

<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	988	0.0	1500	988	0	0.59	0	69.5	46.8	41.7	
1-2 AM	319	0.0	1500	319	0	0.51	0	70.2	49.1	44.2	
2-3 AM	248	0.0	1500	248	0	0.50	0	70.2	49.4	44.5	
3-4 AM	202	0.0	1500	202	0	0.50	0	70.2	49.6	44.6	
4-5 AM	202	0.0	1500	202	0	0.50	0	70.2	49.6	44.6	
5-6 AM	270	0.0	1500	270	0	0.51	0	70.2	49.3	44.4	
6-7 AM	409	0.0	1500	409	0	0.52	0	70.2	48.8	43.8	
7-8 AM	691	0.0	1500	691	0	0.55	0	69.9	47.8	42.8	
8-9 AM	1186	0.0	1499	1186	0	0.72	0	69.2	43.5	38.2	
9-10 AM	1787	0.0	OFF	1787	0	0.00	0	68.5	68.5	68.5	
10-11 AM	2448	0.0	OFF	2448	0	0.00	0	67.7	67.7	67.7	
11AM-NOON	2885	0.0	OFF	2885	0	0.00	0	67.1	67.1	67.1	
NOON-1PM	2960	0.0	OFF	2960	0	0.00	0	67.1	67.1	67.1	
1-2 PM	2970	0.0	OFF	2970	0	0.00	0	67.1	67.1	67.1	
2-3 PM	2933	0.0	OFF	2933	0	0.00	0	67.1	67.1	67.1	
3-4 PM	2971	0.0	OFF	2971	0	0.00	0	67.1	67.1	67.1	
4-5 PM	2830	0.0	OFF	2830	0	0.00	0	67.2	67.2	67.2	
5-6 PM	2552	0.0	OFF	2552	0	0.00	0	67.6	67.6	67.6	
6-7 PM	2148	0.0	OFF	2148	0	0.00	0	68.1	68.1	68.1	
7-8 PM	1697	0.0	1499	1697	0	5.53	127	68.6	13.0	30.8	
8-9 PM	1235	0.0	1499	1235	0	3.01	96	69.2	20.6	34.8	
9-10 PM	885	0.0	1500	885	0	0.57	0	69.6	47.1	42.1	
10-11 PM	597	0.0	1500	597	0	0.54	0	70.0	48.1	43.2	
11PM-MID	345	0.0	1500	345	0	0.51	0	70.2	49.1	44.1	

