

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	251	0.0	OFF	251	0	0.00	0	70.2	70.2	70.2
1-2 AM	179	0.0	OFF	179	0	0.00	0	70.2	70.2	70.2
2-3 AM	184	0.0	OFF	184	0	0.00	0	70.2	70.2	70.2
3-4 AM	216	0.0	OFF	216	0	0.00	0	70.2	70.2	70.2
4-5 AM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2
5-6 AM	1016	0.0	OFF	1016	0	0.00	0	69.5	69.5	69.5
6-7 AM	2082	0.0	OFF	2082	0	0.00	0	68.1	68.1	68.1
7-8 AM	2932	0.0	OFF	2932	0	0.00	0	67.1	67.1	67.1
8-9 AM	2363	0.0	OFF	2363	0	0.00	0	67.8	67.8	67.8
9-10 AM	1902	0.0	OFF	1902	0	0.00	0	68.4	68.4	68.4
10-11 AM	1860	0.0	1499	1860	0	6.89	179	68.4	11.5	30.8
11AM-NOON	1931	0.0	1499	1531	400	17.14+	420	68.3	6.6	30.8
NOON-1PM	2015	0.0	1500	1504	510	17.27+	423	68.2	6.5	30.8
1-2 PM	2238	0.0	1500	1504	734	17.28+	424	67.9	6.5	30.8
2-3 PM	2483	0.0	1500	1508	975	17.31+	425	67.6	6.5	30.8
3-4 PM	2742	0.0	OFF	2742	0	0.26	25	67.3	55.5	55.5
4-5 PM	3159	0.0	OFF	3159	0	0.00	0	66.8	66.8	66.8
5-6 PM	2895	0.0	OFF	2895	0	0.00	0	67.1	67.1	67.1
6-7 PM	1797	0.0	OFF	1797	0	0.00	0	68.5	68.5	68.5
7-8 PM	1314	0.0	OFF	1314	0	0.00	0	69.1	69.1	69.1
8-9 PM	1183	0.0	OFF	1183	0	0.00	0	69.2	69.2	69.2
9-10 PM	1014	0.0	OFF	1014	0	0.00	0	69.5	69.5	69.5
10-11 PM	775	0.0	OFF	775	0	0.00	0	69.7	69.7	69.7
11PM-MID	425	0.0	OFF	425	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0083
MAIN ROUTE WITH WORKS	0.0072
'DIVERSION'	0.0014
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,928
CONGESTED HOURS PER DAY*	4

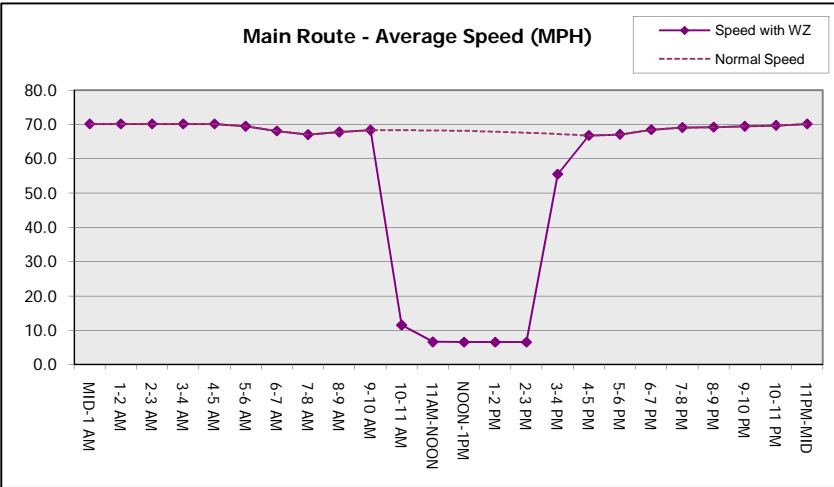
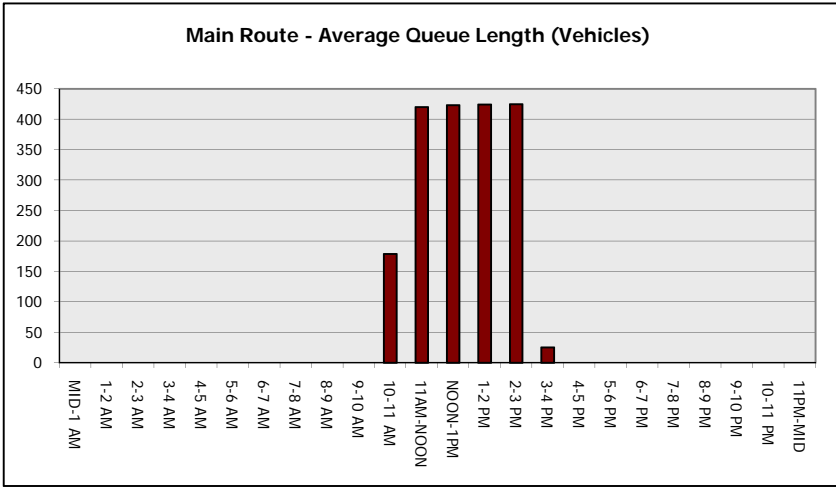
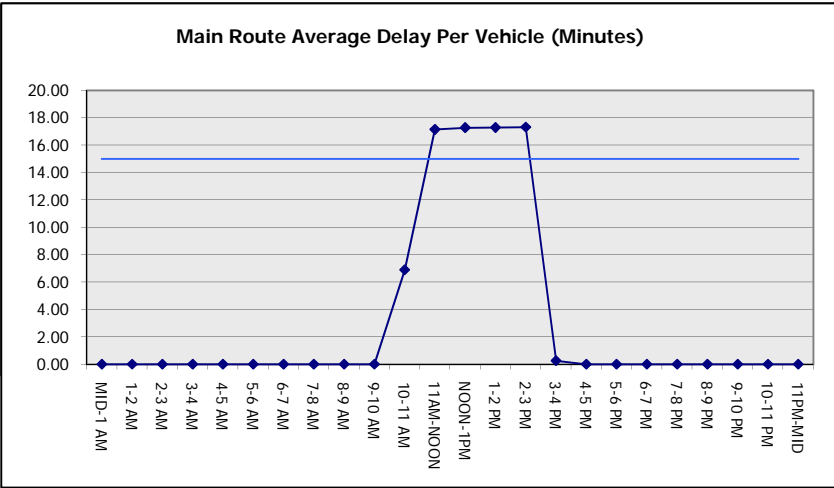
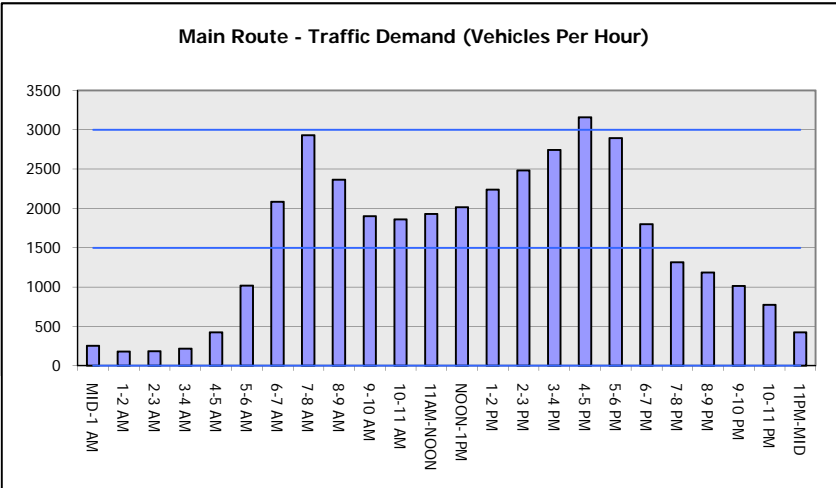
*Delays Exceeding User-Specified Maximum

