

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	279	0.0	3000	279	0	0.36	0	70.2	54.0	49.7
1-2 AM	196	0.0	3000	196	0	0.36	0	70.2	54.0	49.7
2-3 AM	241	0.0	3000	241	0	0.36	0	70.2	54.0	49.7
3-4 AM	254	0.0	3000	254	0	0.36	0	70.2	54.0	49.7
4-5 AM	429	0.0	3000	429	0	0.36	0	70.2	54.0	49.7
5-6 AM	1036	0.0	3000	1036	0	0.35	0	69.4	53.8	49.7
6-7 AM	2057	0.0	2999	2057	0	0.33	0	68.2	53.7	49.7
7-8 AM	3048	0.0	2999	3048	0	0.93	12	66.9	38.5	37.3
8-9 AM	2456	0.0	3000	2456	0	0.43	2	67.7	50.2	47.2
9-10 AM	2042	0.0	3000	2042	0	0.33	0	68.2	53.7	49.7
10-11 AM	2227	0.0	3000	2227	0	0.33	0	67.9	53.6	49.7
11AM-NOON	2399	0.0	3000	2399	0	0.34	0	67.8	53.3	49.4
NOON-1PM	2675	0.0	3000	2675	0	0.52	0	67.4	47.6	42.9
1-2 PM	2911	0.0	2999	2911	0	0.67	0	67.1	43.7	38.7
2-3 PM	3145	0.0	2999	3145	0	1.59	55	66.8	29.5	37.3
3-4 PM	3444	0.0	3000	3444	0	6.69	348	66.4	13.7	37.3
4-5 PM	3732	0.0	3000	3355	377	15.96+	847	65.4	9.5	37.3
5-6 PM	3409	0.0	2999	2984	425	17.35+	917	66.5	9.3	37.3
6-7 PM	2346	0.0	2999	2346	0	12.10+	656	67.8	10.7	39.6
7-8 PM	1645	0.0	3000	1645	0	0.57	30	68.7	47.0	49.7
8-9 PM	1424	0.0	3000	1424	0	0.34	0	69.0	53.8	49.7
9-10 PM	1282	0.0	3000	1282	0	0.35	0	69.1	53.8	49.7
10-11 PM	1005	0.0	3000	1005	0	0.35	0	69.5	53.8	49.7
11PM-MID	644	0.0	3000	644	0	0.36	0	69.9	53.9	49.7

+ 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	0.0099
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0004
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,061
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

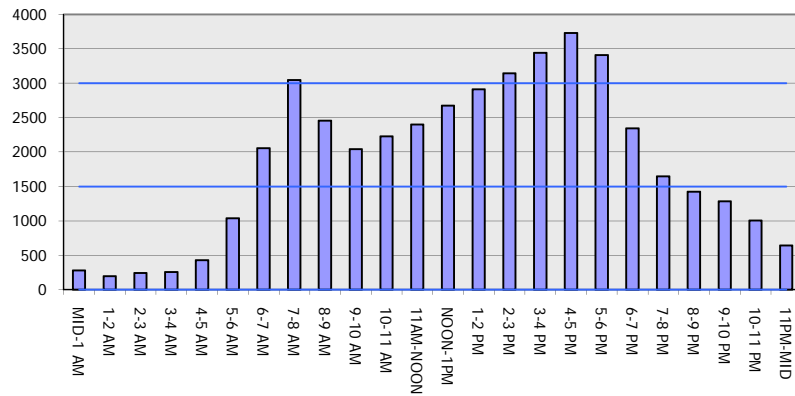
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OCTOBER

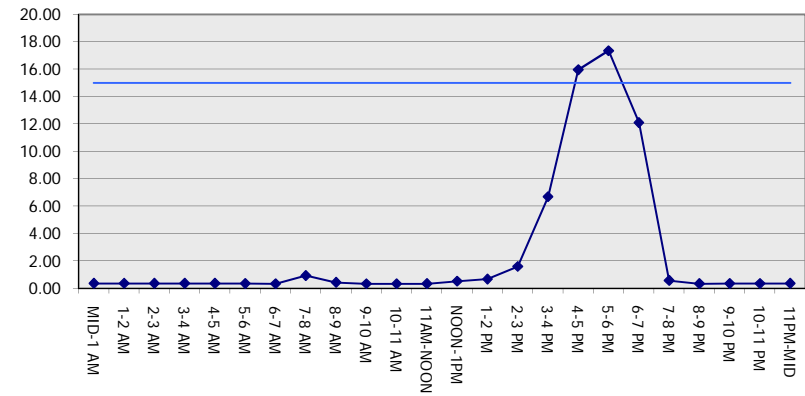
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

