

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT	
SATURDAY	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	405	0.0	1500	405	0	0.52	0	70.2	48.8	43.9	
1-2 AM	258	0.0	1500	258	0	0.50	0	70.2	49.4	44.5	
2-3 AM	225	0.0	1500	225	0	0.50	0	70.2	49.5	44.6	
3-4 AM	190	0.0	1500	190	0	0.50	0	70.2	49.6	44.7	
4-5 AM	292	0.0	1500	292	0	0.51	0	70.2	49.2	44.3	
5-6 AM	444	0.0	1500	444	0	0.53	0	70.2	48.7	43.7	
6-7 AM	907	0.0	1499	907	0	0.58	0	69.6	47.1	42.0	
7-8 AM	1577	0.0	1499	1577	0	1.69	22	68.7	28.8	31.0	
8-9 AM	1705	0.0	OFF	1705	0	0.01	0	68.6	68.0	68.0	
9-10 AM	1849	0.0	OFF	1849	0	0.00	0	68.4	68.4	68.4	
10-11 AM	2029	0.0	OFF	2029	0	0.00	0	68.2	68.2	68.2	
11AM-NOON	2081	0.0	OFF	2081	0	0.00	0	68.1	68.1	68.1	
NOON-1PM	2169	0.0	OFF	2169	0	0.00	0	68.1	68.1	68.1	
1-2 PM	2215	0.0	OFF	2215	0	0.00	0	68.0	68.0	68.0	
2-3 PM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1	
3-4 PM	2172	0.0	OFF	2172	0	0.00	0	68.1	68.1	68.1	
4-5 PM	2240	0.0	OFF	2240	0	0.00	0	67.9	67.9	67.9	
5-6 PM	2077	0.0	OFF	2077	0	0.00	0	68.1	68.1	68.1	
6-7 PM	1854	0.0	1499	1854	0	7.57	193	68.4	10.7	30.8	
7-8 PM	1543	0.0	1499	1543	0	15.99+	390	68.8	6.8	30.8	
8-9 PM	1388	0.0	1499	1388	0	14.27+	346	69.0	7.3	30.8	
9-10 PM	1377	0.0	1500	1377	0	9.99	235	69.0	8.9	30.8	
10-11 PM	1001	0.0	1500	1001	0	1.16	31	69.5	35.6	40.4	
11PM-MID	705	0.0	1500	705	0	0.56	0	69.9	47.8	42.7	

"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	0.0073
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$21,400
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

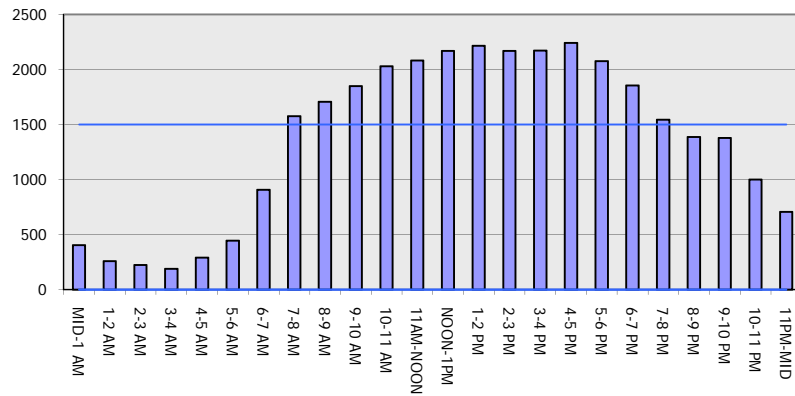
OCTOBER

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 Construction Season

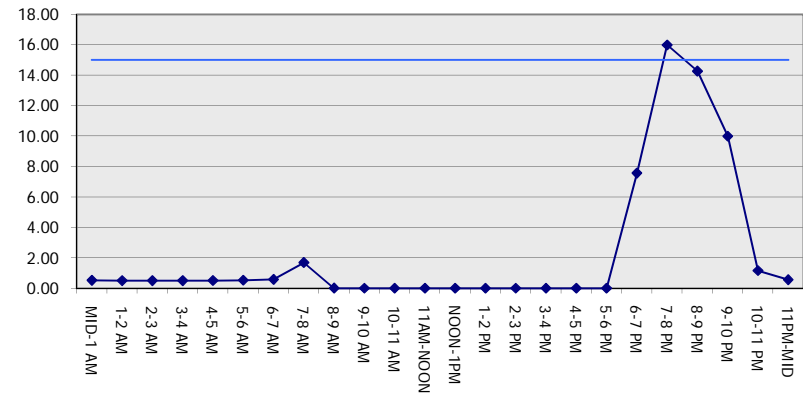
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

