

<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	247	0.0	3000	247	0	0.36	0	70.2	54.0	49.7	
1-2 AM	170	0.0	3000	170	0	0.36	0	70.2	54.0	49.7	
2-3 AM	179	0.0	3000	179	0	0.36	0	70.2	54.0	49.7	
3-4 AM	239	0.0	3000	239	0	0.36	0	70.2	54.0	49.7	
4-5 AM	465	0.0	3000	465	0	0.36	0	70.2	54.0	49.7	
5-6 AM	1132	0.0	3000	1132	0	0.35	0	69.3	53.8	49.7	
6-7 AM	2291	0.0	2999	2291	0	0.39	0	67.9	51.6	47.4	
7-8 AM	3386	0.0	2999	3386	0	3.65	186	66.5	18.8	37.3	
8-9 AM	2489	0.0	2999	2489	0	2.51	184	67.6	24.7	42.6	
9-10 AM	2023	0.0	3000	2023	0	0.33	0	68.2	53.7	49.7	
10-11 AM	1949	0.0	3000	1949	0	0.34	0	68.3	53.7	49.7	
11AM-NOON	2042	0.0	3000	2042	0	0.33	0	68.2	53.7	49.7	
NOON-1PM	2076	0.0	3000	2076	0	0.33	0	68.1	53.6	49.7	
1-2 PM	2259	0.0	3000	2259	0	0.33	0	67.9	53.6	49.7	
2-3 PM	2595	0.0	3000	2595	0	0.46	0	67.5	49.1	44.6	
3-4 PM	2808	0.0	2999	2808	0	0.60	0	67.3	45.3	40.5	
4-5 PM	3297	0.0	2999	3297	0	2.96	142	66.6	21.1	37.3	
5-6 PM	2999	0.0	2999	2999	0	6.93	342	67.0	13.3	37.3	
6-7 PM	1838	0.0	3000	1838	0	0.70	46	68.4	43.8	49.7	
7-8 PM	1301	0.0	3000	1301	0	0.35	0	69.1	53.8	49.7	
8-9 PM	1215	0.0	3000	1215	0	0.35	0	69.2	53.8	49.7	
9-10 PM	1031	0.0	3000	1031	0	0.35	0	69.4	53.8	49.7	
10-11 PM	736	0.0	3000	736	0	0.35	0	69.8	53.9	49.7	
11PM-MID	427	0.0	3000	427	0	0.36	0	70.2	54.0	49.7	

**\*----- 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	0.0087
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$13,803
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

