

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	470	0.0	1500	470	0	0.53	0	70.2	48.6	43.6
1-2 AM	268	0.0	1500	268	0	0.51	0	70.2	49.3	44.4
2-3 AM	245	0.0	1500	245	0	0.50	0	70.2	49.4	44.5
3-4 AM	221	0.0	1500	221	0	0.50	0	70.2	49.5	44.6
4-5 AM	199	0.0	1500	199	0	0.50	0	70.2	49.6	44.7
5-6 AM	239	0.0	1500	239	0	0.50	0	70.2	49.4	44.5
6-7 AM	369	0.0	1500	369	0	0.52	0	70.2	48.9	44.0
7-8 AM	529	0.0	1500	529	0	0.54	0	70.0	48.4	43.4
8-9 AM	809	0.0	1500	809	0	0.57	0	69.7	47.4	42.4
9-10 AM	1301	0.0	1499	1301	0	0.83	0	69.1	41.1	35.8
10-11 AM	1748	0.0	1499	1748	0	3.90	96	68.6	17.0	30.8
11AM-NOON	2168	0.0	1500	1729	439	16.31+	402	68.1	6.8	30.8
NOON-1PM	2316	0.0	1499	1491	825	17.29+	424	67.9	6.5	30.8
1-2 PM	2450	0.0	1499	1487	963	17.33+	425	67.7	6.5	30.8
2-3 PM	2694	0.0	1499	1480	1214	17.42+	428	67.4	6.5	30.8
3-4 PM	2946	0.0	1499	1498	1448	17.60+	433	67.1	6.5	30.8
4-5 PM	3088	0.0	1499	1502	1586	17.73+	436	66.9	6.5	30.8
5-6 PM	2818	0.0	1500	1494	1323	17.48+	430	67.3	6.5	30.8
6-7 PM	2519	0.0	1499	1497	1022	17.31+	425	67.6	6.5	30.8
7-8 PM	1737	0.0	1500	1499	237	17.25+	423	68.6	6.6	30.8
8-9 PM	1142	0.0	1499	1142	0	10.55+	278	69.3	8.8	33.6
9-10 PM	765	0.0	1500	765	0	0.64	3	69.8	45.6	42.5
10-11 PM	524	0.0	1500	524	0	0.54	0	70.1	48.4	43.4
11PM-MID	303	0.0	1500	303	0	0.51	0	70.2	49.2	44.3

+ 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	0.0071
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0047
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,319
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)**

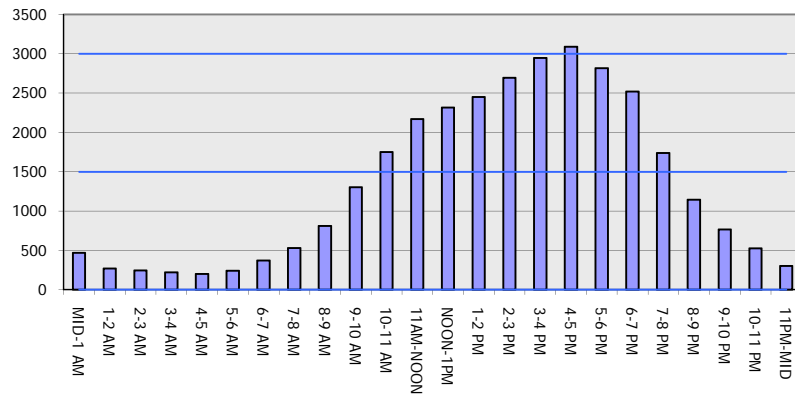
OCTOBER

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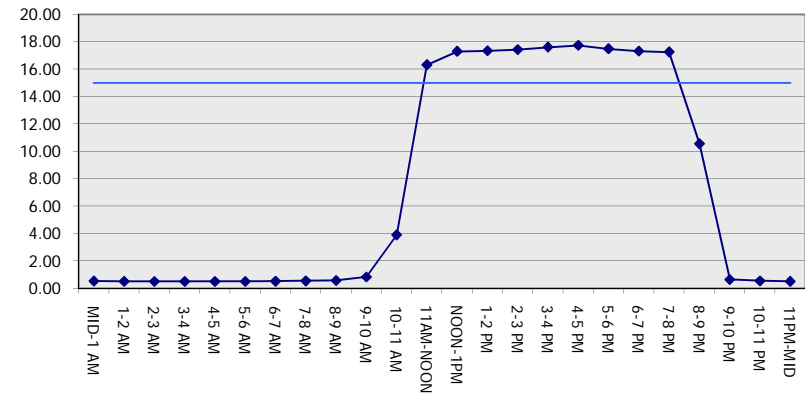
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

