

<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	393	0.0	OFF	393	0	0.00	0	70.2	70.2	70.2
1-2 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2
2-3 AM	226	0.0	OFF	226	0	0.00	0	70.2	70.2	70.2
3-4 AM	172	0.0	OFF	172	0	0.00	0	70.2	70.2	70.2
4-5 AM	280	0.0	OFF	280	0	0.00	0	70.2	70.2	70.2
5-6 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2
6-7 AM	759	0.0	OFF	759	0	0.00	0	69.8	69.8	69.8
7-8 AM	1209	0.0	OFF	1209	0	0.00	0	69.2	69.2	69.2
8-9 AM	1753	0.0	1499	1753	0	3.99	99	68.6	16.8	30.8
9-10 AM	2067	0.0	1500	1704	363	16.12+	397	68.2	6.8	30.8
10-11 AM	2347	0.0	1499	1495	852	17.28+	424	67.8	6.5	30.8
11AM-NOON	2466	0.0	1499	1494	972	17.30+	425	67.7	6.5	30.8
NOON-1PM	2393	0.0	1499	1497	897	17.29+	424	67.8	6.5	30.8
1-2 PM	2376	0.0	1499	1497	879	17.29+	424	67.8	6.5	30.8
2-3 PM	2332	0.0	1499	1498	834	17.28+	424	67.8	6.5	30.8
3-4 PM	2174	0.0	1499	1498	676	17.28+	424	68.1	6.5	30.8
4-5 PM	2101	0.0	1499	1498	603	17.27+	423	68.1	6.5	30.8
5-6 PM	1864	0.0	1499	1498	366	17.26+	423	68.4	6.6	30.8
6-7 PM	1545	0.0	OFF	1545	0	0.22	21	68.8	58.2	58.2
7-8 PM	1333	0.0	OFF	1333	0	0.00	0	69.1	69.1	69.1
8-9 PM	1248	0.0	OFF	1248	0	0.00	0	69.2	69.2	69.2
9-10 PM	1314	0.0	OFF	1314	0	0.00	0	69.1	69.1	69.1
10-11 PM	1454	0.0	OFF	1454	0	0.00	0	68.9	68.9	68.9
11PM-MID	1575	0.0	OFF	1575	0	0.00	0	68.8	68.8	68.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

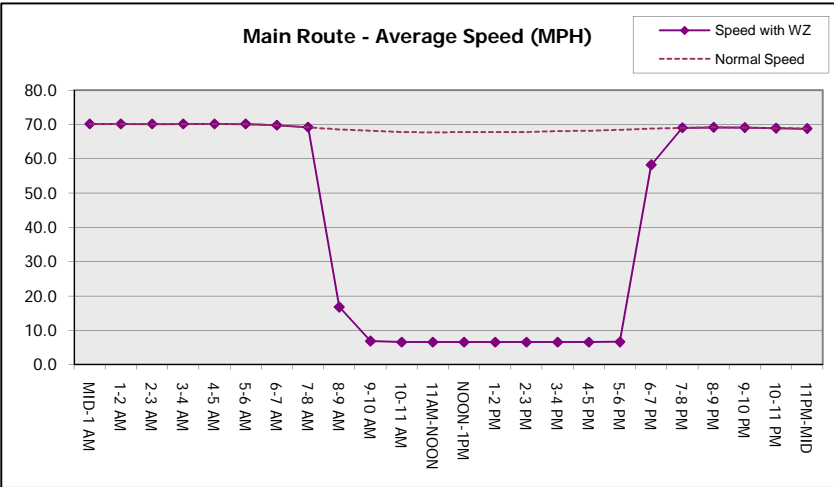
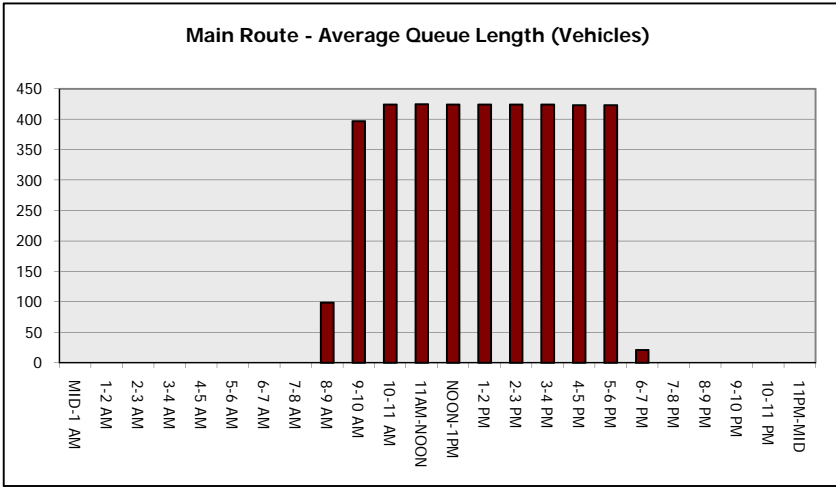
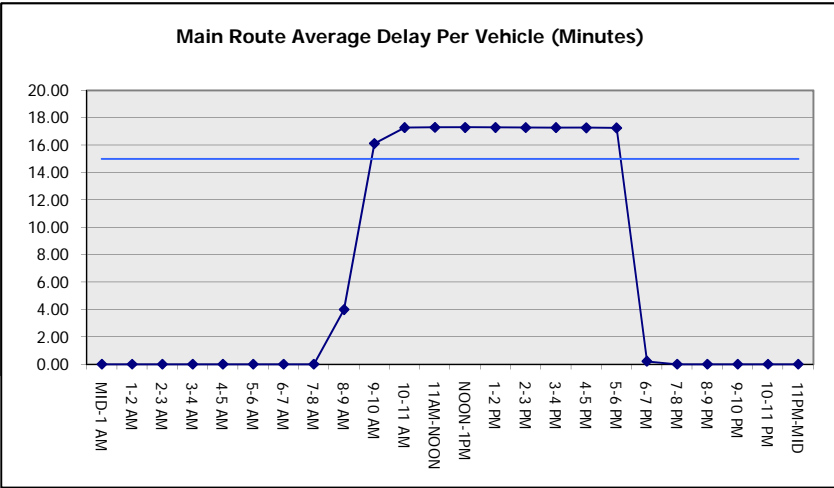
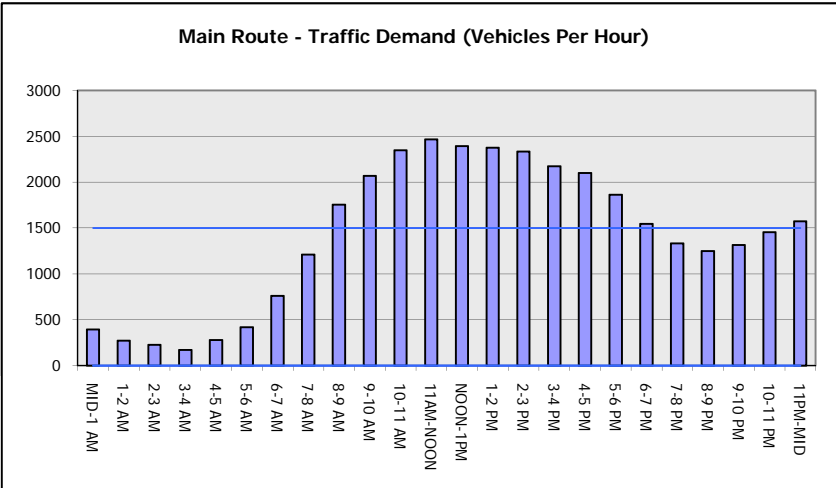
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0076
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0033
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$97,259
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

**USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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



<b>USH 41: STH 114 TO BREEZWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	484	0.0	OFF	484	0	0.00	0	70.1	70.1	70.1
1-2 AM	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2
2-3 AM	229	0.0	OFF	229	0	0.00	0	70.2	70.2	70.2
3-4 AM	186	0.0	OFF	186	0	0.00	0	70.2	70.2	70.2
4-5 AM	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
5-6 AM	410	0.0	OFF	410	0	0.00	0	70.2	70.2	70.2
6-7 AM	637	0.0	OFF	637	0	0.00	0	69.9	69.9	69.9
7-8 AM	968	0.0	OFF	968	0	0.00	0	69.6	69.6	69.6
8-9 AM	1384	0.0	1499	1384	0	0.94	0	69.0	38.9	33.5
9-10 AM	1815	0.0	1499	1815	0	4.72	125	68.5	15.0	30.8
10-11 AM	2401	0.0	1499	1571	829	17.14+	421	67.8	6.6	30.8
11AM-NOON	2683	0.0	1500	1528	1155	17.41+	428	67.4	6.5	30.8
NOON-1PM	2880	0.0	1500	1514	1366	17.52+	431	67.1	6.5	30.8
1-2 PM	2972	0.0	1500	1504	1467	17.62+	433	67.1	6.5	30.8
2-3 PM	3017	0.0	1500	1502	1516	17.66+	435	67.0	6.5	30.8
3-4 PM	2915	0.0	1500	1498	1417	17.57+	432	67.1	6.5	30.8
4-5 PM	2763	0.0	1500	1496	1266	17.43+	428	67.3	6.5	30.8
5-6 PM	2546	0.0	1500	1498	1048	17.31+	425	67.6	6.5	30.8
6-7 PM	1869	0.0	OFF	1869	0	0.23	22	68.4	57.6	57.6
7-8 PM	1358	0.0	OFF	1358	0	0.00	0	69.1	69.1	69.1
8-9 PM	1199	0.0	OFF	1199	0	0.00	0	69.2	69.2	69.2
9-10 PM	1027	0.0	OFF	1027	0	0.00	0	69.4	69.4	69.4
10-11 PM	959	0.0	OFF	959	0	0.00	0	69.6	69.6	69.6
11PM-MID	655	0.0	OFF	655	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0080
MAIN ROUTE WITH WORKS	0.0047
'DIVERSION'	0.0052

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,688
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