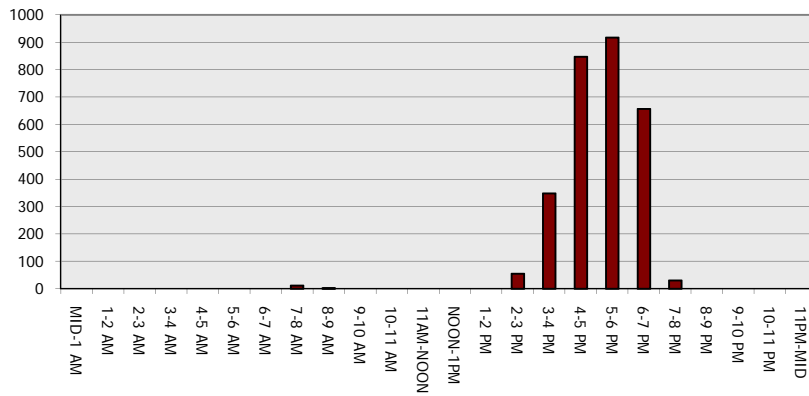
Main Route - Traffic Demand (Vehicles Per Hour)



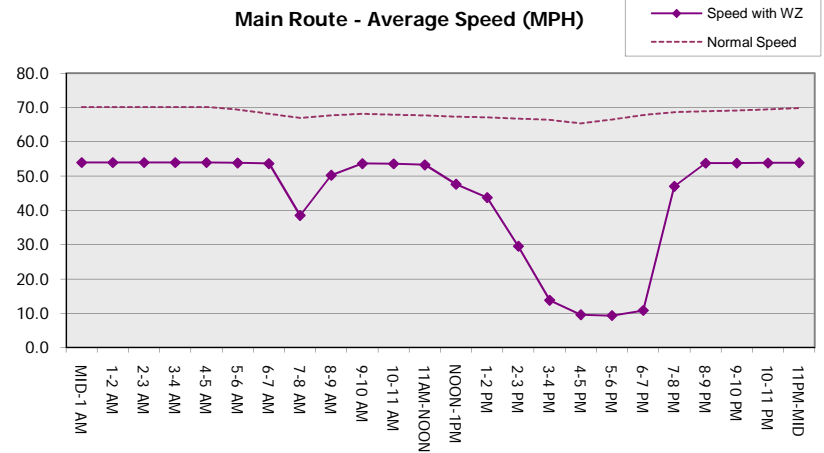
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	310	0.0	3000	310	0	0.36	0	70.2	54.0	49.7
1-2 AM	243	0.0	3000	243	0	0.36	0	70.2	54.0	49.7
2-3 AM	217	0.0	3000	217	0	0.36	0	70.2	54.0	49.7
3-4 AM	216	0.0	3000	216	0	0.36	0	70.2	54.0	49.7
4-5 AM	382	0.0	3000	382	0	0.36	0	70.2	54.0	49.7
5-6 AM	961	0.0	3000	961	0	0.35	0	69.6	53.8	49.7
6-7 AM	1841	0.0	2999	1841	0	0.34	0	68.4	53.7	49.7
7-8 AM	3141	0.0	2999	3141	0	1.60	55	66.8	29.4	37.3
8-9 AM	2306	0.0	3000	2306	0	0.53	16	67.9	47.6	48.6
9-10 AM	2263	0.0	3000	2263	0	0.33	0	67.9	53.6	49.7
10-11 AM	2514	0.0	3000	2514	0	0.41	0	67.6	50.8	46.5
11AM-NOON	2816	0.0	3000	2816	0	0.61	0	67.3	45.2	40.2
NOON-1PM	2866	0.0	2999	2866	0	0.64	0	67.2	44.4	39.4
1-2 PM	3064	0.0	2999	3064	0	1.00	16	66.9	37.3	37.3
2-3 PM	3343	0.0	3000	3343	0	4.17	209	66.6	17.5	37.3
3-4 PM	3892	0.0	3000	3515	378	14.33+	773	64.3	9.9	37.3
4-5 PM	4114	0.0	3000	3007	1106	17.36+	927	62.8	9.2	37.3
5-6 PM	3948	0.0	3000	2997	951	17.36+	923	63.9	9.3	37.3
6-7 PM	2966	0.0	3000	2861	105	16.76+	884	67.1	9.4	37.3
7-8 PM	2046	0.0	2999	2046	0	4.20	368	68.2	20.1	44.2
8-9 PM	1434	0.0	3000	1434	0	0.34	0	68.9	53.8	49.7
9-10 PM	1245	0.0	3000	1245	0	0.35	0	69.2	53.8	49.7
10-11 PM	882	0.0	3000	882	0	0.35	0	69.6	53.8	49.7
11PM-MID	650	0.0	3000	650	0	0.36	0	69.9	53.9	49.7

