

<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>NIGHTTIME 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**

FRIDAY      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	291	0.0	1500	291	0	0.51	0	70.2	49.2	44.3	
1-2 AM	201	0.0	1500	201	0	0.50	0	70.2	49.6	44.6	
2-3 AM	236	0.0	1500	236	0	0.50	0	70.2	49.4	44.5	
3-4 AM	270	0.0	1500	270	0	0.51	0	70.2	49.3	44.4	
4-5 AM	423	0.0	1500	423	0	0.52	0	70.2	48.7	43.8	
5-6 AM	939	0.0	OFF	939	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1988	0.0	OFF	1988	0	0.00	0	68.2	68.2	68.2	
7-8 AM	2840	0.0	OFF	2840	0	0.00	0	67.2	67.2	67.2	
8-9 AM	2420	0.0	OFF	2420	0	0.00	0	67.8	67.8	67.8	
9-10 AM	1975	0.0	OFF	1975	0	0.00	0	68.3	68.3	68.3	
10-11 AM	2042	0.0	OFF	2042	0	0.00	0	68.2	68.2	68.2	
11AM-NOON	2176	0.0	OFF	2176	0	0.00	0	68.0	68.0	68.0	
NOON-1PM	2378	0.0	OFF	2378	0	0.00	0	67.8	67.8	67.8	
1-2 PM	2641	0.0	OFF	2641	0	0.00	0	67.4	67.4	67.4	
2-3 PM	2954	0.0	OFF	2954	0	0.00	0	67.1	67.1	67.1	
3-4 PM	3218	0.0	OFF	3218	0	0.00	0	66.8	66.8	66.8	
4-5 PM	3485	0.0	OFF	3485	0	0.00	0	66.4	66.4	66.4	
5-6 PM	3167	0.0	OFF	3167	0	0.00	0	66.8	66.8	66.8	
6-7 PM	2188	0.0	OFF	2188	0	0.00	0	68.0	68.0	68.0	
7-8 PM	1494	0.0	1499	1494	0	2.03	26	68.9	25.8	31.6	
8-9 PM	1235	0.0	1500	1235	0	0.75	0	69.2	42.7	37.4	
9-10 PM	1218	0.0	1500	1218	0	0.73	0	69.2	43.2	37.9	
10-11 PM	981	0.0	1500	981	0	0.58	0	69.5	46.8	41.7	
11PM-MID	613	0.0	1500	613	0	0.55	0	70.0	48.1	43.1	

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

*----- 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	0.0092
MAIN ROUTE WITH WORKS	0.0087
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,556
CONGESTED HOURS PER DAY*	0

