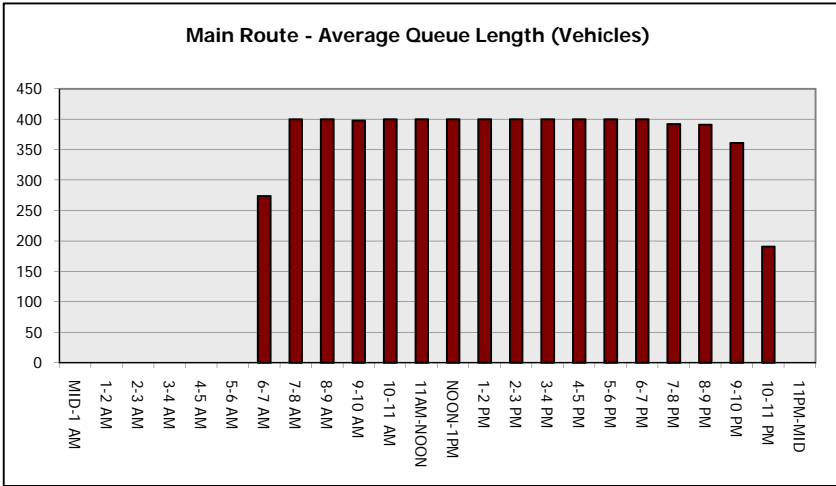
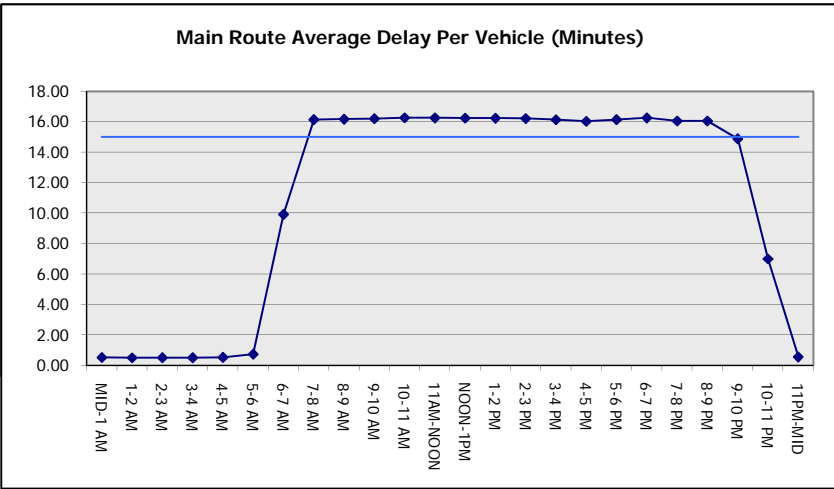
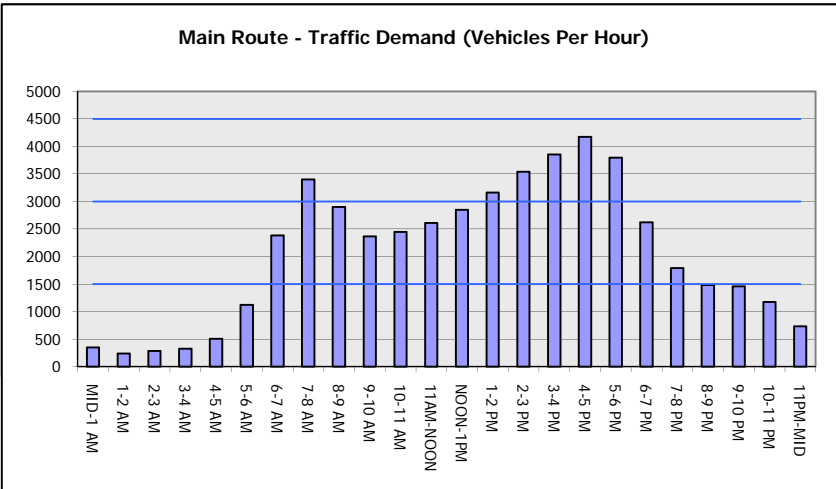
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0245
MAIN ROUTE WITH WORKS	0.0124
'DIVERSION'	0.0234
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$161,033
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

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



<b>USH 41: USH 10 TO STH 114 (WINNEBAGO COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	376	0.0	1500	376	0	0.52	0	70.2	58.7	44.0
1-2 AM	301	0.0	1500	301	0	0.51	0	70.2	58.9	44.3
2-3 AM	259	0.0	1500	259	0	0.50	0	70.2	58.9	44.5
3-4 AM	243	0.0	1500	243	0	0.50	0	70.2	59.0	44.5
4-5 AM	446	0.0	1500	446	0	0.53	0	70.2	58.6	43.7
5-6 AM	1203	0.0	1499	1203	0	0.78	0	69.2	53.6	37.0
6-7 AM	2269	0.0	1499	1906	362	8.48+	243	67.9	16.6	30.8
7-8 AM	3696	0.0	1500	1500	2196	16.24+	400	65.6	9.7	30.8
8-9 AM	2718	0.0	1500	1500	1218	16.32+	400	67.4	9.7	30.8
9-10 AM	2601	0.0	1500	1500	1101	16.32+	400	67.5	9.7	30.8
10-11 AM	2819	0.0	1500	1500	1319	16.31+	400	67.3	9.7	30.8
11AM-NOON	2954	0.0	1500	1500	1454	16.30+	400	67.1	9.7	30.8
NOON-1PM	3175	0.0	1500	1500	1675	16.29+	400	66.8	9.7	30.8
1-2 PM	3323	0.0	1500	1500	1823	16.28+	400	66.6	9.7	30.8
2-3 PM	3688	0.0	1500	1500	2188	16.24+	400	65.6	9.7	30.8
3-4 PM	4160	0.0	1500	1500	2660	16.10+	400	62.4	9.7	30.8
4-5 PM	4443	0.0	1500	1500	2943	16.00+	400	60.5	9.7	30.8
5-6 PM	4251	0.0	1500	1500	2751	16.07+	400	61.8	9.7	30.8
6-7 PM	3328	0.0	1500	1500	1828	16.28+	400	66.6	9.7	30.8
7-8 PM	2649	0.0	1500	1500	1149	16.32+	400	67.4	9.7	30.8
8-9 PM	2059	0.0	1500	1500	559	16.35+	400	68.2	9.7	30.8
9-10 PM	1515	0.0	1500	1452	64	16.03+	391	68.9	9.9	30.8
10-11 PM	1162	0.0	1499	1162	0	7.58	207	69.3	18.1	33.5
11PM-MID	928	0.0	1500	928	0	0.59	0	69.6	56.9	41.9

+ 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	0.0269
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0289

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$178,994
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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

**FRIDAY NORTHBOUND DIRECTION**

