

<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**

MON-THUR                  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	301	0.0	1500	301	0	0.51	0	70.2	58.9	44.3	
1-2 AM	215	0.0	1500	215	0	0.50	0	70.2	59.1	44.6	
2-3 AM	221	0.0	1500	221	0	0.50	0	70.2	59.1	44.6	
3-4 AM	259	0.0	1500	259	0	0.50	0	70.2	58.9	44.5	
4-5 AM	509	0.0	1500	509	0	0.53	0	70.1	58.4	43.5	
5-6 AM	1218	0.0	1499	1218	0	0.80	0	69.2	53.3	36.6	
6-7 AM	2494	0.0	1499	1854	641	10.85+	288	67.6	13.7	30.8	
7-8 AM	3513	0.0	1500	1500	2013	16.27+	400	66.4	9.7	30.8	
8-9 AM	2831	0.0	1499	1500	1331	16.31+	400	67.2	9.7	30.8	
9-10 AM	2280	0.0	1500	1500	780	16.34+	400	67.9	9.7	30.8	
10-11 AM	2230	0.0	1500	1500	730	16.34+	400	67.9	9.7	30.8	
11AM-NOON	2314	0.0	1500	1500	814	16.34+	400	67.9	9.7	30.8	
NOON-1PM	2415	0.0	1500	1500	915	16.33+	400	67.8	9.7	30.8	
1-2 PM	2682	0.0	1499	1500	1182	16.32+	400	67.4	9.7	30.8	
2-3 PM	2976	0.0	1500	1500	1476	16.30+	400	67.0	9.7	30.8	
3-4 PM	3287	0.0	1500	1500	1787	16.29+	400	66.6	9.7	30.8	
4-5 PM	3786	0.0	1500	1500	2286	16.22+	400	65.0	9.7	30.8	
5-6 PM	3470	0.0	1500	1500	1970	16.28+	400	66.4	9.7	30.8	
6-7 PM	2155	0.0	1500	1500	655	16.34+	400	68.1	9.7	30.8	
7-8 PM	1574	0.0	1500	1535	39	16.04+	391	68.8	9.9	30.8	
8-9 PM	1418	0.0	1499	1418	0	14.75+	358	69.0	10.7	30.8	
9-10 PM	1216	0.0	1499	1216	0	6.85	179	69.2	19.5	32.9	
10-11 PM	930	0.0	1500	930	0	0.60	0	69.6	56.9	41.9	
11PM-MID	510	0.0	1500	510	0	0.53	0	70.1	58.4	43.5	

+ 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

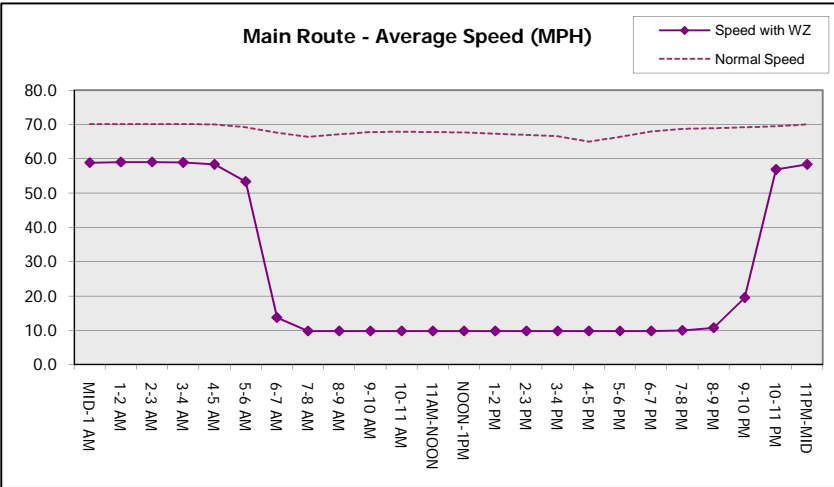
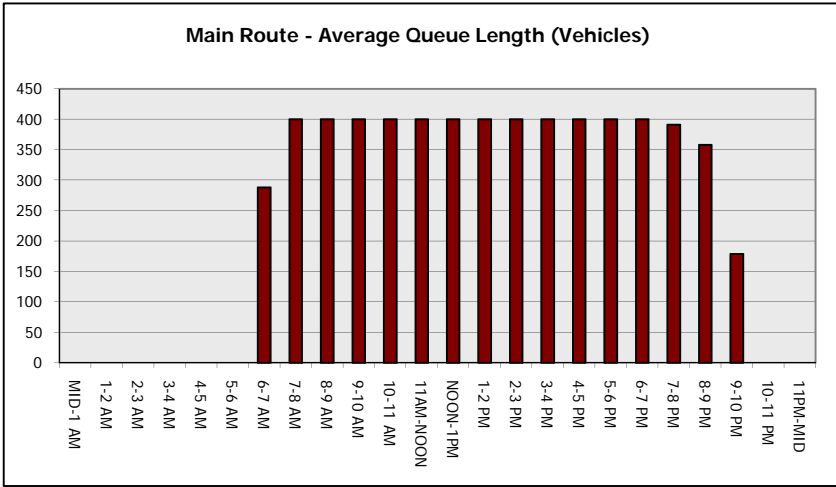
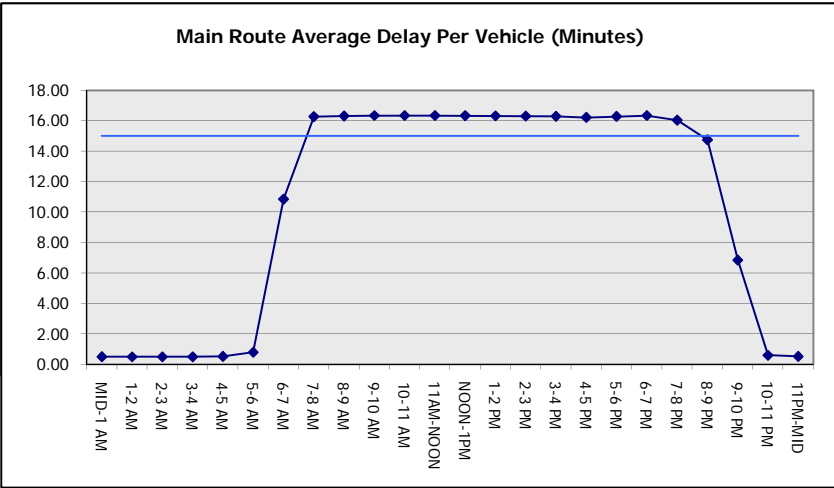
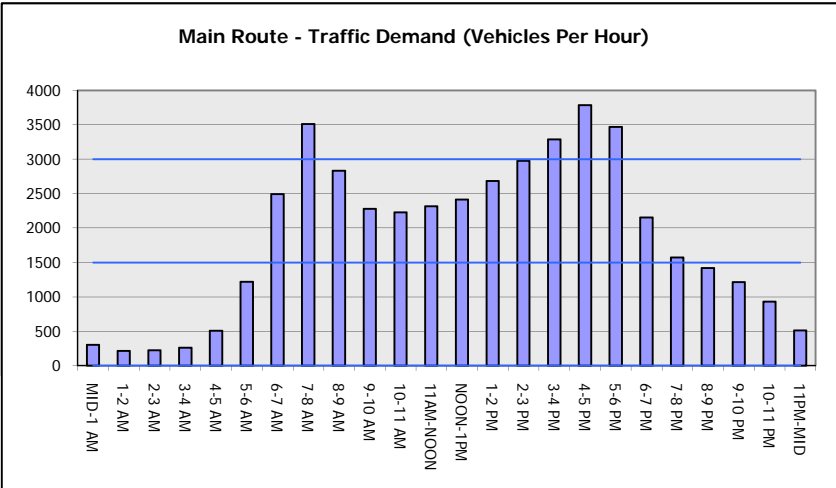
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0221
MAIN ROUTE WITH WORKS	0.0120
'DIVERSION'	0.0190
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$139,140
CONGESTED HOURS PER DAY*	15

