

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	427	0.0	OFF	427	0	0.00	0	70.2	70.2	70.2
1-2 AM	245	0.0	OFF	245	0	0.00	0	70.2	70.2	70.2
2-3 AM	243	0.0	OFF	243	0	0.00	0	70.2	70.2	70.2
3-4 AM	280	0.0	OFF	280	0	0.00	0	70.2	70.2	70.2
4-5 AM	461	0.0	OFF	461	0	0.00	0	70.2	70.2	70.2
5-6 AM	1019	0.0	OFF	1019	0	0.00	0	69.5	69.5	69.5
6-7 AM	2008	0.0	OFF	2008	0	0.00	0	68.2	68.2	68.2
7-8 AM	2715	0.0	OFF	2715	0	0.00	0	67.4	67.4	67.4
8-9 AM	2325	0.0	OFF	2325	0	0.00	0	67.8	67.8	67.8
9-10 AM	2232	0.0	OFF	2232	0	0.00	0	67.9	67.9	67.9
10-11 AM	2383	0.0	1499	1922	461	12.46+	317	67.8	7.9	30.8
11AM-NOON	2553	0.0	1500	1501	1052	17.30+	424	67.6	6.5	30.8
NOON-1PM	2727	0.0	1500	1505	1222	17.39+	427	67.3	6.5	30.8
1-2 PM	2962	0.0	1499	1506	1456	17.61+	433	67.1	6.5	30.8
2-3 PM	3248	0.0	1499	1500	1748	17.79+	438	66.7	6.5	30.8
3-4 PM	3347	0.0	OFF	3347	0	0.38	35	66.6	51.0	51.0
4-5 PM	3530	0.0	OFF	3530	0	0.00	0	66.3	66.3	66.3
5-6 PM	3019	0.0	OFF	3019	0	0.00	0	67.0	67.0	67.0
6-7 PM	2089	0.0	OFF	2089	0	0.00	0	68.1	68.1	68.1
7-8 PM	1515	0.0	OFF	1515	0	0.00	0	68.9	68.9	68.9
8-9 PM	1285	0.0	OFF	1285	0	0.00	0	69.1	69.1	69.1
9-10 PM	1231	0.0	OFF	1231	0	0.00	0	69.2	69.2	69.2
10-11 PM	1020	0.0	OFF	1020	0	0.00	0	69.5	69.5	69.5
11PM-MID	616	0.0	OFF	616	0	0.00	0	70.0	70.0	70.0

"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	0.0097
MAIN ROUTE WITH WORKS	0.0078
'DIVERSION'	0.0031
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,652
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

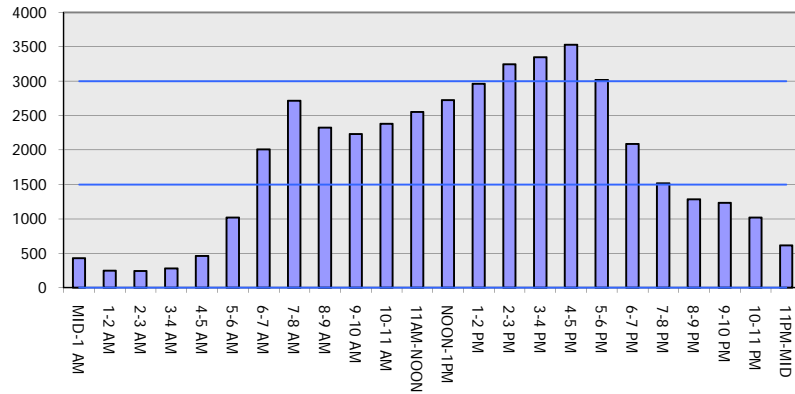
AUGUST

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 Construction Season

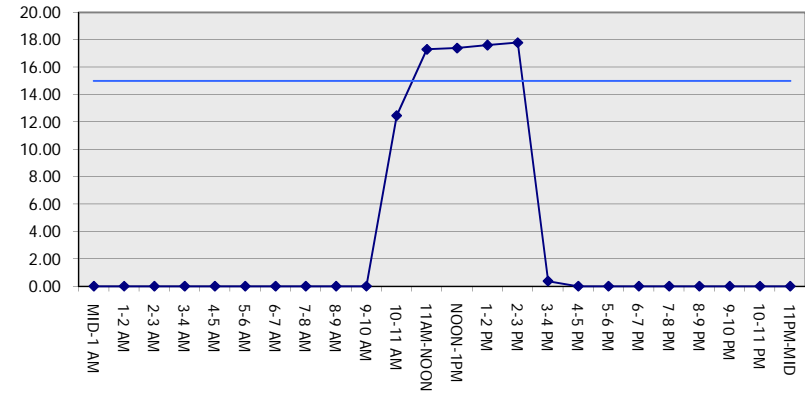
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

