

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	280	0.0	1500	280	0	0.51	0	70.2	49.3	44.3	
1-2 AM	202	0.0	1500	202	0	0.50	0	70.2	49.6	44.6	
2-3 AM	202	0.0	1500	202	0	0.50	0	70.2	49.6	44.6	
3-4 AM	262	0.0	1500	262	0	0.50	0	70.2	49.4	44.4	
4-5 AM	496	0.0	1500	496	0	0.53	0	70.1	48.5	43.5	
5-6 AM	1164	0.0	1499	1164	0	0.75	0	69.3	42.8	37.6	
6-7 AM	2251	0.0	1499	1923	329	9.57+	262	67.9	9.4	30.8	
7-8 AM	3056	0.0	1499	1511	1545	17.69+	435	66.9	6.5	30.8	
8-9 AM	2411	0.0	1500	1499	912	17.29+	424	67.8	6.5	30.8	
9-10 AM	2096	0.0	1499	1499	597	17.27+	423	68.1	6.5	30.8	
10-11 AM	2087	0.0	1499	1499	588	17.27+	423	68.1	6.5	30.8	
11AM-NOON	2155	0.0	1499	1499	655	17.27+	424	68.1	6.5	30.8	
NOON-1PM	2263	0.0	1499	1499	763	17.28+	424	67.9	6.5	30.8	
1-2 PM	2496	0.0	1499	1499	997	17.29+	424	67.6	6.5	30.8	
2-3 PM	2735	0.0	1499	1500	1235	17.40+	427	67.3	6.5	30.8	
3-4 PM	2912	0.0	1500	1504	1408	17.56+	432	67.1	6.5	30.8	
4-5 PM	3346	0.0	1499	1500	1846	17.79+	438	66.6	6.5	30.8	
5-6 PM	3115	0.0	1500	1500	1614	17.69+	435	66.9	6.5	30.8	
6-7 PM	1973	0.0	1500	1499	475	17.26+	423	68.3	6.5	30.8	
7-8 PM	1423	0.0	1499	1403	20	16.24+	397	69.0	6.8	30.8	
8-9 PM	1293	0.0	1499	1293	0	9.96	240	69.1	8.9	31.1	
9-10 PM	1112	0.0	1500	1112	0	1.11	24	69.4	36.2	39.3	
10-11 PM	880	0.0	1500	880	0	0.57	0	69.6	47.1	42.1	
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

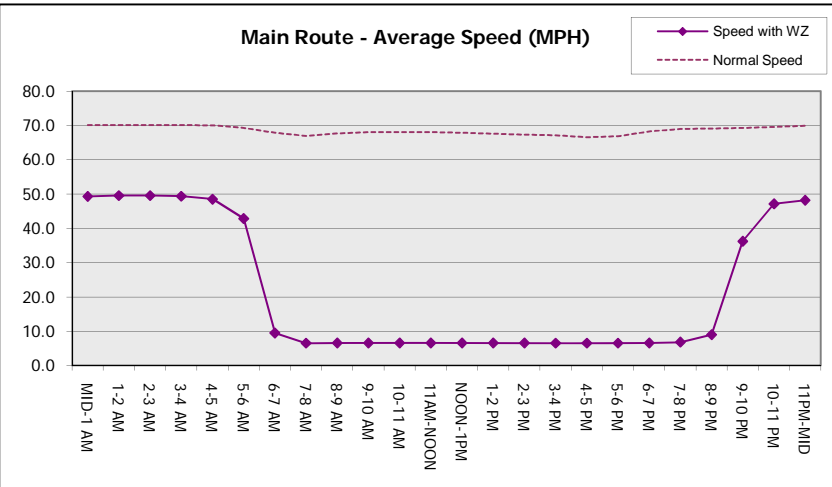
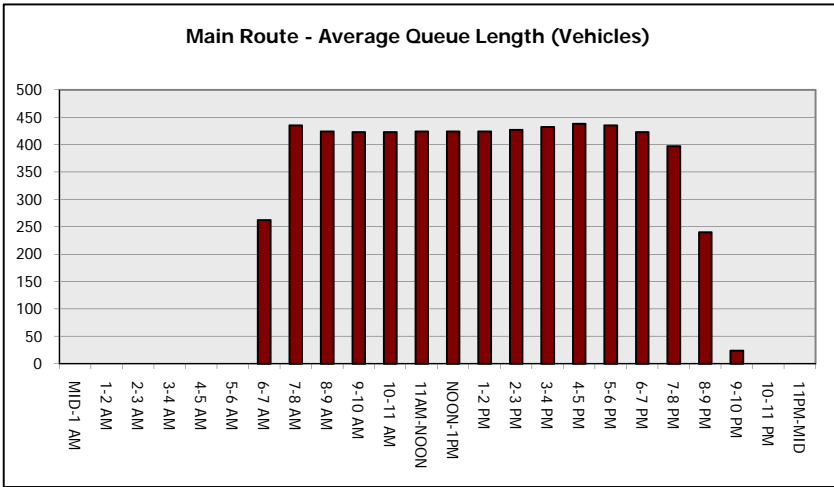
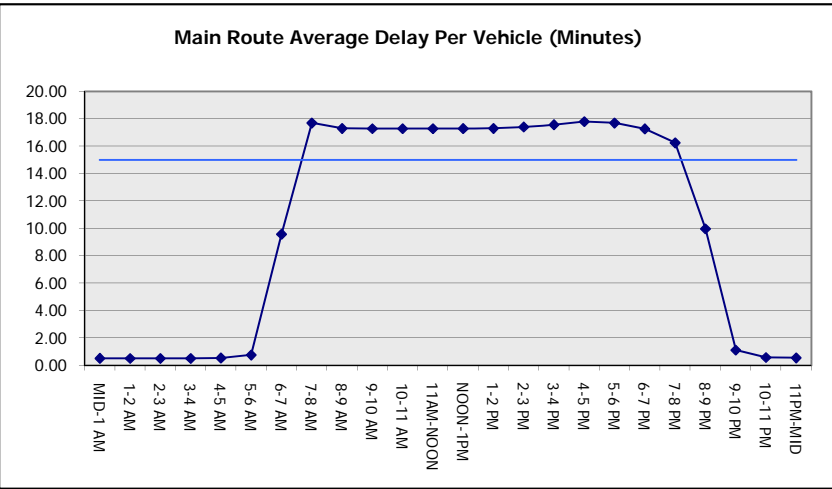
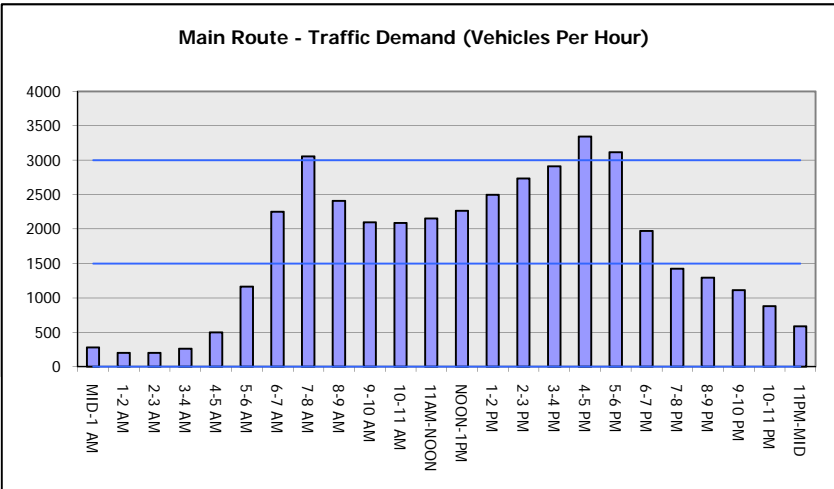
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0091
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0067
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,700
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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

