

<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>OCTOBER</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	405	0.0	OFF	405	0	0.00	0	70.2	70.2	70.2	
1-2 AM	258	0.0	OFF	258	0	0.00	0	70.2	70.2	70.2	
2-3 AM	225	0.0	OFF	225	0	0.00	0	70.2	70.2	70.2	
3-4 AM	190	0.0	OFF	190	0	0.00	0	70.2	70.2	70.2	
4-5 AM	292	0.0	OFF	292	0	0.00	0	70.2	70.2	70.2	
5-6 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2	
6-7 AM	907	0.0	OFF	907	0	0.00	0	69.6	69.6	69.6	
7-8 AM	1577	0.0	OFF	1577	0	0.00	0	68.7	68.7	68.7	
8-9 AM	1705	0.0	1499	1705	0	4.06	93	68.6	16.3	30.8	
9-10 AM	1849	0.0	1500	1691	158	14.08+	348	68.4	7.3	30.8	
10-11 AM	2029	0.0	1499	1504	525	17.27+	423	68.2	6.5	30.8	
11AM-NOON	2081	0.0	1500	1503	578	17.27+	423	68.1	6.5	30.8	
NOON-1PM	2169	0.0	1500	1503	666	17.27+	424	68.1	6.5	30.8	
1-2 PM	2215	0.0	1500	1503	713	17.28+	424	68.0	6.5	30.8	
2-3 PM	2168	0.0	1500	1502	666	17.27+	424	68.1	6.5	30.8	
3-4 PM	2172	0.0	1500	1502	670	17.27+	424	68.1	6.5	30.8	
4-5 PM	2240	0.0	1500	1502	738	17.28+	424	67.9	6.5	30.8	
5-6 PM	2077	0.0	1500	1501	576	17.27+	423	68.1	6.5	30.8	
6-7 PM	1854	0.0	OFF	1854	0	0.22	20	68.4	58.1	58.1	
7-8 PM	1543	0.0	OFF	1543	0	0.00	0	68.8	68.8	68.8	
8-9 PM	1388	0.0	OFF	1388	0	0.00	0	69.0	69.0	69.0	
9-10 PM	1377	0.0	OFF	1377	0	0.00	0	69.0	69.0	69.0	
10-11 PM	1001	0.0	OFF	1001	0	0.00	0	69.5	69.5	69.5	
11PM-MID	705	0.0	OFF	705	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 (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	0.0073
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0027
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,757
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

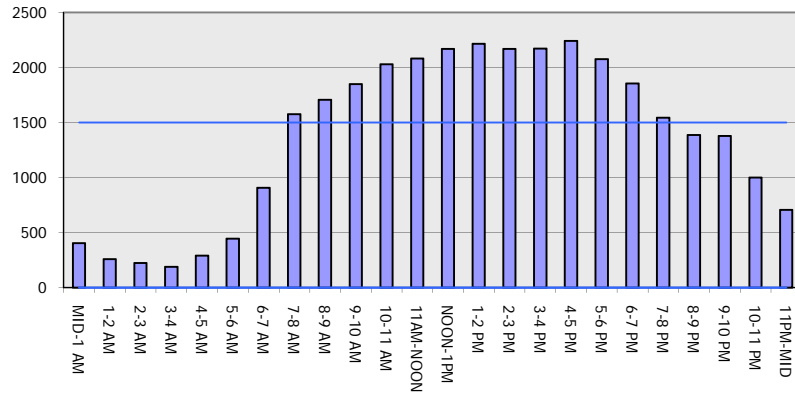
**USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

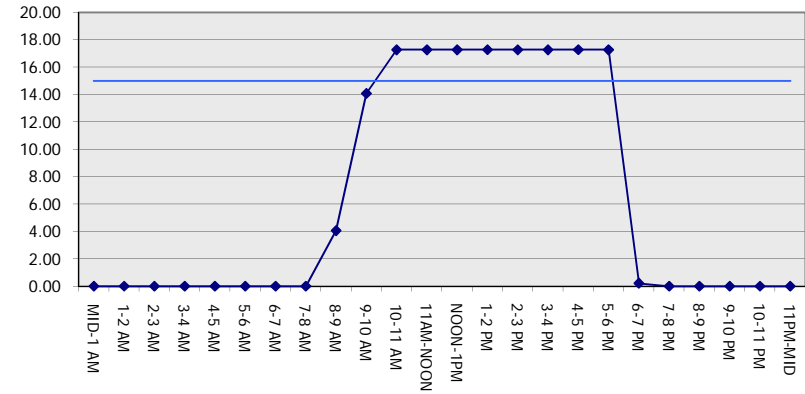
Analyzed for 2009  
 Construction Season