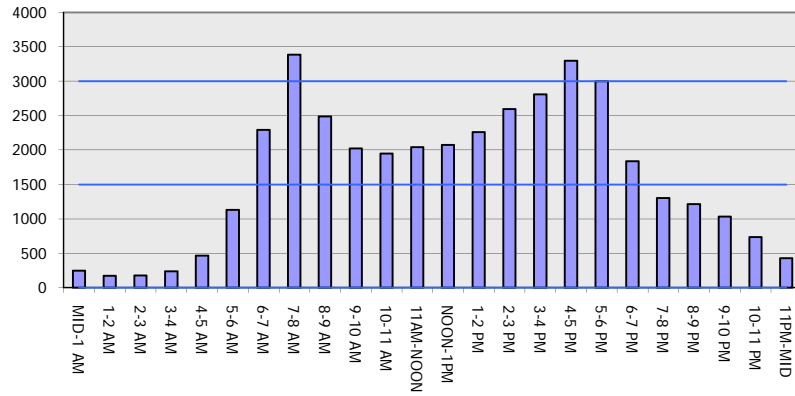
Analyzed for 2009  
Construction Season

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

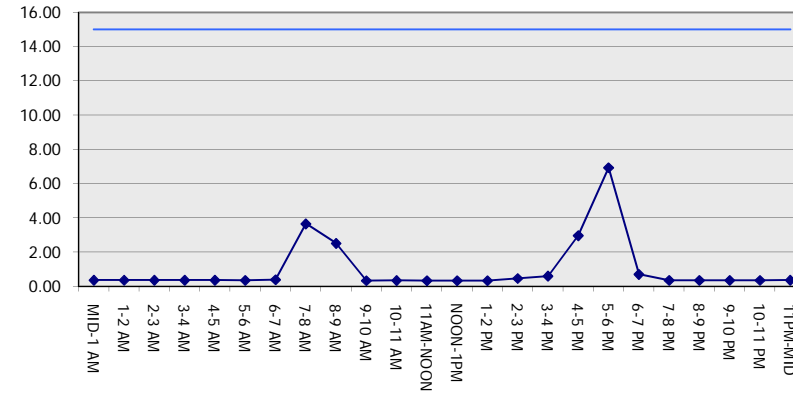
**MON-THUR**

**SOUTHBOUND DIRECTION**

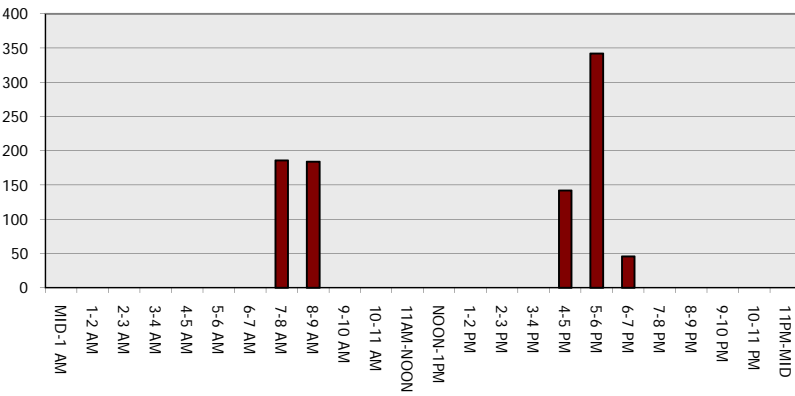
**Main Route - Traffic Demand (Vehicles Per Hour)**



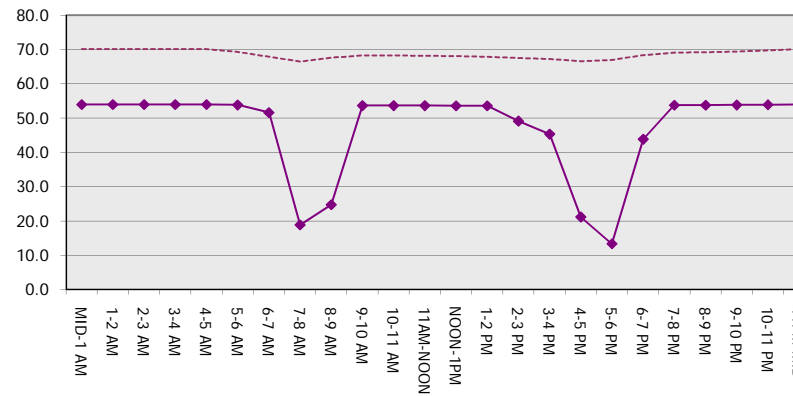
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	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	246	0.0	3000	246	0	0.36	0	70.2	54.0	49.7
1-2 AM	179	0.0	3000	179	0	0.36	0	70.2	54.0	49.7
2-3 AM	159	0.0	3000	159	0	0.36	0	70.2	54.0	49.7
3-4 AM	186	0.0	3000	186	0	0.36	0	70.2	54.0	49.7
4-5 AM	362	0.0	3000	362	0	0.36	0	70.2	54.0	49.7
5-6 AM	1072	0.0	3000	1072	0	0.35	0	69.4	53.8	49.7
6-7 AM	1991	0.0	2999	1991	0	0.33	0	68.2	53.7	49.7
7-8 AM	3417	0.0	2999	3417	0	3.78	197	66.5	18.5	37.3
8-9 AM	2347	0.0	2999	2347	0	1.95	165	67.8	28.7	44.4
9-10 AM	2097	0.0	3000	2097	0	0.33	0	68.1	53.6	49.7
10-11 AM	2079	0.0	3000	2079	0	0.33	0	68.1	53.6	49.7
11AM-NOON	2196	0.0	3000	2196	0	0.33	0	68.0	53.6	49.7
NOON-1PM	2184	0.0	3000	2184	0	0.33	0	68.0	53.6	49.7
1-2 PM	2243	0.0	3000	2243	0	0.33	0	67.9	53.6	49.7
2-3 PM	2587	0.0	2999	2587	0	0.46	0	67.5	49.4	45.0
3-4 PM	3188	0.0	2999	3188	0	1.64	63	66.8	29.2	37.3
4-5 PM	3571	0.0	3000	3571	0	8.86	472	66.3	12.1	37.3
5-6 PM	3228	0.0	2999	3119	109	16.70+	881	66.7	9.4	37.3
6-7 PM	2051	0.0	2999	2051	0	6.36+	467	68.2	15.8	43.6
7-8 PM	1275	0.0	3000	1275	0	0.35	0	69.1	53.8	49.7
8-9 PM	1108	0.0	3000	1108	0	0.35	0	69.4	53.8	49.7
9-10 PM	894	0.0	3000	894	0	0.35	0	69.6	53.8	49.7
10-11 PM	634	0.0	3000	634	0	0.36	0	69.9	53.9	49.7
11PM-MID	462	0.0	3000	462	0	0.36	0	70.2	54.0	49.7

+ 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	0.0088
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$29,608
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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