AUGUST
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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)	AUGUST
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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	295	0.0	1500	295	0	0.51	0	70.2	49.2	44.3
1-2 AM	217	0.0	1500	217	0	0.50	0	70.2	49.5	44.6
2-3 AM	187	0.0	1500	187	0	0.50	0	70.2	49.6	44.7
3-4 AM	207	0.0	1500	207	0	0.50	0	70.2	49.6	44.6
4-5 AM	398	0.0	1500	398	0	0.52	0	70.2	48.9	43.9
5-6 AM	1116	0.0	1499	1116	0	0.71	0	69.4	43.7	38.5
6-7 AM	2010	0.0	1499	2010	0	6.31	192	68.2	12.7	30.8
7-8 AM	3132	0.0	1499	1453	1679	17.64+	434	66.8	6.5	30.8
8-9 AM	2312	0.0	1499	1492	820	17.30+	424	67.9	6.5	30.8
9-10 AM	2135	0.0	1499	1496	639	17.27+	424	68.1	6.5	30.8
10-11 AM	2251	0.0	1499	1496	755	17.28+	424	67.9	6.5	30.8
11AM-NOON	2342	0.0	1499	1497	845	17.28+	424	67.8	6.5	30.8
NOON-1PM	2319	0.0	1499	1497	822	17.28+	424	67.9	6.5	30.8
1-2 PM	2413	0.0	1499	1498	915	17.29+	424	67.8	6.5	30.8
2-3 PM	2708	0.0	1499	1493	1216	17.40+	427	67.4	6.5	30.8
3-4 PM	3164	0.0	1499	1502	1662	17.74+	437	66.8	6.5	30.8
4-5 PM	3567	0.0	1500	1500	2067	17.78+	438	66.3	6.5	30.8
5-6 PM	3306	0.0	1500	1502	1804	17.77+	438	66.6	6.5	30.8
6-7 PM	2152	0.0	1500	1498	654	17.27+	424	68.1	6.5	30.8
7-8 PM	1454	0.0	1499	1410	44	16.47+	403	68.9	6.7	30.8
8-9 PM	1224	0.0	1499	1224	0	8.76	220	69.2	9.8	32.3
9-10 PM	1009	0.0	1500	1009	0	0.71	5	69.5	43.8	41.6
10-11 PM	774	0.0	1500	774	0	0.56	0	69.8	47.5	42.5
11PM-MID	567	0.0	1500	567	0	0.54	0	70.0	48.3	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	0.0092
MAIN ROUTE WITH WORKS	0.0043
'DIVERSION'	0.0072

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$132,905
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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