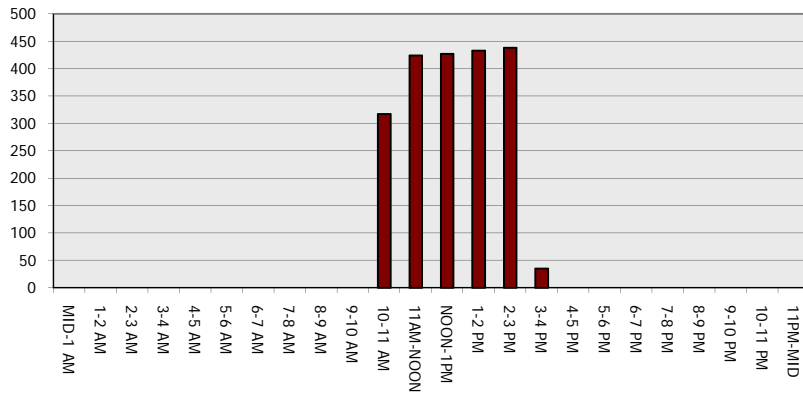
Main Route - Traffic Demand (Vehicles Per Hour)



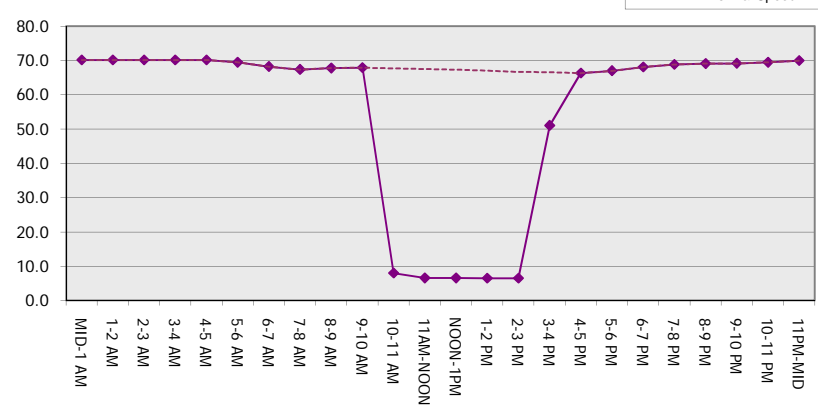
Main Route Average Delay Per Vehicle (Minutes)



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	373	0.0	OFF	373	0	0.00	0	70.2	70.2	70.2
1-2 AM	251	0.0	OFF	251	0	0.00	0	70.2	70.2	70.2
2-3 AM	237	0.0	OFF	237	0	0.00	0	70.2	70.2	70.2
3-4 AM	227	0.0	OFF	227	0	0.00	0	70.2	70.2	70.2
4-5 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2
5-6 AM	1031	0.0	OFF	1031	0	0.00	0	69.4	69.4	69.4
6-7 AM	1852	0.0	OFF	1852	0	0.00	0	68.4	68.4	68.4
7-8 AM	2831	0.0	OFF	2831	0	0.00	0	67.2	67.2	67.2
8-9 AM	2269	0.0	OFF	2269	0	0.00	0	67.9	67.9	67.9
9-10 AM	2292	0.0	OFF	2292	0	0.00	0	67.9	67.9	67.9
10-11 AM	2544	0.0	1499	1974	570	13.50+	338	67.6	7.5	30.8
11AM-NOON	2735	0.0	1499	1467	1268	17.48+	429	67.3	6.5	30.8
NOON-1PM	2874	0.0	1499	1493	1382	17.54+	431	67.2	6.5	30.8
1-2 PM	3000	0.0	1499	1501	1498	17.65+	434	67.0	6.5	30.8
2-3 PM	3334	0.0	1499	1500	1834	17.79+	438	66.6	6.5	30.8
3-4 PM	3633	0.0	OFF	3633	0	0.46	39	66.0	48.5	48.5
4-5 PM	3878	0.0	OFF	3878	0	0.00	0	64.3	64.3	64.3
5-6 PM	3702	0.0	OFF	3702	0	0.00	0	65.6	65.6	65.6
6-7 PM	2954	0.0	OFF	2954	0	0.00	0	67.1	67.1	67.1
7-8 PM	2291	0.0	OFF	2291	0	0.00	0	67.9	67.9	67.9
8-9 PM	1714	0.0	OFF	1714	0	0.00	0	68.6	68.6	68.6
9-10 PM	1412	0.0	OFF	1412	0	0.00	0	69.0	69.0	69.0
10-11 PM	1069	0.0	OFF	1069	0	0.00	0	69.4	69.4	69.4
11PM-MID	848	0.0	OFF	848	0	0.00	0	69.7	69.7	69.7

"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	0.0106
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0034

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,762
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

