

<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>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	1500	247	0	0.50	0	70.2	49.4	44.5
1-2 AM	170	0.0	1500	170	0	0.49	0	70.2	49.7	44.8
2-3 AM	179	0.0	1500	179	0	0.49	0	70.2	49.6	44.8
3-4 AM	239	0.0	1500	239	0	0.50	0	70.2	49.4	44.5
4-5 AM	465	0.0	1500	465	0	0.53	0	70.2	48.6	43.7
5-6 AM	1132	0.0	1499	1132	0	0.73	0	69.3	43.2	37.9
6-7 AM	2291	0.0	1499	1914	378	9.55+	263	67.9	9.5	30.8
7-8 AM	3386	0.0	1499	1500	1886	17.78+	438	66.5	6.5	30.8
8-9 AM	2489	0.0	1500	1506	983	17.31+	425	67.6	6.5	30.8
9-10 AM	2023	0.0	1500	1500	522	17.27+	423	68.2	6.5	30.8
10-11 AM	1949	0.0	1500	1500	448	17.26+	423	68.3	6.5	30.8
11AM-NOON	2042	0.0	1500	1500	542	17.27+	423	68.2	6.5	30.8
NOON-1PM	2076	0.0	1500	1500	576	17.27+	423	68.1	6.5	30.8
1-2 PM	2259	0.0	1500	1500	758	17.28+	424	67.9	6.5	30.8
2-3 PM	2595	0.0	1499	1502	1093	17.31+	425	67.5	6.5	30.8
3-4 PM	2808	0.0	1500	1505	1303	17.47+	429	67.3	6.5	30.8
4-5 PM	3297	0.0	1499	1500	1797	17.79+	438	66.6	6.5	30.8
5-6 PM	2999	0.0	1500	1501	1498	17.63+	434	67.0	6.5	30.8
6-7 PM	1838	0.0	1500	1499	338	17.26+	423	68.4	6.6	30.8
7-8 PM	1301	0.0	1499	1301	0	14.26+	349	69.1	7.3	30.8
8-9 PM	1215	0.0	1500	1215	0	3.13	101	69.2	20.1	34.5
9-10 PM	1031	0.0	1500	1031	0	0.59	0	69.4	46.6	41.5
10-11 PM	736	0.0	1500	736	0	0.56	0	69.8	47.6	42.6
11PM-MID	427	0.0	1500	427	0	0.52	0	70.2	48.7	43.8

+ 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	0.0087
MAIN ROUTE WITH WORKS	0.0042
'DIVERSION'	0.0062
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$124,004
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

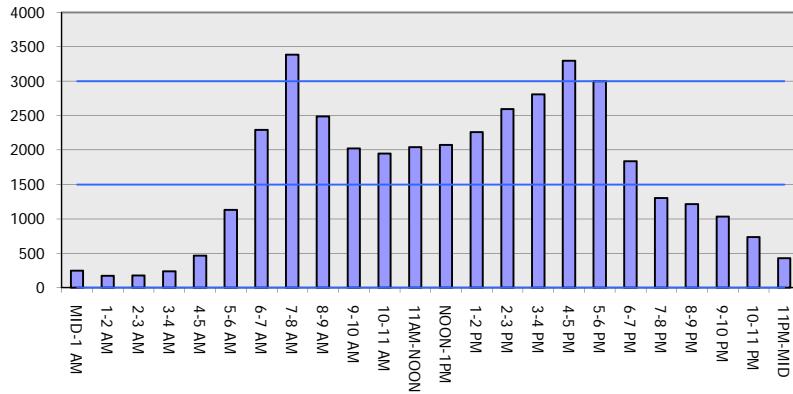
**USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

