

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

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	393	0.0	1500	393	0	0.58	2	70.2	47.3	43.9	
1-2 AM	273	0.0	1500	273	0	0.51	0	70.2	49.3	44.4	
2-3 AM	226	0.0	1500	226	0	0.50	0	70.2	49.5	44.6	
3-4 AM	172	0.0	1500	172	0	0.49	0	70.2	49.7	44.8	
4-5 AM	280	0.0	1500	280	0	0.51	0	70.2	49.3	44.3	
5-6 AM	420	0.0	1500	420	0	0.52	0	70.2	48.8	43.8	
6-7 AM	759	0.0	1500	759	0	0.56	0	69.8	47.6	42.5	
7-8 AM	1209	0.0	1499	1209	0	0.73	0	69.2	43.3	38.0	
8-9 AM	1753	0.0	1499	1753	0	3.99	99	68.6	16.8	30.8	
9-10 AM	2067	0.0	1500	1704	363	16.12+	397	68.2	6.8	30.8	
10-11 AM	2347	0.0	1499	1495	852	17.28+	424	67.8	6.5	30.8	
11AM-NOON	2466	0.0	1499	1494	972	17.30+	425	67.7	6.5	30.8	
NOON-1PM	2393	0.0	1499	1497	897	17.29+	424	67.8	6.5	30.8	
1-2 PM	2376	0.0	1499	1497	879	17.29+	424	67.8	6.5	30.8	
2-3 PM	2332	0.0	1499	1498	834	17.28+	424	67.8	6.5	30.8	
3-4 PM	2174	0.0	1499	1498	676	17.28+	424	68.1	6.5	30.8	
4-5 PM	2101	0.0	1499	1498	603	17.27+	423	68.1	6.5	30.8	
5-6 PM	1864	0.0	1499	1498	366	17.26+	423	68.4	6.6	30.8	
6-7 PM	1545	0.0	1499	1474	71	17.14+	420	68.8	6.6	30.8	
7-8 PM	1333	0.0	1499	1333	0	13.72+	333	69.1	7.4	30.8	
8-9 PM	1248	0.0	1499	1248	0	4.24	115	69.2	16.1	33.0	
9-10 PM	1314	0.0	1500	1314	0	0.85	0	69.1	40.6	35.1	
10-11 PM	1454	0.0	1499	1454	0	1.04	0	68.9	37.2	31.8	
11PM-MID	1575	0.0	1499	1575	0	3.69	70	68.8	17.1	30.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0076
MAIN ROUTE WITH WORKS	0.0043
'DIVERSION'	0.0034
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$115,402
CONGESTED HOURS PER DAY*	11

