

<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	373	0.0	1500	373	0	0.52	0	70.2	48.9	44.0
1-2 AM	236	0.0	1500	236	0	0.50	0	70.2	49.4	44.5
2-3 AM	248	0.0	1500	248	0	0.50	0	70.2	49.4	44.5
3-4 AM	175	0.0	1500	175	0	0.49	0	70.2	49.7	44.8
4-5 AM	160	0.0	1500	160	0	0.49	0	70.2	49.7	44.8
5-6 AM	223	0.0	1500	223	0	0.50	0	70.2	49.5	44.6
6-7 AM	400	0.0	1500	400	0	0.52	0	70.2	48.9	43.9
7-8 AM	560	0.0	1500	560	0	0.54	0	70.0	48.3	43.3
8-9 AM	962	0.0	1499	962	0	0.58	0	69.6	46.9	41.8
9-10 AM	1515	0.0	1499	1515	0	1.51	17	68.9	30.7	32.0
10-11 AM	1978	0.0	1500	1908	70	10.58+	277	68.2	8.8	30.8
11AM-NOON	2208	0.0	1500	1492	716	17.28+	424	68.0	6.5	30.8
NOON-1PM	2523	0.0	1499	1481	1042	17.37+	426	67.6	6.5	30.8
1-2 PM	2489	0.0	1499	1493	996	17.31+	425	67.6	6.5	30.8
2-3 PM	2488	0.0	1499	1497	992	17.29+	424	67.6	6.5	30.8
3-4 PM	2541	0.0	1499	1495	1046	17.31+	425	67.6	6.5	30.8
4-5 PM	2608	0.0	1499	1494	1114	17.32+	425	67.5	6.5	30.8
5-6 PM	2330	0.0	1500	1499	831	17.28+	424	67.8	6.5	30.8
6-7 PM	1852	0.0	1500	1499	353	17.26+	423	68.4	6.6	30.8
7-8 PM	1549	0.0	1499	1477	72	17.15+	420	68.8	6.6	30.8
8-9 PM	1133	0.0	1499	1133	0	9.12	245	69.3	9.7	33.7
9-10 PM	865	0.0	1500	865	0	0.61	1	69.7	46.3	42.2
10-11 PM	605	0.0	1500	605	0	0.54	0	70.0	48.1	43.1
11PM-MID	335	0.0	1500	335	0	0.51	0	70.2	49.1	44.2

+ 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

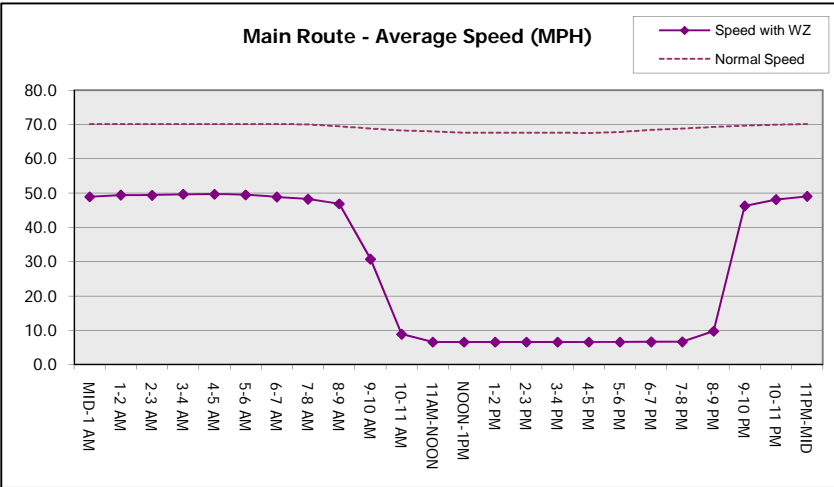
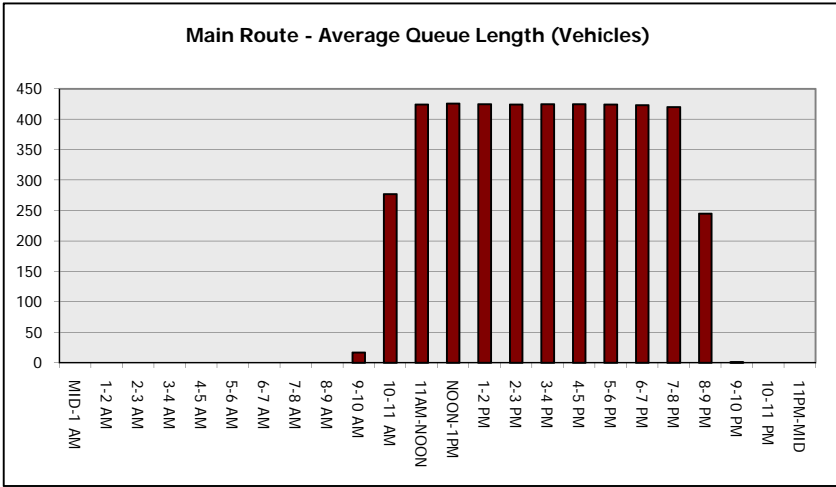
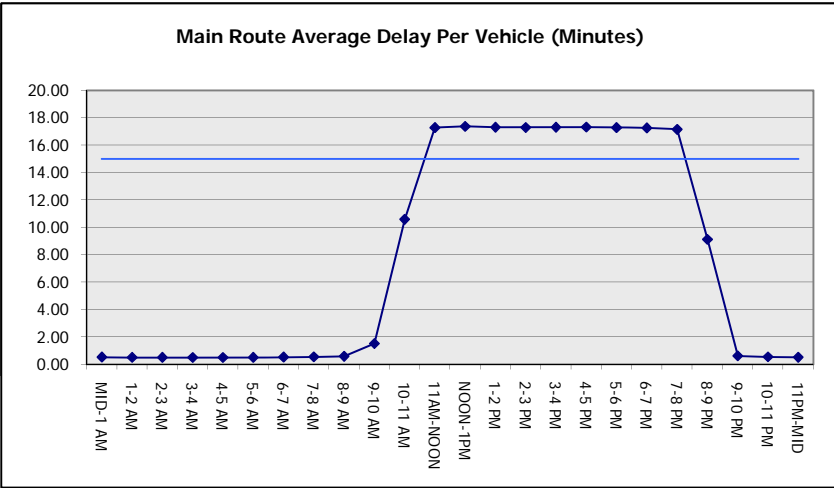
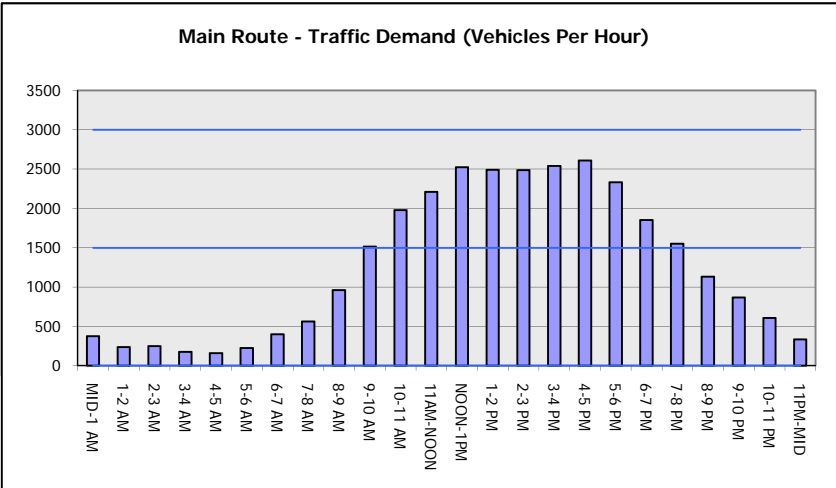
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0068
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0037
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$110,294
CONGESTED HOURS PER DAY*	10

