

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	251	0.0	1500	251	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	184	0.0	1500	184	0	0.49	0	70.2	49.6	44.8
3-4 AM	216	0.0	1500	216	0	0.50	0	70.2	49.5	44.6
4-5 AM	424	0.0	1500	424	0	0.52	0	70.2	48.7	43.8
5-6 AM	1016	0.0	1499	1016	0	0.65	0	69.5	45.2	40.1
6-7 AM	2082	0.0	1499	2080	1	7.67+	230	68.1	11.1	30.8
7-8 AM	2932	0.0	1500	1362	1570	17.36+	429	67.1	6.5	32.1
8-9 AM	2363	0.0	1500	1497	865	17.29+	424	67.8	6.5	30.8
9-10 AM	1902	0.0	1499	1498	405	17.26+	423	68.4	6.5	30.8
10-11 AM	1860	0.0	1499	1498	362	17.26+	423	68.4	6.6	30.8
11AM-NOON	1931	0.0	1499	1498	433	17.26+	423	68.3	6.5	30.8
NOON-1PM	2015	0.0	1499	1499	516	17.27+	423	68.2	6.5	30.8
1-2 PM	2238	0.0	1499	1499	739	17.28+	424	67.9	6.5	30.8
2-3 PM	2483	0.0	1499	1499	984	17.29+	424	67.6	6.5	30.8
3-4 PM	2742	0.0	1499	1499	1244	17.41+	428	67.3	6.5	30.8
4-5 PM	3159	0.0	1499	1504	1655	17.77+	437	66.8	6.5	30.8
5-6 PM	2895	0.0	1500	1498	1397	17.55+	432	67.1	6.5	30.8
6-7 PM	1797	0.0	1500	1499	298	17.26+	423	68.5	6.6	30.8
7-8 PM	1314	0.0	1499	1314	0	14.53+	355	69.1	7.2	30.8
8-9 PM	1183	0.0	1499	1183	0	2.91	101	69.2	21.2	35.5
9-10 PM	1014	0.0	1500	1014	0	0.59	0	69.5	46.7	41.6
10-11 PM	775	0.0	1500	775	0	0.56	0	69.7	47.5	42.5
11PM-MID	425	0.0	1500	425	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 (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

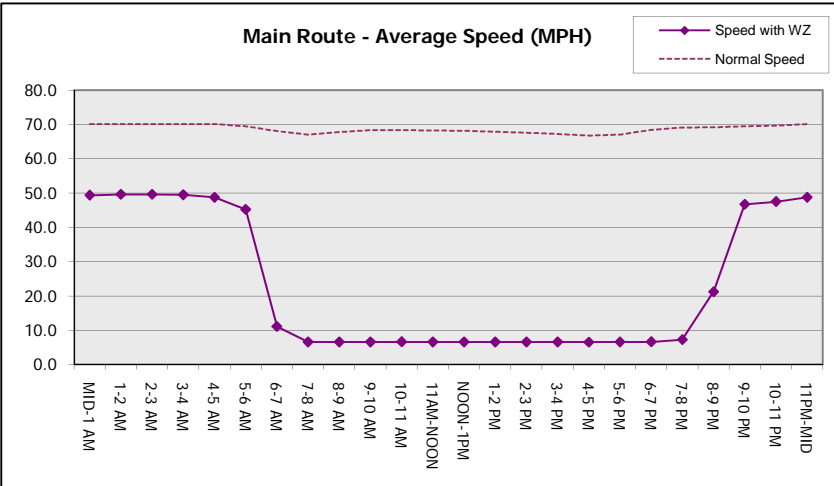
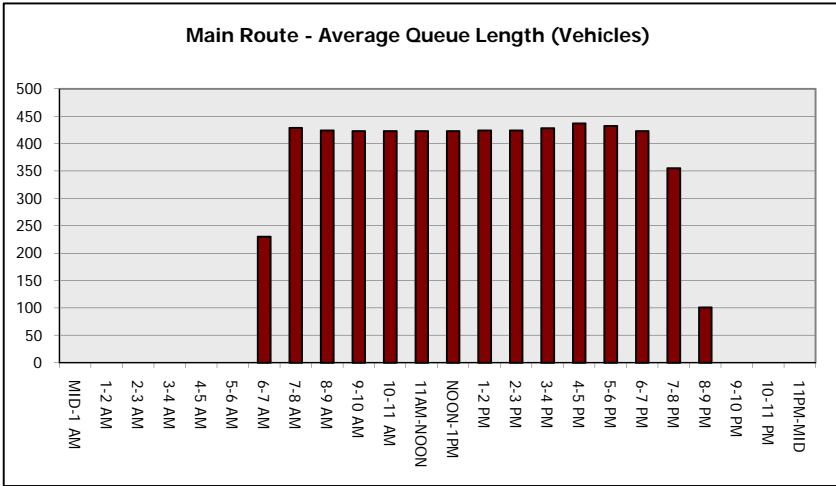
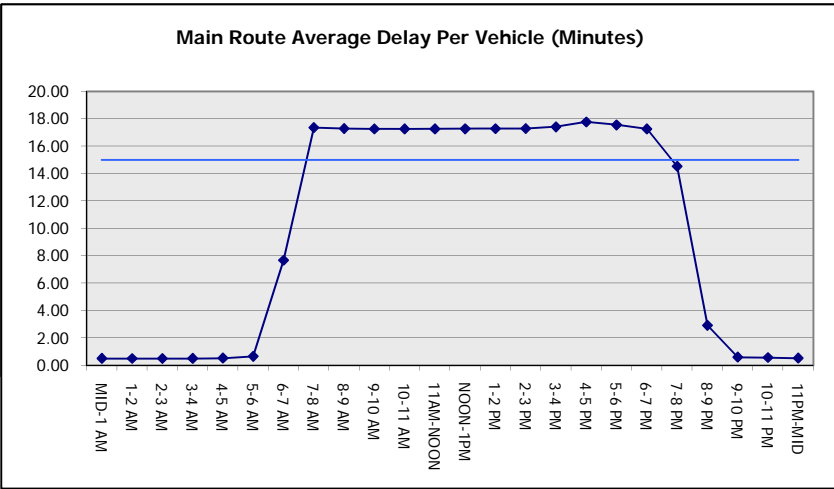
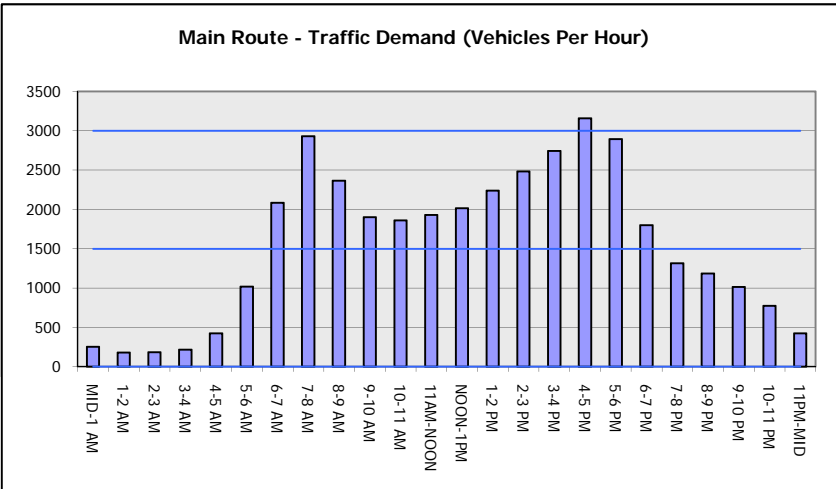
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0083
MAIN ROUTE WITH WORKS	0.0042
'DIVERSION'	0.0054
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,310
CONGESTED HOURS PER DAY*	14

