

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

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	325	0.0	1500	325	0	0.45	0	65.8	60.1	44.2
1-2 AM	208	0.0	1500	208	0	0.44	0	66.0	60.4	44.6
2-3 AM	182	0.0	1500	182	0	0.44	0	66.1	60.4	44.8
3-4 AM	153	0.0	1500	153	0	0.44	0	66.1	60.5	44.9
4-5 AM	235	0.0	1500	235	0	0.45	0	66.0	60.3	44.5
5-6 AM	357	0.0	1500	357	0	0.46	0	65.7	59.9	44.0
6-7 AM	731	0.0	1500	731	0	0.49	0	65.0	58.9	42.7
7-8 AM	1269	0.0	1500	1269	0	0.73	0	64.0	55.7	36.4
8-9 AM	1372	0.0	1499	1372	0	0.86	0	63.8	54.3	33.7
9-10 AM	1488	0.0	1499	1488	0	1.09	2	63.6	52.0	31.2
10-11 AM	1634	0.0	1500	1634	0	3.47	71	63.3	37.1	30.8
11AM-NOON	1676	0.0	1500	1676	0	9.26	228	63.3	22.0	30.8
NOON-1PM	1747	0.0	1500	1605	142	15.33+	387	63.2	15.4	30.8
1-2 PM	1784	0.0	1499	1500	284	15.81+	399	63.0	15.0	30.8
2-3 PM	1746	0.0	1500	1500	246	15.82+	400	63.2	15.0	30.8
3-4 PM	1749	0.0	1500	1500	249	15.82+	400	63.2	15.0	30.8
4-5 PM	1803	0.0	1500	1500	303	15.81+	400	63.0	15.0	30.8
5-6 PM	1673	0.0	1499	1483	189	15.76+	398	63.3	15.1	30.8
6-7 PM	1493	0.0	1499	1463	30	15.58+	392	63.6	15.2	30.8
7-8 PM	1242	0.0	1499	1242	0	9.93	254	64.1	21.1	31.5
8-9 PM	1117	0.0	1500	1117	0	1.06	17	64.3	52.8	40.1
9-10 PM	1110	0.0	1500	1110	0	0.53	0	64.3	58.0	41.3
10-11 PM	806	0.0	1500	806	0	0.50	0	64.9	58.7	42.4
11PM-MID	568	0.0	1500	568	0	0.48	0	65.3	59.4	43.2

+ 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	0.0219
MAIN ROUTE WITH WORKS	0.0191
'DIVERSION'	0.0028
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,978
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

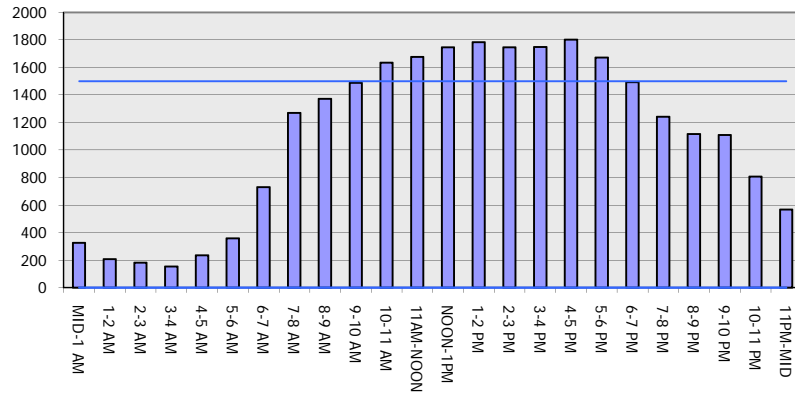
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OCTOBER

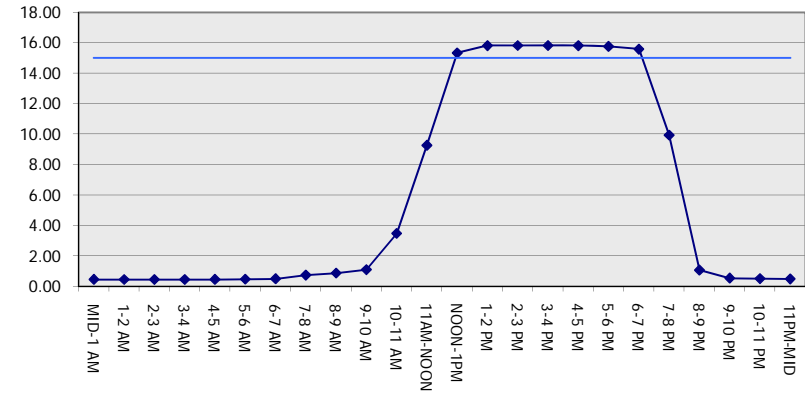
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION