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION



USH 41: STH 114 TO BREEZWOOD LN/BELL ST (WINNEBAGO COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
1-2 AM	173	0.0	OFF	173	0	0.00	0	70.2	70.2	70.2
2-3 AM	150	0.0	OFF	150	0	0.00	0	70.2	70.2	70.2
3-4 AM	182	0.0	OFF	182	0	0.00	0	70.2	70.2	70.2
4-5 AM	359	0.0	OFF	359	0	0.00	0	70.2	70.2	70.2
5-6 AM	1021	0.0	OFF	1021	0	0.00	0	69.5	69.5	69.5
6-7 AM	1912	0.0	OFF	1912	0	0.00	0	68.4	68.4	68.4
7-8 AM	3067	0.0	OFF	3067	0	0.00	0	66.9	66.9	66.9
8-9 AM	2171	0.0	OFF	2171	0	0.00	0	68.1	68.1	68.1
9-10 AM	1908	0.0	OFF	1908	0	0.00	0	68.4	68.4	68.4
10-11 AM	1951	0.0	1499	1951	0	8.18	220	68.3	10.4	30.8
11AM-NOON	2055	0.0	1499	1496	559	17.27+	423	68.2	6.5	30.8
NOON-1PM	2112	0.0	1499	1497	616	17.27+	423	68.1	6.5	30.8
1-2 PM	2147	0.0	1499	1497	650	17.27+	424	68.1	6.5	30.8
2-3 PM	2418	0.0	1499	1498	920	17.29+	424	67.8	6.5	30.8
3-4 PM	2910	0.0	OFF	2910	0	0.32	31	67.1	53.3	53.3
4-5 PM	3213	0.0	OFF	3213	0	0.00	0	66.8	66.8	66.8
5-6 PM	2920	0.0	OFF	2920	0	0.00	0	67.1	67.1	67.1
6-7 PM	1930	0.0	OFF	1930	0	0.00	0	68.3	68.3	68.3
7-8 PM	1280	0.0	OFF	1280	0	0.00	0	69.1	69.1	69.1
8-9 PM	1139	0.0	OFF	1139	0	0.00	0	69.3	69.3	69.3
9-10 PM	932	0.0	OFF	932	0	0.00	0	69.6	69.6	69.6
10-11 PM	654	0.0	OFF	654	0	0.00	0	69.9	69.9	69.9
11PM-MID	484	0.0	OFF	484	0	0.00	0	70.1	70.1	70.1

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0083
MAIN ROUTE WITH WORKS	0.0072
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$36,956
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

USH 41: STH 114 TO BREEZWOOD LN/BELL ST (WINNEBAGO COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