\*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**  
**MON-THUR 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**

MON-THUR                      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	292	0.0	1500	292	0	0.51	0	70.2	58.9	44.3	
1-2 AM	208	0.0	1500	208	0	0.50	0	70.2	59.1	44.6	
2-3 AM	181	0.0	1500	181	0	0.49	0	70.2	59.1	44.8	
3-4 AM	219	0.0	1500	219	0	0.50	0	70.2	59.1	44.6	
4-5 AM	431	0.0	1500	431	0	0.53	0	70.2	58.6	43.8	
5-6 AM	1224	0.0	1499	1224	0	0.80	0	69.2	53.3	36.7	
6-7 AM	2290	0.0	1499	1881	410	8.77+	249	67.9	16.1	30.8	
7-8 AM	3676	0.0	1499	1500	2176	16.25+	399	65.8	9.7	30.8	
8-9 AM	2602	0.0	1500	1500	1102	16.32+	400	67.5	9.7	30.8	
9-10 AM	2286	0.0	1500	1500	786	16.34+	400	67.9	9.7	30.8	
10-11 AM	2339	0.0	1500	1500	839	16.34+	400	67.8	9.7	30.8	
11AM-NOON	2463	0.0	1500	1500	963	16.33+	400	67.7	9.7	30.8	
NOON-1PM	2531	0.0	1500	1500	1031	16.33+	400	67.6	9.7	30.8	
1-2 PM	2574	0.0	1500	1500	1074	16.32+	400	67.6	9.7	30.8	
2-3 PM	2898	0.0	1500	1500	1398	16.31+	400	67.1	9.7	30.8	
3-4 PM	3489	0.0	1500	1500	1989	16.28+	400	66.4	9.7	30.8	
4-5 PM	3851	0.0	1500	1500	2351	16.20+	400	64.5	9.7	30.8	
5-6 PM	3499	0.0	1500	1500	1999	16.28+	400	66.4	9.7	30.8	
6-7 PM	2313	0.0	1500	1500	813	16.34+	400	67.9	9.7	30.8	
7-8 PM	1534	0.0	1500	1458	76	15.57+	379	68.8	10.2	30.8	
8-9 PM	1365	0.0	1500	1365	0	11.81	284	69.1	12.8	30.8	
9-10 PM	1116	0.0	1499	1116	0	2.15	65	69.4	38.4	37.7	
10-11 PM	783	0.0	1500	783	0	0.56	0	69.7	57.6	42.5	
11PM-MID	580	0.0	1500	580	0	0.54	0	70.0	58.1	43.2	

+ 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	0.0221
MAIN ROUTE WITH WORKS	0.0119
'DIVERSION'	0.0194

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$136,981
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**MAY**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR NORTHBOUND DIRECTION**