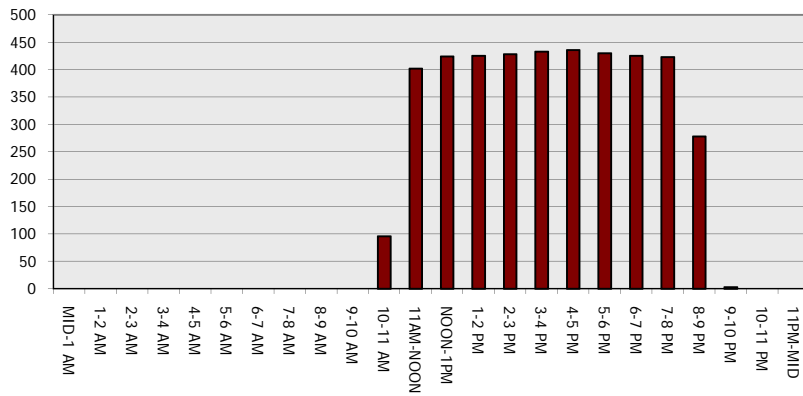
Main Route - Traffic Demand (Vehicles Per Hour)



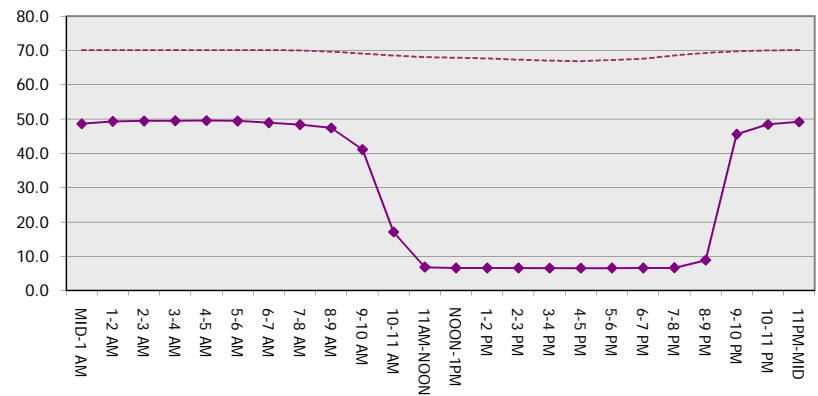
Main Route Average Delay Per Vehicle (Minutes)



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	396	0.0	1500	396	0	0.52	0	70.2	48.9	43.9
1-2 AM	276	0.0	1500	276	0	0.51	0	70.2	49.3	44.4
2-3 AM	223	0.0	1500	223	0	0.50	0	70.2	49.5	44.6
3-4 AM	146	0.0	1500	146	0	0.49	0	70.2	49.7	44.9
4-5 AM	141	0.0	1500	141	0	0.49	0	70.2	49.8	44.9
5-6 AM	260	0.0	1500	260	0	0.50	0	70.2	49.4	44.5
6-7 AM	353	0.0	1500	353	0	0.52	0	70.2	49.0	44.1
7-8 AM	635	0.0	1500	635	0	0.55	0	69.9	48.0	43.0
8-9 AM	1322	0.0	1499	1322	0	0.84	0	69.1	40.8	35.5
9-10 AM	1993	0.0	1499	1993	0	8.22+	227	68.2	10.4	30.8
10-11 AM	1923	0.0	1499	1434	489	17.06+	418	68.4	6.6	30.8
11AM-NOON	2064	0.0	1499	1500	564	17.27+	423	68.2	6.5	30.8
NOON-1PM	2198	0.0	1499	1500	698	17.28+	424	68.0	6.5	30.8
1-2 PM	2027	0.0	1500	1500	527	17.27+	423	68.2	6.5	30.8
2-3 PM	2088	0.0	1499	1500	588	17.27+	423	68.1	6.5	30.8
3-4 PM	2197	0.0	1499	1500	697	17.28+	424	68.0	6.5	30.8
4-5 PM	2188	0.0	1500	1500	688	17.28+	424	68.0	6.5	30.8
5-6 PM	2103	0.0	1500	1500	603	17.27+	423	68.1	6.5	30.8
6-7 PM	1854	0.0	1500	1500	354	17.26+	423	68.4	6.6	30.8
7-8 PM	1551	0.0	1500	1479	72	17.08+	418	68.8	6.6	30.8
8-9 PM	1111	0.0	1499	1111	0	8.28	231	69.4	10.4	34.3
9-10 PM	831	0.0	1500	831	0	0.57	0	69.7	47.2	42.3
10-11 PM	574	0.0	1500	574	0	0.54	0	70.0	48.3	43.2
11PM-MID	321	0.0	1500	321	0	0.51	0	70.2	49.1	44.2

+ 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	0.0064
MAIN ROUTE WITH WORKS	0.0037
'DIVERSION'	0.0027

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,095
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

