

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

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	1499	1787	0	3.92	104	68.5	17.1	30.8
10-11 AM	2448	0.0	1499	1625	823	16.85+	413	67.7	6.6	30.8
11AM-NOON	2885	0.0	1500	1516	1369	17.53+	431	67.1	6.5	30.8
NOON-1PM	2960	0.0	1500	1504	1455	17.61+	433	67.1	6.5	30.8
1-2 PM	2970	0.0	1500	1501	1469	17.62+	433	67.1	6.5	30.8
2-3 PM	2933	0.0	1500	1499	1433	17.59+	432	67.1	6.5	30.8
3-4 PM	2971	0.0	1499	1501	1470	17.62+	433	67.1	6.5	30.8
4-5 PM	2830	0.0	1500	1497	1333	17.49+	430	67.2	6.5	30.8
5-6 PM	2552	0.0	1500	1497	1055	17.31+	425	67.6	6.5	30.8
6-7 PM	2148	0.0	1500	1499	649	17.27+	424	68.1	6.5	30.8
7-8 PM	1697	0.0	1500	1499	198	17.25+	423	68.6	6.6	30.8
8-9 PM	1235	0.0	1499	1235	0	12.85+	319	69.2	7.8	31.5
9-10 PM	885	0.0	1500	885	0	0.97	24	69.6	38.6	41.9
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

+ 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	0.0038
'DIVERSION'	0.0058
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$136,681
CONGESTED HOURS PER DAY*	11

*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)**

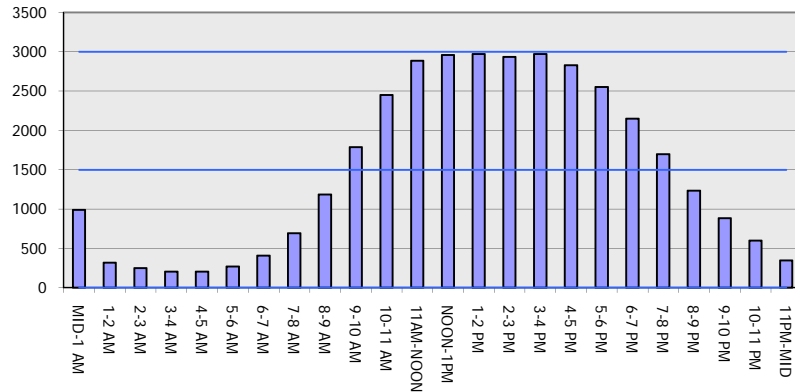
AUGUST

Analyzed for 2009
Construction Season

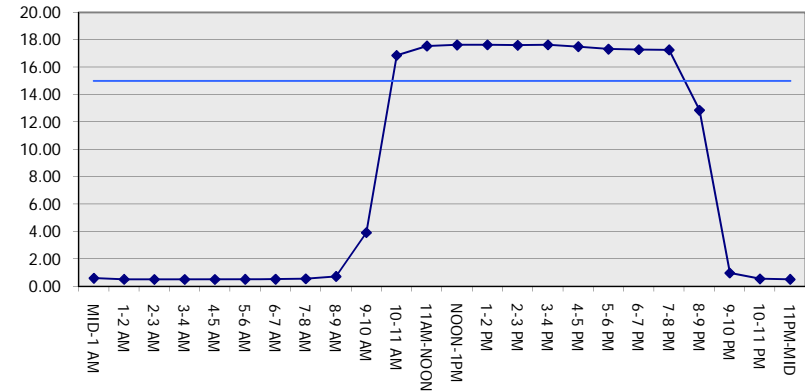
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

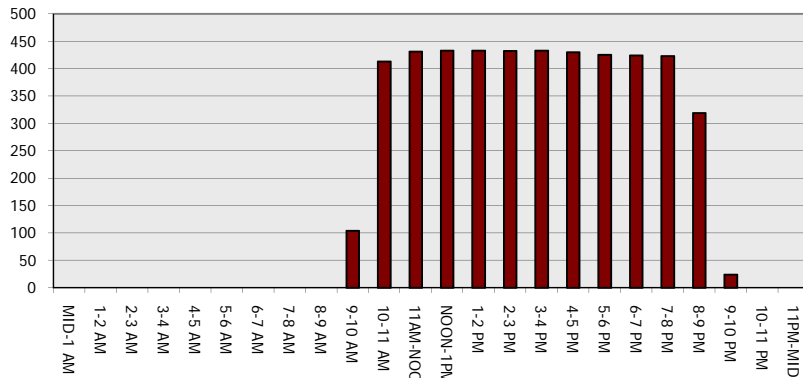
Main Route - Traffic Demand (Vehicles Per Hour)



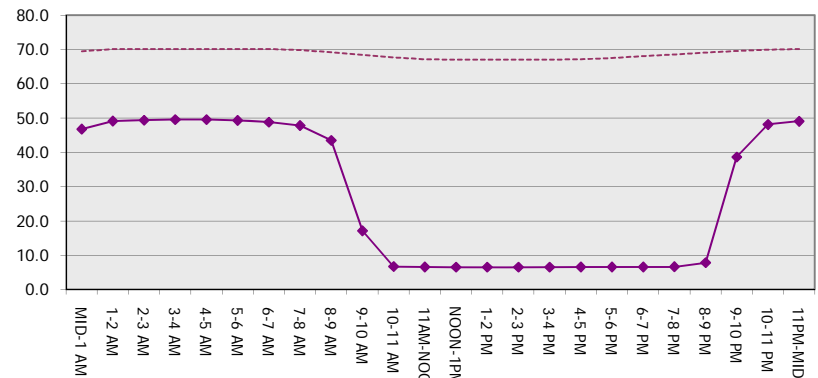
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1499	1093	0	0.65	0	69.4	45.0	39.8
10-11 AM	1694	0.0	1499	1694	0	2.82	64	68.6	21.0	30.8
11AM-NOON	2151	0.0	1500	1782	369	15.37+	380	68.1	7.0	30.8
NOON-1PM	2322	0.0	1499	1491	831	17.29+	424	67.9	6.5	30.8
1-2 PM	2424	0.0	1499	1490	935	17.32+	425	67.8	6.5	30.8
2-3 PM	2435	0.0	1499	1494	940	17.30+	424	67.7	6.5	30.8
3-4 PM	2395	0.0	1499	1496	899	17.29+	424	67.8	6.5	30.8
4-5 PM	2438	0.0	1499	1497	941	17.29+	424	67.7	6.5	30.8
5-6 PM	2289	0.0	1499	1497	792	17.28+	424	67.9	6.5	30.8
6-7 PM	1997	0.0	1499	1498	500	17.27+	423	68.2	6.5	30.8
7-8 PM	1624	0.0	1499	1479	145	17.17+	420	68.7	6.6	30.8
8-9 PM	1414	0.0	1499	1414	0	15.98+	390	69.0	6.8	30.8
9-10 PM	1151	0.0	1499	1151	0	5.88	180	69.3	13.2	34.4
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

+ 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	0.0065
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0033

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,548
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