*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)**

MAY
Analyzed for 2009
Construction Season

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



USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	244	0.0	1500	244	0	0.50	0	70.2	49.4	44.5	
1-2 AM	173	0.0	1500	173	0	0.49	0	70.2	49.7	44.8	
2-3 AM	150	0.0	1500	150	0	0.49	0	70.2	49.7	44.9	
3-4 AM	182	0.0	1500	182	0	0.49	0	70.2	49.6	44.8	
4-5 AM	359	0.0	1500	359	0	0.52	0	70.2	49.0	44.0	
5-6 AM	1021	0.0	1499	1021	0	0.64	0	69.5	45.3	40.1	
6-7 AM	1912	0.0	1499	1912	0	4.67	141	68.4	15.5	30.8	
7-8 AM	3067	0.0	1499	1520	1547	17.69+	435	66.9	6.5	30.8	
8-9 AM	2171	0.0	1500	1499	672	17.27+	424	68.1	6.5	30.8	
9-10 AM	1908	0.0	1499	1499	409	17.26+	423	68.4	6.5	30.8	
10-11 AM	1951	0.0	1499	1499	452	17.26+	423	68.3	6.5	30.8	
11AM-NOON	2055	0.0	1499	1499	555	17.27+	423	68.2	6.5	30.8	
NOON-1PM	2112	0.0	1499	1499	613	17.27+	423	68.1	6.5	30.8	
1-2 PM	2147	0.0	1500	1500	648	17.27+	424	68.1	6.5	30.8	
2-3 PM	2418	0.0	1499	1500	919	17.29+	424	67.8	6.5	30.8	
3-4 PM	2910	0.0	1499	1505	1405	17.56+	432	67.1	6.5	30.8	
4-5 PM	3213	0.0	1499	1500	1713	17.79+	438	66.8	6.5	30.8	
5-6 PM	2920	0.0	1500	1499	1420	17.57+	432	67.1	6.5	30.8	
6-7 PM	1930	0.0	1500	1499	431	17.26+	423	68.3	6.5	30.8	
7-8 PM	1280	0.0	1499	1280	0	14.01+	344	69.1	7.3	30.9	
8-9 PM	1139	0.0	1500	1139	0	1.88	68	69.3	27.6	37.6	
9-10 PM	932	0.0	1500	932	0	0.58	0	69.6	47.0	41.9	
10-11 PM	654	0.0	1500	654	0	0.55	0	69.9	47.9	42.9	
11PM-MID	484	0.0	1500	484	0	0.53	0	70.1	48.6	43.6	

+ 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	0.0083
MAIN ROUTE WITH WORKS	0.0042
'DIVERSION'	0.0056

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,373
CONGESTED HOURS PER DAY*	13

*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)**

MAY
Analyzed for 2009
Construction Season

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

