

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

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	386	0.0	1500	386	0	0.52	0	70.2	48.9	44.0	
1-2 AM	232	0.0	1500	232	0	0.50	0	70.2	49.4	44.5	
2-3 AM	202	0.0	1500	202	0	0.50	0	70.2	49.6	44.6	
3-4 AM	153	0.0	1500	153	0	0.49	0	70.2	49.7	44.9	
4-5 AM	259	0.0	1500	259	0	0.50	0	70.2	49.4	44.5	
5-6 AM	380	0.0	1500	380	0	0.52	0	70.2	48.9	44.0	
6-7 AM	701	0.0	1500	701	0	0.55	0	69.9	47.8	42.7	
7-8 AM	1237	0.0	1499	1237	0	0.74	0	69.2	42.8	37.6	
8-9 AM	1687	0.0	1499	1687	0	3.35	75	68.6	18.6	30.8	
9-10 AM	1829	0.0	1500	1750	80	13.24+	328	68.4	7.6	30.8	
10-11 AM	2096	0.0	1500	1498	598	17.27+	423	68.1	6.5	30.8	
11AM-NOON	2113	0.0	1499	1498	615	17.27+	423	68.1	6.5	30.8	
NOON-1PM	2182	0.0	1499	1499	684	17.28+	424	68.0	6.5	30.8	
1-2 PM	2121	0.0	1499	1499	622	17.27+	423	68.1	6.5	30.8	
2-3 PM	2148	0.0	1499	1499	649	17.27+	424	68.1	6.5	30.8	
3-4 PM	2174	0.0	1499	1499	675	17.27+	424	68.1	6.5	30.8	
4-5 PM	1956	0.0	1500	1499	457	17.26+	423	68.3	6.5	30.8	
5-6 PM	1854	0.0	1499	1499	355	17.26+	423	68.4	6.6	30.8	
6-7 PM	1528	0.0	1500	1477	51	17.12+	419	68.8	6.6	30.8	
7-8 PM	1262	0.0	1499	1262	0	12.03	294	69.2	8.0	30.9	
8-9 PM	1226	0.0	1500	1226	0	1.87	53	69.2	27.3	35.6	
9-10 PM	1135	0.0	1500	1135	0	0.62	0	69.3	45.8	40.6	
10-11 PM	918	0.0	1500	918	0	0.58	0	69.6	47.0	42.0	
11PM-MID	553	0.0	1500	553	0	0.54	0	70.0	48.3	43.3	

