

USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (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	224	0.0	1500	224	0	0.44	0	66.0	60.3	44.6	
1-2 AM	157	0.0	1500	157	0	0.44	0	66.1	60.5	44.8	
2-3 AM	195	0.0	1500	195	0	0.44	0	66.0	60.4	44.7	
3-4 AM	205	0.0	1500	205	0	0.44	0	66.0	60.4	44.6	
4-5 AM	346	0.0	1500	346	0	0.46	0	65.8	60.0	44.1	
5-6 AM	834	0.0	1500	834	0	0.50	0	64.8	58.7	42.3	
6-7 AM	1656	0.0	1499	1656	0	2.26	44	63.3	43.4	31.2	
7-8 AM	2454	0.0	1500	1767	687	14.45+	374	61.4	16.0	31.9	
8-9 AM	1977	0.0	1499	1483	495	15.72+	398	62.7	15.1	30.8	
9-10 AM	1644	0.0	1499	1477	167	15.74+	397	63.3	15.1	30.8	
10-11 AM	1793	0.0	1500	1500	293	15.81+	400	63.0	15.0	30.8	
11AM-NOON	1931	0.0	1500	1500	431	15.79+	400	62.8	15.0	30.8	
NOON-1PM	2153	0.0	1500	1500	653	15.76+	400	62.3	15.0	30.8	
1-2 PM	2344	0.0	1500	1500	844	15.73+	400	62.0	15.0	30.8	
2-3 PM	2532	0.0	1500	1500	1032	15.61+	400	60.5	15.0	30.8	
3-4 PM	2773	0.0	1500	1500	1273	15.39+	400	58.1	15.0	30.8	
4-5 PM	3004	0.0	1500	1500	1504	15.16+	400	55.7	15.0	30.8	
5-6 PM	2744	0.0	1500	1500	1244	15.42+	400	58.4	15.0	30.8	
6-7 PM	1889	0.0	1500	1500	389	15.80+	400	62.8	15.0	30.8	
7-8 PM	1324	0.0	1499	1324	0	13.50+	341	63.9	17.0	30.8	
8-9 PM	1147	0.0	1499	1147	0	2.79	81	64.3	40.8	37.1	
9-10 PM	1032	0.0	1500	1032	0	0.52	0	64.5	58.2	41.5	
10-11 PM	809	0.0	1500	809	0	0.50	0	64.9	58.7	42.4	
11PM-MID	519	0.0	1500	519	0	0.47	0	65.4	59.5	43.4	

+ 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	0.0295
MAIN ROUTE WITH WORKS	0.0203
'DIVERSION'	0.0173
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$101,080
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

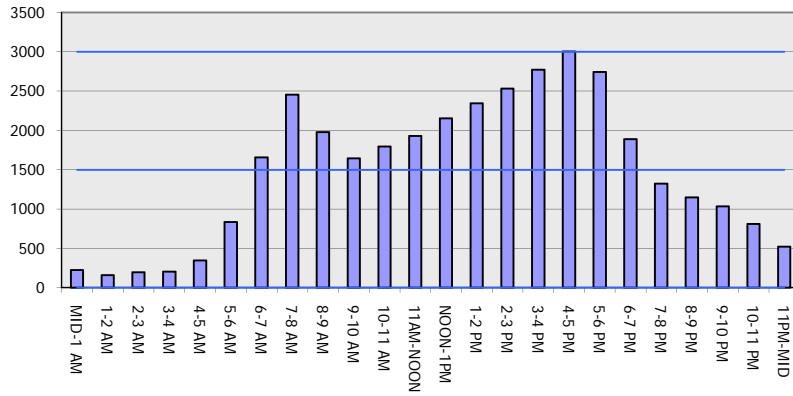
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Construction Season

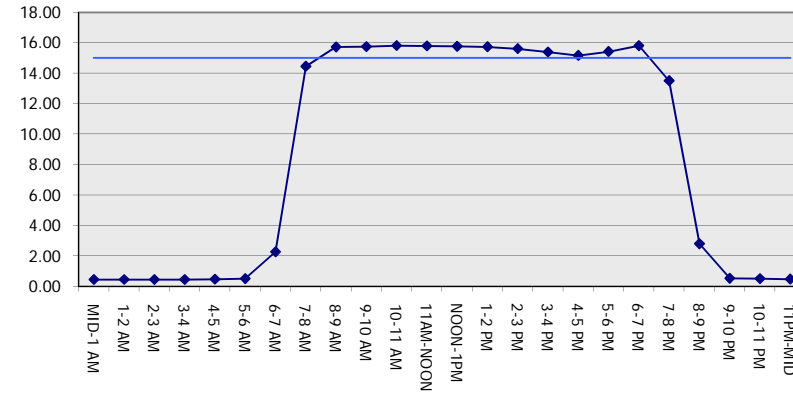
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