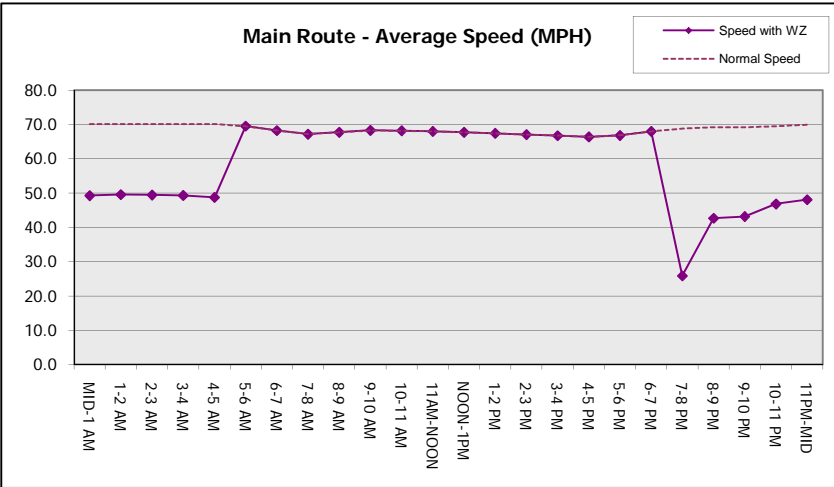
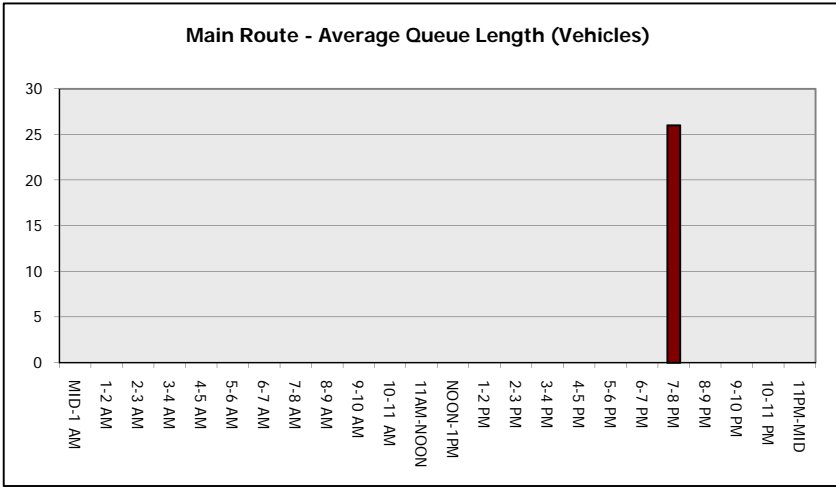
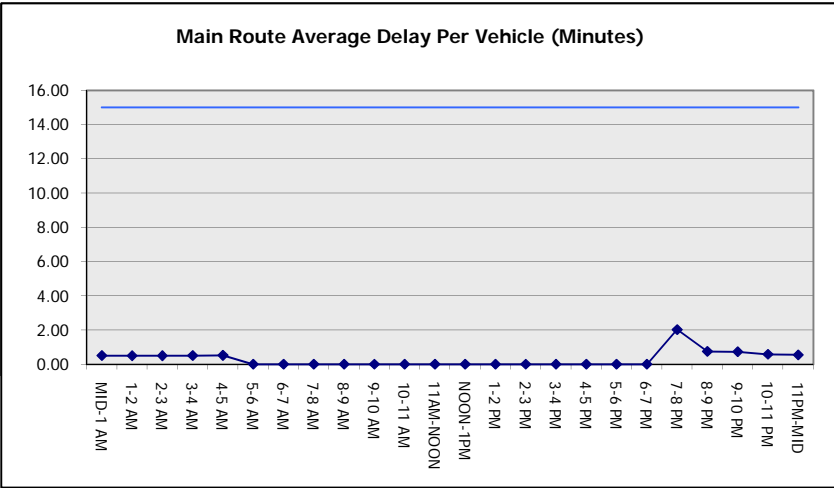
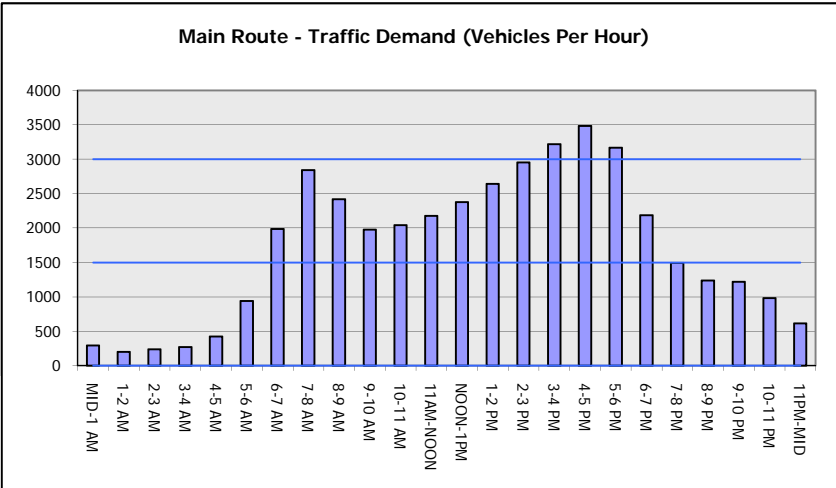
\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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

**FRIDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)</b> <b>NIGHTTIME 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**

FRIDAY                      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	313	0.0	1500	313	0	0.51	0	70.2	49.2	44.2
1-2 AM	250	0.0	1500	250	0	0.50	0	70.2	49.4	44.5
2-3 AM	217	0.0	1500	217	0	0.50	0	70.2	49.5	44.6
3-4 AM	203	0.0	1500	203	0	0.50	0	70.2	49.6	44.6
4-5 AM	372	0.0	1500	372	0	0.52	0	70.2	48.9	44.0
5-6 AM	1004	0.0	OFF	1004	0	0.00	0	69.5	69.5	69.5
6-7 AM	1892	0.0	OFF	1892	0	0.00	0	68.4	68.4	68.4
7-8 AM	3083	0.0	OFF	3083	0	0.00	0	66.9	66.9	66.9
8-9 AM	2268	0.0	OFF	2268	0	0.00	0	67.9	67.9	67.9
9-10 AM	2170	0.0	OFF	2170	0	0.00	0	68.1	68.1	68.1
10-11 AM	2352	0.0	OFF	2352	0	0.00	0	67.8	67.8	67.8
11AM-NOON	2466	0.0	OFF	2466	0	0.00	0	67.7	67.7	67.7
NOON-1PM	2649	0.0	OFF	2649	0	0.00	0	67.4	67.4	67.4
1-2 PM	2773	0.0	OFF	2773	0	0.00	0	67.3	67.3	67.3
2-3 PM	3077	0.0	OFF	3077	0	0.00	0	66.9	66.9	66.9
3-4 PM	3470	0.0	OFF	3470	0	0.00	0	66.4	66.4	66.4
4-5 PM	3707	0.0	OFF	3707	0	0.00	0	65.5	65.5	65.5
5-6 PM	3548	0.0	OFF	3548	0	0.00	0	66.3	66.3	66.3
6-7 PM	2776	0.0	OFF	2776	0	0.00	0	67.3	67.3	67.3
7-8 PM	2210	0.0	1499	1921	289	12.45+	317	68.0	7.9	30.8
8-9 PM	1717	0.0	1500	1500	217	17.25+	423	68.6	6.6	30.8
9-10 PM	1264	0.0	1499	1264	0	13.27+	327	69.2	7.6	31.1
10-11 PM	970	0.0	1500	970	0	1.20	36	69.6	35.1	40.9
11PM-MID	774	0.0	1500	774	0	0.56	0	69.8	47.5	42.5

"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	0.0101
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0003

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,295
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**MAY**  
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 Construction Season

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