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

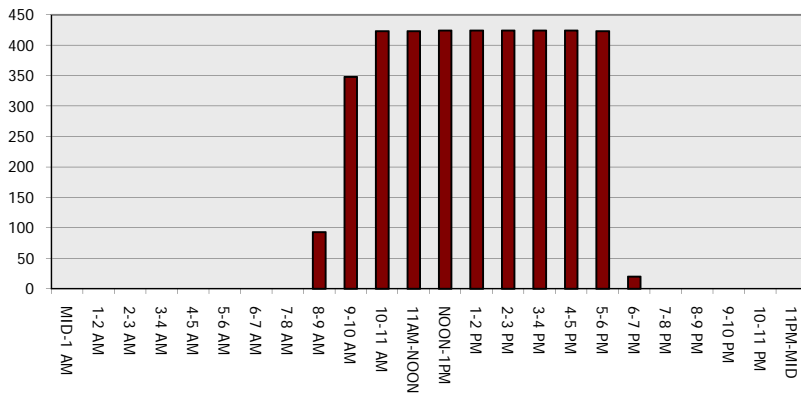
**Main Route - Traffic Demand (Vehicles Per Hour)**



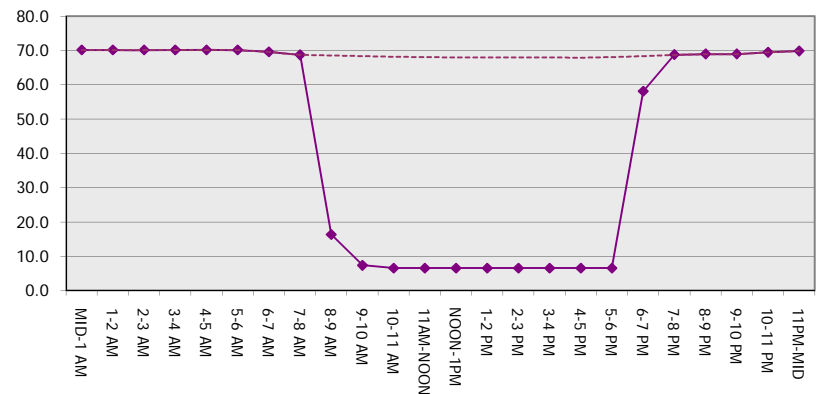
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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>OCTOBER</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	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2
1-2 AM	249	0.0	OFF	249	0	0.00	0	70.2	70.2	70.2
2-3 AM	233	0.0	OFF	233	0	0.00	0	70.2	70.2	70.2
3-4 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2
4-5 AM	212	0.0	OFF	212	0	0.00	0	70.2	70.2	70.2
5-6 AM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2
6-7 AM	602	0.0	OFF	602	0	0.00	0	70.0	70.0	70.0
7-8 AM	1106	0.0	OFF	1106	0	0.00	0	69.4	69.4	69.4
8-9 AM	1482	0.0	1499	1482	0	1.31	9	68.9	33.2	32.0
9-10 AM	1839	0.0	1500	1839	0	6.99	180	68.4	11.4	30.8
10-11 AM	2310	0.0	1499	1512	798	17.31+	425	67.9	6.5	30.8
11AM-NOON	2599	0.0	1500	1522	1077	17.38+	427	67.5	6.5	30.8
NOON-1PM	2729	0.0	1500	1515	1214	17.38+	427	67.3	6.5	30.8
1-2 PM	2568	0.0	1500	1500	1068	17.30+	424	67.6	6.5	30.8
2-3 PM	2530	0.0	1500	1500	1030	17.29+	424	67.6	6.5	30.8
3-4 PM	2555	0.0	1500	1500	1055	17.29+	424	67.6	6.5	30.8
4-5 PM	2737	0.0	1499	1503	1234	17.40+	427	67.3	6.5	30.8
5-6 PM	2548	0.0	1500	1499	1049	17.30+	425	67.6	6.5	30.8
6-7 PM	2153	0.0	OFF	2153	0	0.25	23	68.1	56.8	56.8
7-8 PM	1630	0.0	OFF	1630	0	0.00	0	68.7	68.7	68.7
8-9 PM	1376	0.0	OFF	1376	0	0.00	0	69.0	69.0	69.0
9-10 PM	1128	0.0	OFF	1128	0	0.00	0	69.3	69.3	69.3
10-11 PM	858	0.0	OFF	858	0	0.00	0	69.7	69.7	69.7
11PM-MID	606	0.0	OFF	606	0	0.00	0	70.0	70.0	70.0

"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 (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	0.0078
MAIN ROUTE WITH WORKS	0.0049
'DIVERSION'	0.0044

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,422
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

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 Construction Season

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