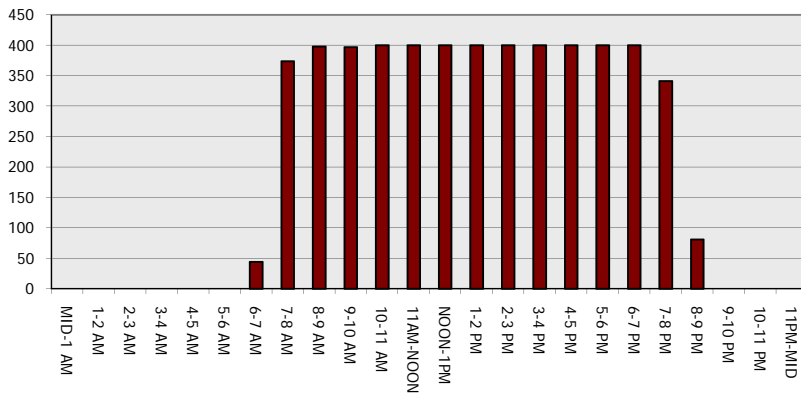
Main Route - Traffic Demand (Vehicles Per Hour)



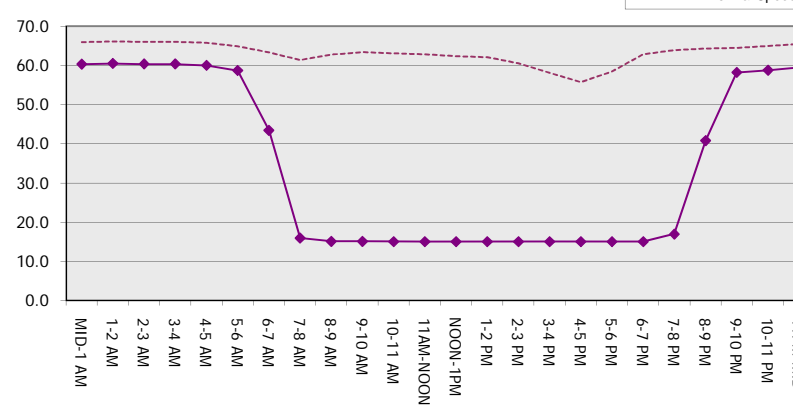
Main Route Average Delay Per Vehicle (Minutes)



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	249	0.0	1500	249	0	0.45	0	66.0	60.2	44.5
1-2 AM	196	0.0	1500	196	0	0.44	0	66.0	60.4	44.7
2-3 AM	175	0.0	1500	175	0	0.44	0	66.1	60.4	44.8
3-4 AM	174	0.0	1500	174	0	0.44	0	66.1	60.4	44.8
4-5 AM	308	0.0	1500	308	0	0.45	0	65.8	60.1	44.3
5-6 AM	774	0.0	1500	774	0	0.50	0	65.0	58.9	42.5
6-7 AM	1482	0.0	1499	1482	0	1.61	25	63.7	47.9	33.7
7-8 AM	2529	0.0	1500	1721	809	13.39+	358	60.6	16.8	34.9
8-9 AM	1856	0.0	1499	1562	294	15.54+	393	62.9	15.2	30.8
9-10 AM	1821	0.0	1500	1500	321	15.81+	400	63.0	15.0	30.8
10-11 AM	2024	0.0	1500	1500	524	15.78+	400	62.6	15.0	30.8
11AM-NOON	2268	0.0	1500	1500	768	15.74+	400	62.2	15.0	30.8
NOON-1PM	2308	0.0	1500	1500	808	15.73+	400	62.1	15.0	30.8
1-2 PM	2466	0.0	1500	1500	966	15.66+	400	61.2	15.0	30.8
2-3 PM	2691	0.0	1500	1500	1191	15.47+	400	58.9	15.0	30.8
3-4 PM	3133	0.0	1500	1500	1633	15.02+	400	54.4	15.0	30.8
4-5 PM	3311	0.0	1500	1500	1811	14.82+	400	52.6	15.0	30.8
5-6 PM	3179	0.0	1500	1500	1679	14.97+	400	54.0	15.0	30.8
6-7 PM	2388	0.0	1500	1500	888	15.72+	400	61.9	15.0	30.8
7-8 PM	1648	0.0	1500	1497	151	15.49+	391	63.3	15.3	30.8
8-9 PM	1155	0.0	1499	1155	0	8.32	228	64.2	23.7	33.5
9-10 PM	1003	0.0	1500	1003	0	0.57	1	64.5	57.8	41.7
10-11 PM	710	0.0	1500	710	0	0.49	0	65.1	59.0	42.7
11PM-MID	523	0.0	1500	523	0	0.47	0	65.4	59.5	43.4