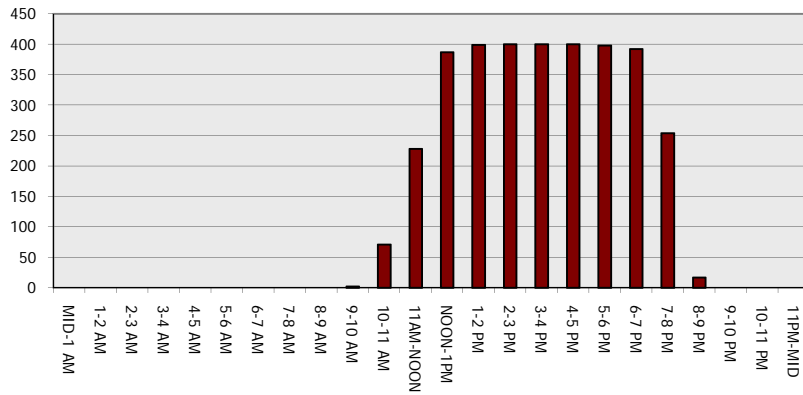
Main Route - Traffic Demand (Vehicles Per Hour)



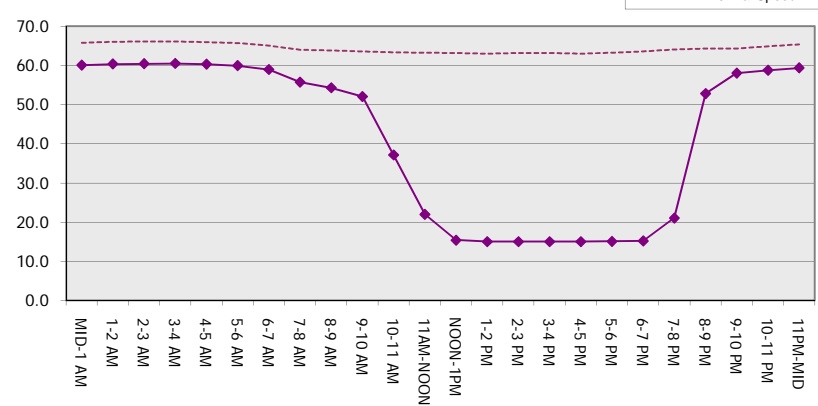
Main Route Average Delay Per Vehicle (Minutes)



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	327	0.0	1500	327	0	0.45	0	65.8	60.1	44.2
1-2 AM	201	0.0	1500	201	0	0.44	0	66.0	60.4	44.6
2-3 AM	187	0.0	1500	187	0	0.44	0	66.0	60.4	44.7
3-4 AM	149	0.0	1500	149	0	0.44	0	66.1	60.5	44.9
4-5 AM	171	0.0	1500	171	0	0.44	0	66.1	60.4	44.8
5-6 AM	342	0.0	1500	342	0	0.46	0	65.8	60.0	44.1
6-7 AM	485	0.0	1500	485	0	0.47	0	65.5	59.6	43.6
7-8 AM	890	0.0	1500	890	0	0.51	0	64.7	58.6	42.0
8-9 AM	1193	0.0	1499	1193	0	0.63	0	64.1	56.8	38.8
9-10 AM	1480	0.0	1499	1480	0	1.23	7	63.7	50.9	31.9
10-11 AM	1860	0.0	1500	1860	0	7.19	192	62.9	25.6	30.8
11AM-NOON	2093	0.0	1499	1500	593	15.77+	399	62.5	15.0	30.8
NOON-1PM	2198	0.0	1500	1500	698	15.75+	400	62.3	15.0	30.8
1-2 PM	2068	0.0	1500	1500	568	15.77+	400	62.5	15.0	30.8
2-3 PM	2037	0.0	1500	1500	537	15.77+	400	62.6	15.0	30.8
3-4 PM	2057	0.0	1500	1500	557	15.77+	400	62.5	15.0	30.8
4-5 PM	2204	0.0	1500	1500	704	15.75+	400	62.3	15.0	30.8
5-6 PM	2052	0.0	1500	1500	552	15.77+	400	62.5	15.0	30.8
6-7 PM	1733	0.0	1500	1500	233	15.82+	400	63.2	15.0	30.8
7-8 PM	1311	0.0	1499	1311	0	12.56+	317	64.0	17.9	30.8
8-9 PM	1109	0.0	1499	1109	0	2.17	60	64.3	44.4	38.1
9-10 PM	908	0.0	1500	908	0	0.51	0	64.7	58.5	42.0
10-11 PM	691	0.0	1500	691	0	0.49	0	65.1	59.1	42.8
11PM-MID	488	0.0	1500	488	0	0.47	0	65.5	59.6	43.5

+ 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	0.0234
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0085

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,774
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION**