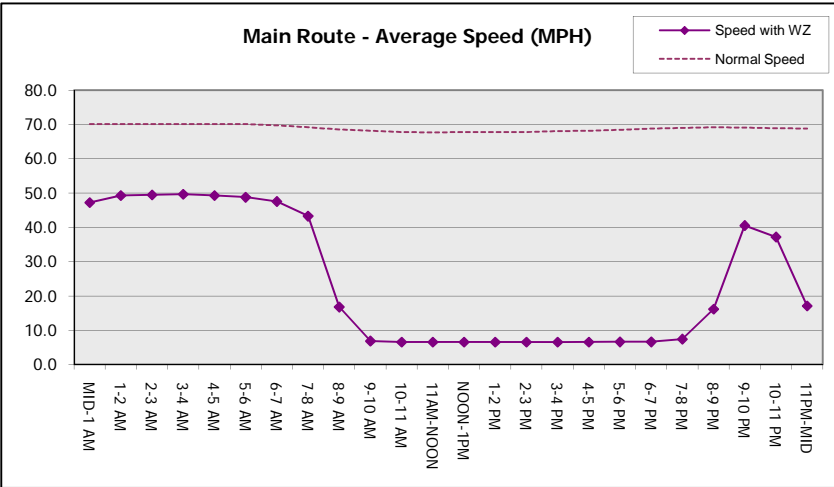
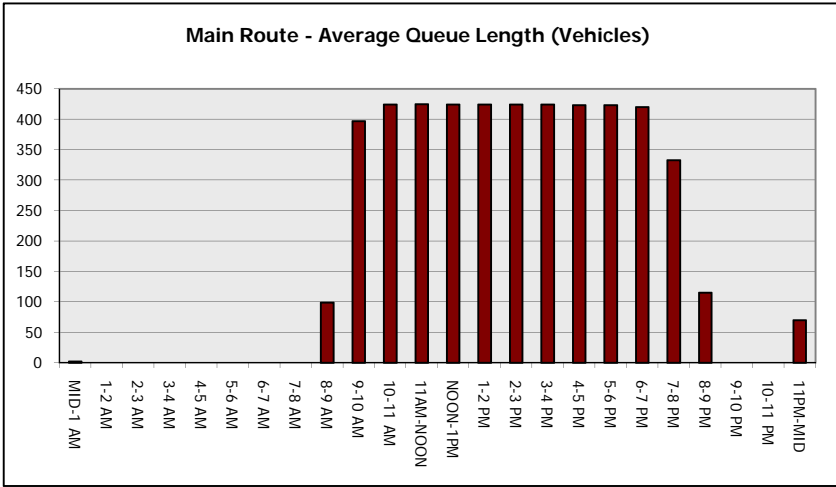
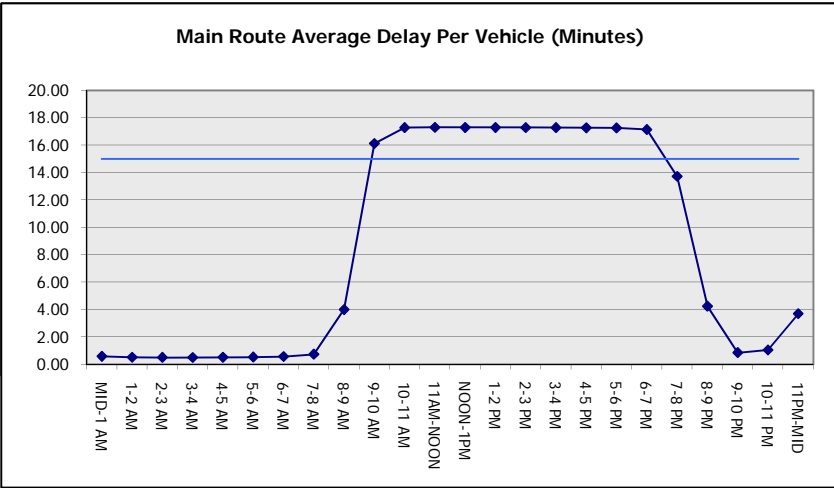
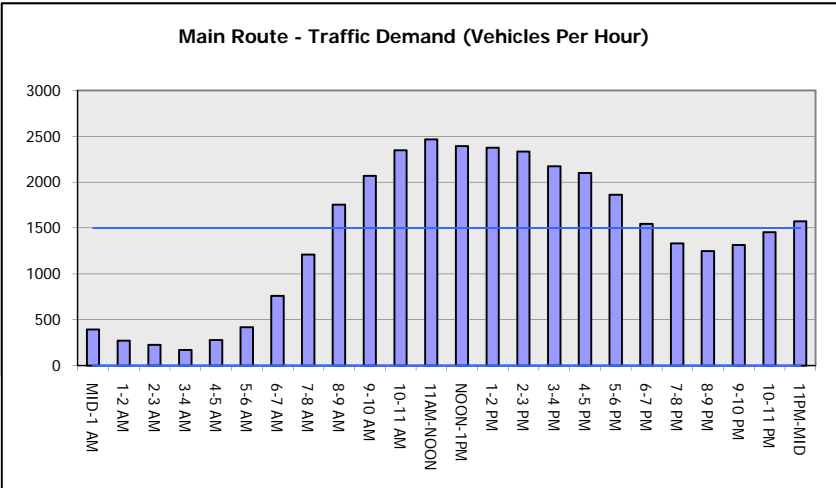
*Delays Exceeding User-Specified Maximum

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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

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)	AUGUST
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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	484	0.0	1500	484	0	0.53	0	70.1	48.6	43.6	
1-2 AM	315	0.0	1500	315	0	0.51	0	70.2	49.1	44.2	
2-3 AM	229	0.0	1500	229	0	0.50	0	70.2	49.4	44.6	
3-4 AM	186	0.0	1500	186	0	0.50	0	70.2	49.6	44.7	
4-5 AM	244	0.0	1500	244	0	0.50	0	70.2	49.4	44.5	
5-6 AM	410	0.0	1500	410	0	0.52	0	70.2	48.8	43.8	
6-7 AM	637	0.0	1500	637	0	0.55	0	69.9	48.0	43.0	
7-8 AM	968	0.0	1500	968	0	0.58	0	69.6	46.9	41.8	
8-9 AM	1384	0.0	1499	1384	0	0.94	0	69.0	38.9	33.5	
9-10 AM	1815	0.0	1499	1815	0	4.72	125	68.5	15.0	30.8	
10-11 AM	2401	0.0	1499	1571	829	17.14+	421	67.8	6.6	30.8	
11AM-NOON	2683	0.0	1500	1528	1155	17.41+	428	67.4	6.5	30.8	
NOON-1PM	2880	0.0	1500	1514	1366	17.52+	431	67.1	6.5	30.8	
1-2 PM	2972	0.0	1500	1504	1467	17.62+	433	67.1	6.5	30.8	
2-3 PM	3017	0.0	1500	1502	1516	17.66+	435	67.0	6.5	30.8	
3-4 PM	2915	0.0	1500	1498	1417	17.57+	432	67.1	6.5	30.8	
4-5 PM	2763	0.0	1500	1496	1266	17.43+	428	67.3	6.5	30.8	
5-6 PM	2546	0.0	1500	1498	1048	17.31+	425	67.6	6.5	30.8	
6-7 PM	1869	0.0	1500	1499	370	17.26+	423	68.4	6.6	30.8	
7-8 PM	1358	0.0	1499	1358	0	15.39+	376	69.1	7.0	30.8	
8-9 PM	1199	0.0	1499	1199	0	4.90	144	69.2	14.8	33.7	
9-10 PM	1027	0.0	1500	1027	0	0.59	0	69.4	46.6	41.6	
10-11 PM	959	0.0	1500	959	0	0.58	0	69.6	46.9	41.8	
11PM-MID	655	0.0	1500	655	0	0.55	0	69.9	47.9	42.9	

+ 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	0.0080
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0054

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$128,441
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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