+ 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	0.0318
MAIN ROUTE WITH WORKS	0.0202
'DIVERSION'	0.0227

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,806
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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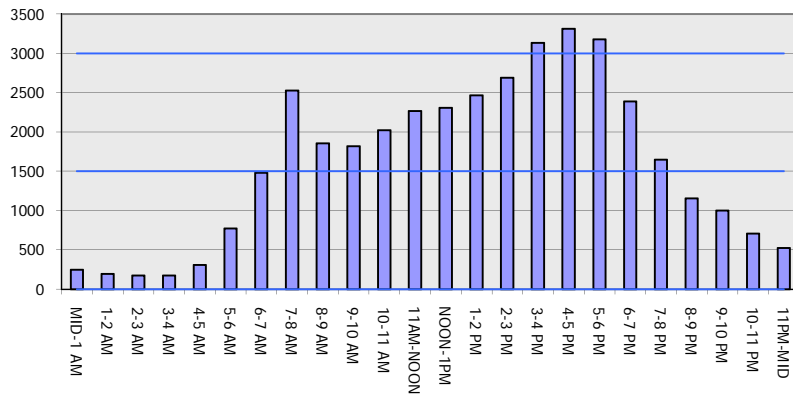
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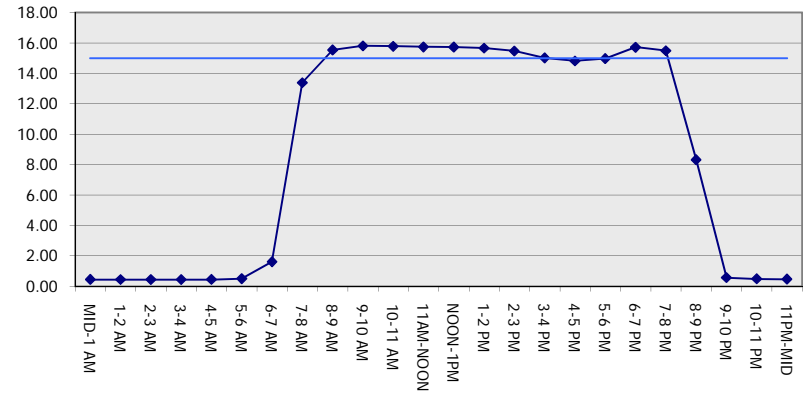
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

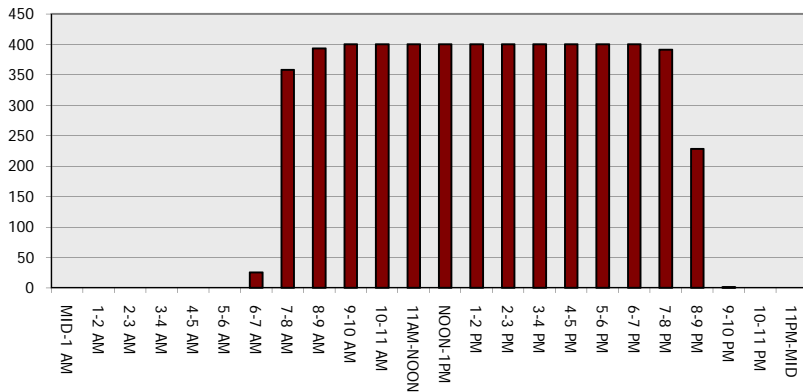
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