+ 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	0.0106
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,196
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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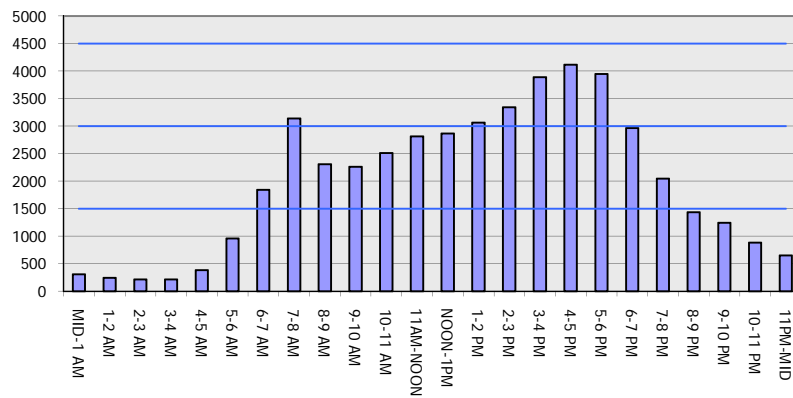
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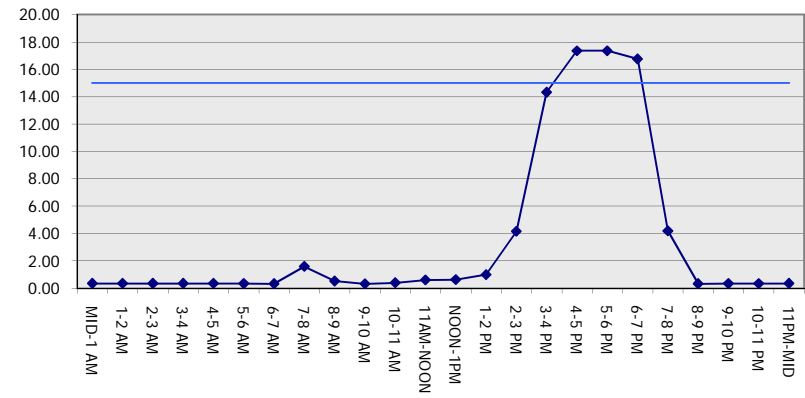
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

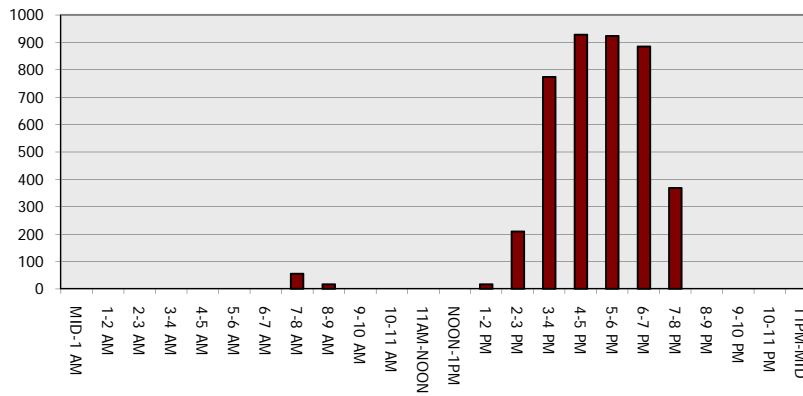
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