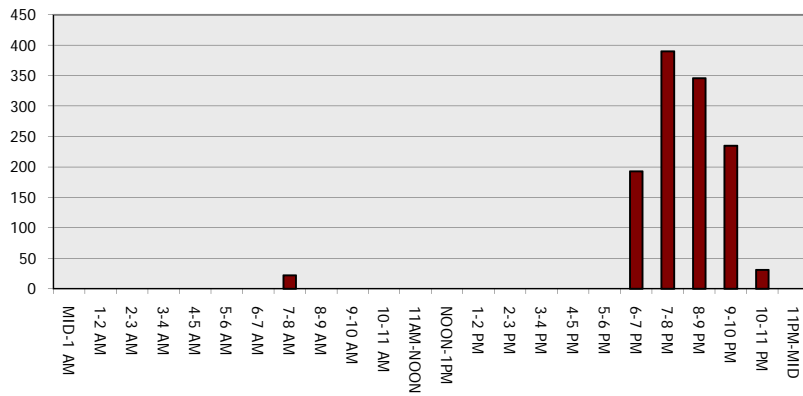
Main Route - Traffic Demand (Vehicles Per Hour)



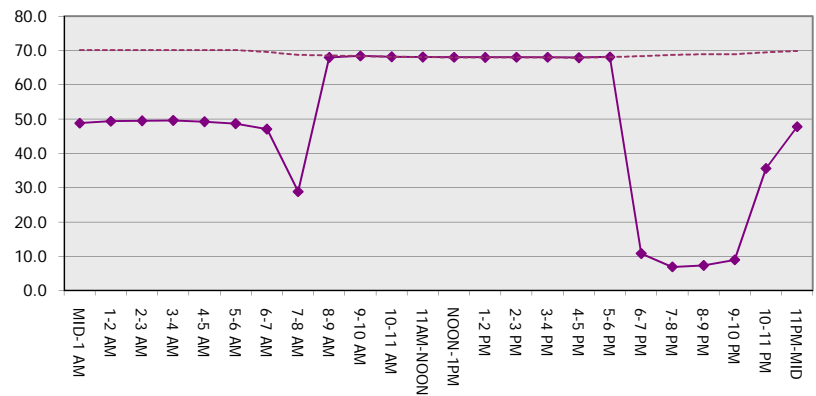
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	407	0.0	1500	407	0	0.52	0	70.2	48.8	43.8
1-2 AM	249	0.0	1500	249	0	0.50	0	70.2	49.4	44.5
2-3 AM	233	0.0	1500	233	0	0.50	0	70.2	49.4	44.5
3-4 AM	185	0.0	1500	185	0	0.49	0	70.2	49.6	44.7
4-5 AM	212	0.0	1500	212	0	0.50	0	70.2	49.5	44.6
5-6 AM	424	0.0	1500	424	0	0.52	0	70.2	48.7	43.8
6-7 AM	602	0.0	1500	602	0	0.54	0	70.0	48.1	43.1
7-8 AM	1106	0.0	1499	1106	0	0.65	0	69.4	45.0	39.8
8-9 AM	1482	0.0	OFF	1482	0	0.00	0	68.9	68.9	68.9
9-10 AM	1839	0.0	OFF	1839	0	0.00	0	68.4	68.4	68.4
10-11 AM	2310	0.0	OFF	2310	0	0.00	0	67.9	67.9	67.9
11AM-NOON	2599	0.0	OFF	2599	0	0.00	0	67.5	67.5	67.5
NOON-1PM	2729	0.0	OFF	2729	0	0.00	0	67.3	67.3	67.3
1-2 PM	2568	0.0	OFF	2568	0	0.00	0	67.6	67.6	67.6
2-3 PM	2530	0.0	OFF	2530	0	0.00	0	67.6	67.6	67.6
3-4 PM	2555	0.0	OFF	2555	0	0.00	0	67.6	67.6	67.6
4-5 PM	2737	0.0	OFF	2737	0	0.00	0	67.3	67.3	67.3
5-6 PM	2548	0.0	OFF	2548	0	0.00	0	67.6	67.6	67.6
6-7 PM	2153	0.0	1499	1886	266	11.91+	307	68.1	8.2	30.8
7-8 PM	1630	0.0	1500	1532	97	16.94+	414	68.7	6.6	30.8
8-9 PM	1376	0.0	1499	1376	0	15.26+	372	69.0	7.0	30.8
9-10 PM	1128	0.0	1499	1128	0	3.47	131	69.3	19.2	36.0
10-11 PM	858	0.0	1500	858	0	0.57	0	69.7	47.3	42.2
11PM-MID	606	0.0	1500	606	0	0.54	0	70.0	48.1	43.1

"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	0.0078
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0002

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$22,204
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