+ 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

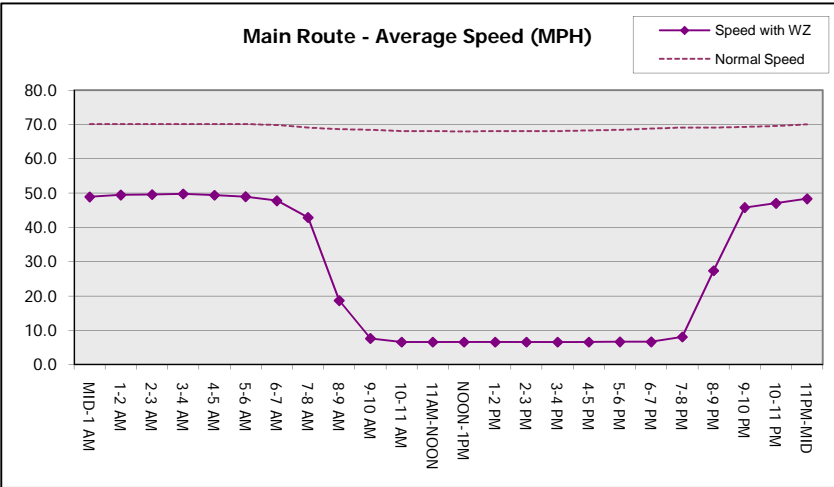
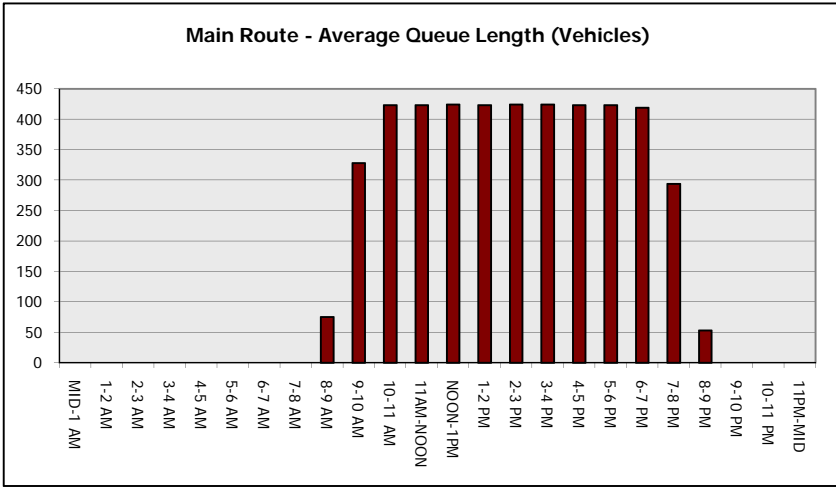
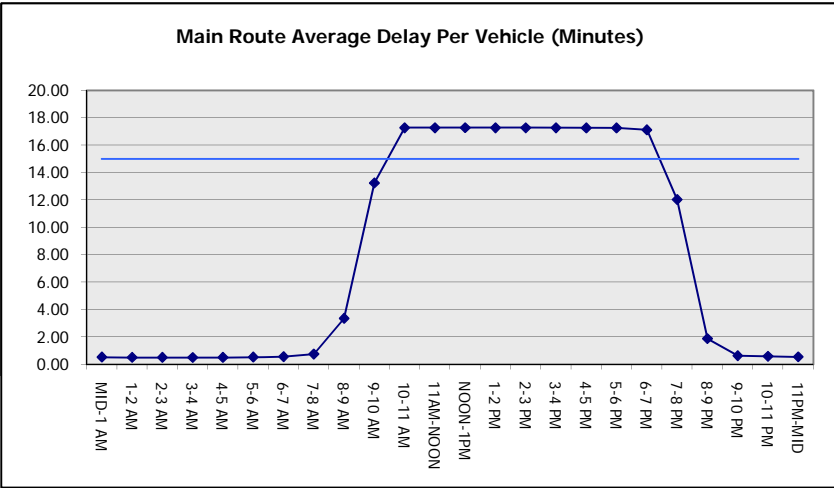
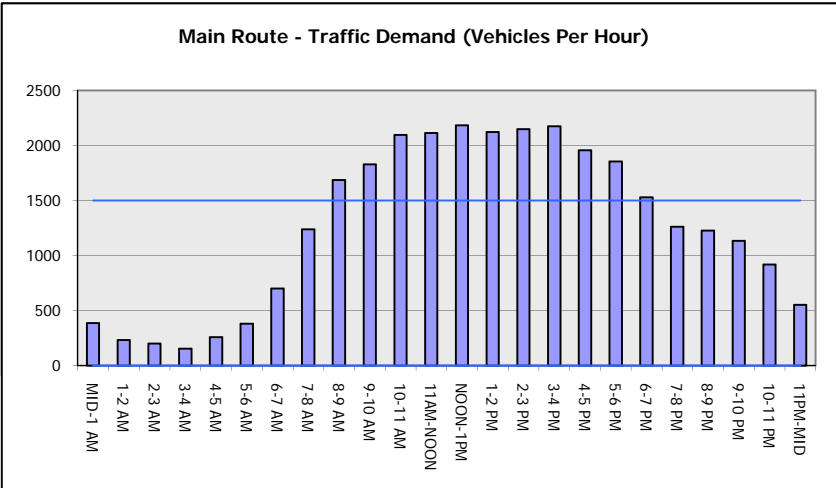
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0067
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0025
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,001
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	426	0.0	1500	426	0	0.52	0	70.2	48.7	43.8	
1-2 AM	289	0.0	1500	289	0	0.51	0	70.2	49.2	44.3	
2-3 AM	233	0.0	1500	233	0	0.50	0	70.2	49.4	44.5	
3-4 AM	170	0.0	1500	170	0	0.49	0	70.2	49.7	44.8	
4-5 AM	201	0.0	1500	201	0	0.50	0	70.2	49.6	44.6	
5-6 AM	431	0.0	1500	431	0	0.53	0	70.2	48.7	43.8	
6-7 AM	700	0.0	1500	700	0	0.55	0	69.9	47.8	42.8	
7-8 AM	1221	0.0	1499	1221	0	0.73	0	69.2	43.2	37.9	
8-9 AM	1635	0.0	1499	1635	0	2.37	44	68.7	23.3	30.8	
9-10 AM	1958	0.0	1500	1774	184	12.57+	316	68.3	7.9	30.8	
10-11 AM	2298	0.0	1499	1502	796	17.28+	424	67.9	6.5	30.8	
11AM-NOON	2547	0.0	1500	1505	1042	17.31+	425	67.6	6.5	30.8	
NOON-1PM	2572	0.0	1500	1503	1069	17.30+	425	67.6	6.5	30.8	
1-2 PM	2461	0.0	1500	1501	961	17.29+	424	67.7	6.5	30.8	
2-3 PM	2480	0.0	1500	1501	979	17.29+	424	67.6	6.5	30.8	
3-4 PM	2354	0.0	1500	1501	854	17.28+	424	67.8	6.5	30.8	
4-5 PM	2415	0.0	1500	1501	915	17.29+	424	67.8	6.5	30.8	
5-6 PM	2126	0.0	1500	1500	625	17.27+	423	68.1	6.5	30.8	
6-7 PM	1743	0.0	1500	1500	243	17.25+	423	68.6	6.6	30.8	
7-8 PM	1363	0.0	1499	1363	0	15.24+	372	69.1	7.0	30.8	
8-9 PM	1132	0.0	1499	1132	0	3.12	119	69.3	20.5	36.2	
9-10 PM	1035	0.0	1500	1035	0	0.59	0	69.4	46.6	41.5	
10-11 PM	861	0.0	1500	861	0	0.57	0	69.7	47.2	42.2	
11PM-MID	587	0.0	1500	587	0	0.54	0	70.0	48.2	43.2	

+ 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	0.0074
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0040

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,315
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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