"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

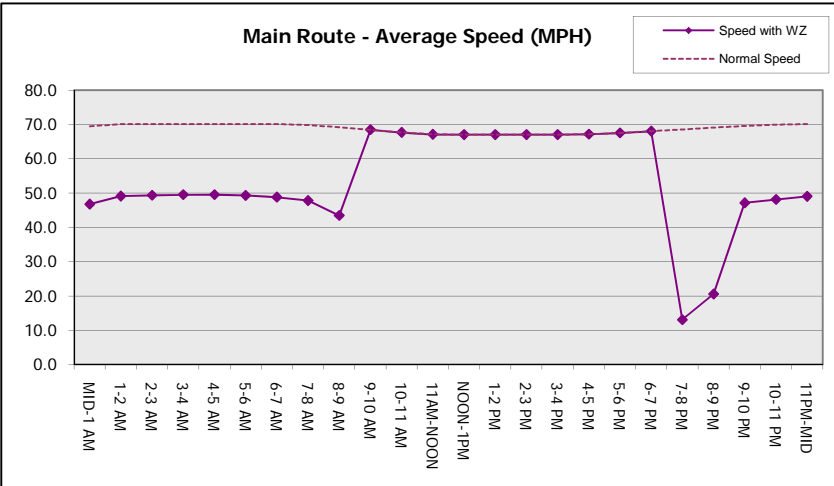
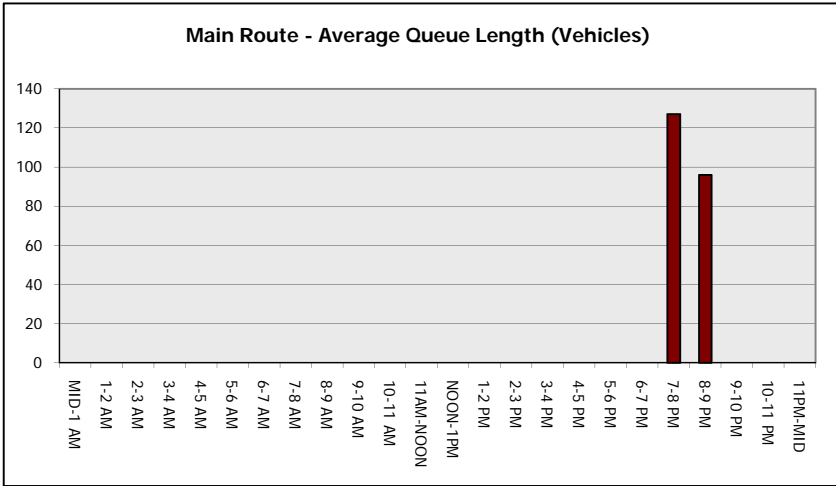
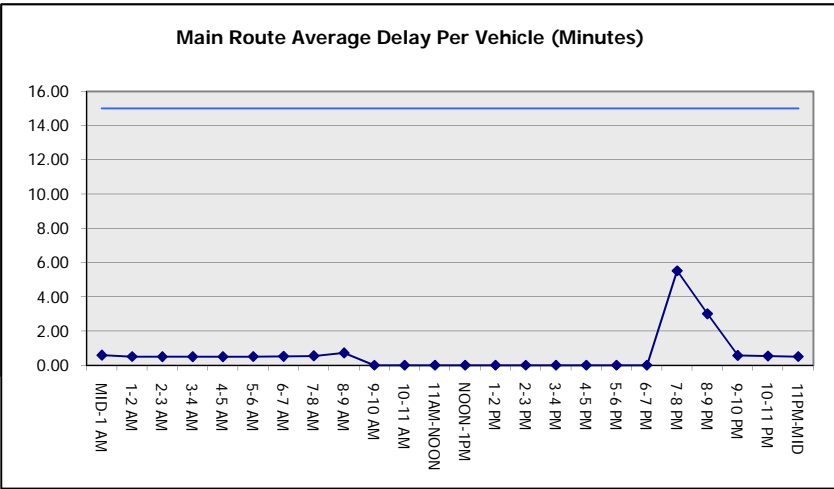
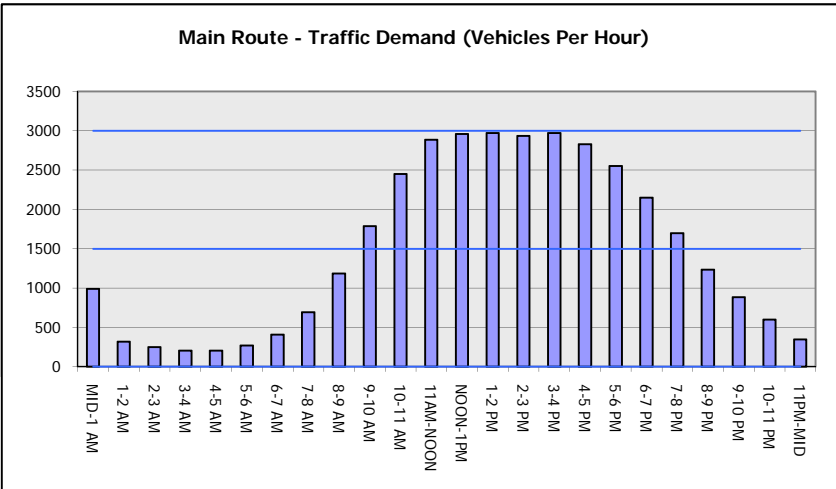
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0080
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,794
CONGESTED HOURS PER DAY*	0

\*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)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	397	0.0	1500	397	0	0.52	0	70.2	48.9	43.9
1-2 AM	251	0.0	1500	251	0	0.50	0	70.2	49.4	44.5
2-3 AM	194	0.0	1500	194	0	0.50	0	70.2	49.6	44.7
3-4 AM	121	0.0	1500	121	0	0.49	0	70.2	49.9	45.0
4-5 AM	118	0.0	1500	118	0	0.49	0	70.2	49.9	45.0
5-6 AM	266	0.0	1500	266	0	0.50	0	70.2	49.3	44.4
6-7 AM	311	0.0	1500	311	0	0.51	0	70.2	49.2	44.2
7-8 AM	424	0.0	1500	424	0	0.52	0	70.2	48.7	43.8
8-9 AM	693	0.0	1500	693	0	0.55	0	69.9	47.8	42.8
9-10 AM	1093	0.0	OFF	1093	0	0.00	0	69.4	69.4	69.4
10-11 AM	1694	0.0	OFF	1694	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2151	0.0	OFF	2151	0	0.00	0	68.1	68.1	68.1
NOON-1PM	2322	0.0	OFF	2322	0	0.00	0	67.9	67.9	67.9
1-2 PM	2424	0.0	OFF	2424	0	0.00	0	67.8	67.8	67.8
2-3 PM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
3-4 PM	2395	0.0	OFF	2395	0	0.00	0	67.8	67.8	67.8
4-5 PM	2438	0.0	OFF	2438	0	0.00	0	67.7	67.7	67.7
5-6 PM	2289	0.0	OFF	2289	0	0.00	0	67.9	67.9	67.9
6-7 PM	1997	0.0	OFF	1997	0	0.00	0	68.2	68.2	68.2
7-8 PM	1624	0.0	1499	1624	0	3.91	80	68.7	16.5	30.8
8-9 PM	1414	0.0	1499	1414	0	4.62	96	69.0	14.6	31.2
9-10 PM	1151	0.0	1500	1151	0	0.75	2	69.3	42.8	39.2
10-11 PM	719	0.0	1500	719	0	0.56	0	69.9	47.7	42.7
11PM-MID	475	0.0	1500	475	0	0.53	0	70.2	48.6	43.6

"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	0.0065
MAIN ROUTE WITH WORKS	0.0060
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,531
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