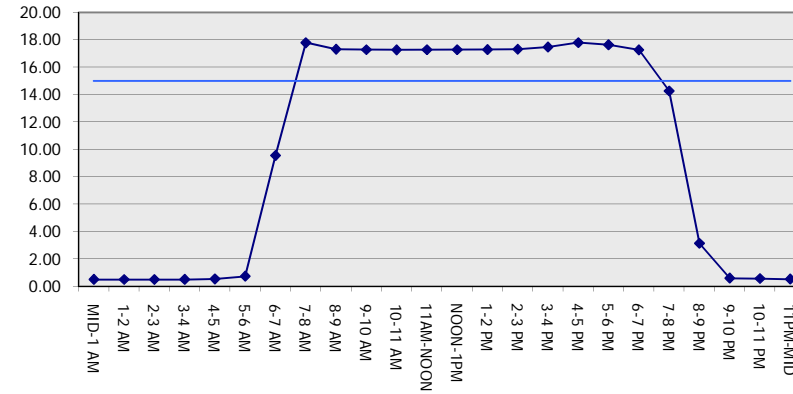
Analyzed for 2009  
Construction Season

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

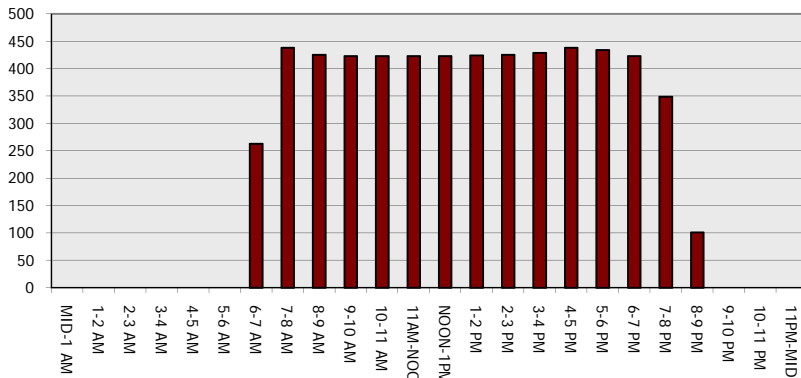
**Main Route - Traffic Demand (Vehicles Per Hour)**



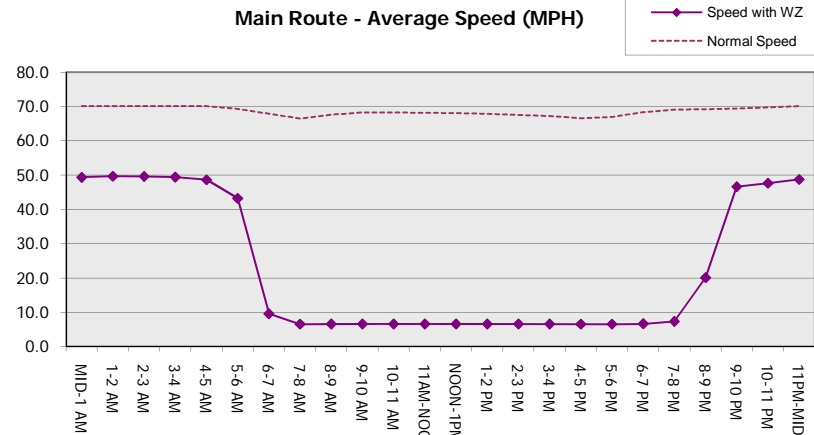
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	1500	246	0	0.50	0	70.2	49.4	44.5
1-2 AM	179	0.0	1500	179	0	0.49	0	70.2	49.6	44.8
2-3 AM	159	0.0	1500	159	0	0.49	0	70.2	49.7	44.8
3-4 AM	186	0.0	1500	186	0	0.50	0	70.2	49.6	44.7
4-5 AM	362	0.0	1500	362	0	0.52	0	70.2	49.0	44.0
5-6 AM	1072	0.0	1499	1072	0	0.68	0	69.4	44.4	39.2
6-7 AM	1991	0.0	1499	1991	0	5.46	172	68.2	14.0	30.8
7-8 AM	3417	0.0	1499	1481	1936	17.72+	436	66.5	6.5	30.8
8-9 AM	2347	0.0	1500	1487	860	17.33+	425	67.8	6.5	30.8
9-10 AM	2097	0.0	1499	1495	602	17.27+	423	68.1	6.5	30.8
10-11 AM	2079	0.0	1499	1496	584	17.27+	423	68.1	6.5	30.8
11AM-NOON	2196	0.0	1499	1496	699	17.28+	424	68.0	6.5	30.8
NOON-1PM	2184	0.0	1499	1497	687	17.28+	424	68.0	6.5	30.8
1-2 PM	2243	0.0	1499	1497	746	17.28+	424	67.9	6.5	30.8
2-3 PM	2587	0.0	1499	1492	1095	17.34+	426	67.5	6.5	30.8
3-4 PM	3188	0.0	1499	1502	1686	17.75+	437	66.8	6.5	30.8
4-5 PM	3571	0.0	1500	1500	2071	17.78+	438	66.3	6.5	30.8
5-6 PM	3228	0.0	1500	1500	1728	17.73+	437	66.7	6.5	30.8
6-7 PM	2051	0.0	1500	1498	552	17.27+	423	68.2	6.5	30.8
7-8 PM	1275	0.0	1499	1275	0	14.22+	350	69.1	7.3	31.1
8-9 PM	1108	0.0	1499	1108	0	1.74	62	69.4	28.9	38.1
9-10 PM	894	0.0	1500	894	0	0.58	0	69.6	47.1	42.0
10-11 PM	634	0.0	1500	634	0	0.55	0	69.9	48.0	43.0
11PM-MID	462	0.0	1500	462	0	0.53	0	70.2	48.6	43.7

+ 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	0.0041
'DIVERSION'	0.0068

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$126,744
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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 Construction Season

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