\*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**  
**SUNDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	342	0.0	1500	342	0	0.51	0	70.2	49.1	44.1
1-2 AM	212	0.0	1500	212	0	0.50	0	70.2	49.5	44.6
2-3 AM	182	0.0	1500	182	0	0.49	0	70.2	49.6	44.8
3-4 AM	105	0.0	1500	105	0	0.49	0	70.2	49.9	45.1
4-5 AM	115	0.0	1500	115	0	0.49	0	70.2	49.9	45.0
5-6 AM	289	0.0	1500	289	0	0.51	0	70.2	49.2	44.3
6-7 AM	331	0.0	1500	331	0	0.51	0	70.2	49.1	44.2
7-8 AM	591	0.0	1500	591	0	0.54	0	70.0	48.2	43.2
8-9 AM	857	0.0	1500	857	0	0.57	0	69.7	47.3	42.2
9-10 AM	1273	0.0	1499	1273	0	0.79	0	69.2	41.9	36.5
10-11 AM	1790	0.0	1499	1790	0	4.62	119	68.5	15.2	30.8
11AM-NOON	2094	0.0	1499	1659	435	16.61+	408	68.1	6.7	30.8
NOON-1PM	2205	0.0	1499	1496	709	17.28+	424	68.0	6.5	30.8
1-2 PM	2102	0.0	1499	1497	605	17.27+	423	68.1	6.5	30.8
2-3 PM	2012	0.0	1499	1497	514	17.27+	423	68.2	6.5	30.8
3-4 PM	2187	0.0	1499	1498	689	17.28+	424	68.0	6.5	30.8
4-5 PM	2094	0.0	1499	1498	596	17.27+	423	68.1	6.5	30.8
5-6 PM	2067	0.0	1499	1498	569	17.27+	423	68.2	6.5	30.8
6-7 PM	1876	0.0	1499	1498	377	17.26+	423	68.4	6.6	30.8
7-8 PM	1521	0.0	1500	1467	54	17.11+	419	68.9	6.6	30.8
8-9 PM	1215	0.0	1499	1215	0	10.95	274	69.2	8.5	31.9
9-10 PM	963	0.0	1500	963	0	0.85	14	69.6	40.9	41.7
10-11 PM	648	0.0	1500	648	0	0.55	0	69.9	47.9	43.0
11PM-MID	376	0.0	1500	376	0	0.52	0	70.2	48.9	44.0

+ 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	0.0061
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0023

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$94,879
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**SUNDAY NORTHBOUND DIRECTION**

