

USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY) OFF-PEAK DAY 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	OFF	224	0	0.00	0	66.0	66.0	66.0	
1-2 AM	157	0.0	OFF	157	0	0.00	0	66.1	66.1	66.1	
2-3 AM	195	0.0	OFF	195	0	0.00	0	66.0	66.0	66.0	
3-4 AM	205	0.0	OFF	205	0	0.00	0	66.0	66.0	66.0	
4-5 AM	346	0.0	OFF	346	0	0.00	0	65.8	65.8	65.8	
5-6 AM	834	0.0	OFF	834	0	0.00	0	64.8	64.8	64.8	
6-7 AM	1656	0.0	OFF	1656	0	0.00	0	63.3	63.3	63.3	
7-8 AM	2454	0.0	OFF	2454	0	0.00	0	61.4	61.4	61.4	
8-9 AM	1977	0.0	OFF	1977	0	0.00	0	62.7	62.7	62.7	
9-10 AM	1644	0.0	OFF	1644	0	0.00	0	63.3	63.3	63.3	
10-11 AM	1793	0.0	1499	1793	0	5.40	137	63.0	30.1	30.8	
11AM-NOON	1931	0.0	1499	1638	293	15.24+	386	62.8	15.5	30.8	
NOON-1PM	2153	0.0	1499	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	1499	1500	1032	15.61+	400	60.5	15.0	30.8	
3-4 PM	2773	0.0	OFF	2773	0	1.58	75	58.1	44.9	44.9	
4-5 PM	3004	0.0	OFF	3004	0	0.00	0	55.7	55.7	55.7	
5-6 PM	2744	0.0	OFF	2744	0	0.00	0	58.4	58.4	58.4	
6-7 PM	1889	0.0	OFF	1889	0	0.00	0	62.8	62.8	62.8	
7-8 PM	1324	0.0	OFF	1324	0	0.00	0	63.9	63.9	63.9	
8-9 PM	1147	0.0	OFF	1147	0	0.00	0	64.3	64.3	64.3	
9-10 PM	1032	0.0	OFF	1032	0	0.00	0	64.5	64.5	64.5	
10-11 PM	809	0.0	OFF	809	0	0.00	0	64.9	64.9	64.9	
11PM-MID	519	0.0	OFF	519	0	0.00	0	65.4	65.4	65.4	

"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	0.0295
MAIN ROUTE WITH WORKS	0.0267
'DIVERSION'	0.0054
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,158
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

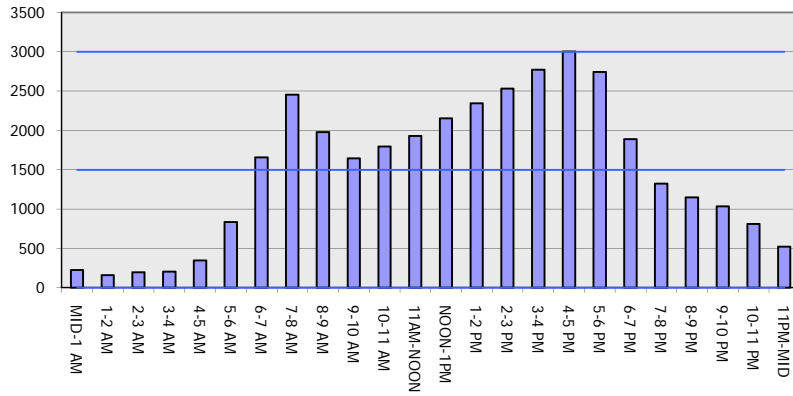
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OCTOBER

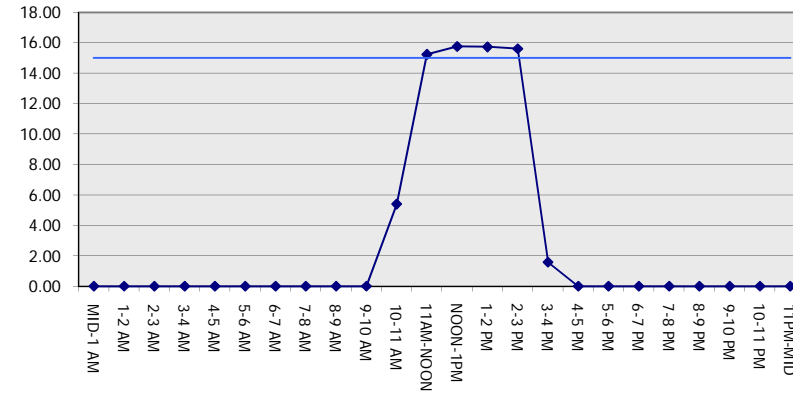
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

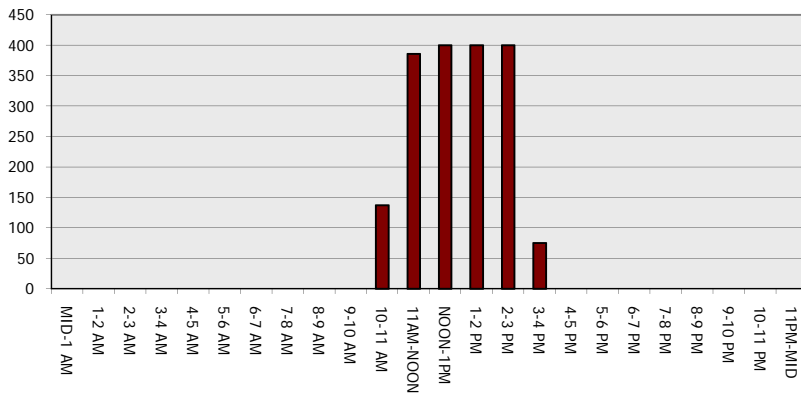
Main Route - Traffic Demand (Vehicles Per Hour)



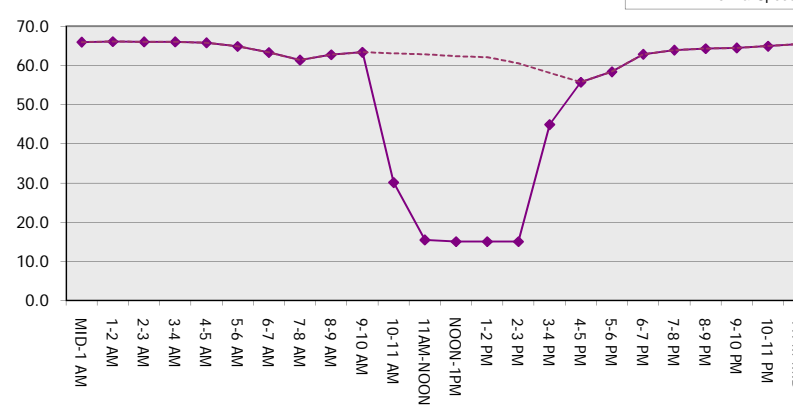
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	249	0	0.00	0	66.0	66.0	66.0
1-2 AM	196	0.0	OFF	196	0	0.00	0	66.0	66.0	66.0
2-3 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
3-4 AM	174	0.0	OFF	174	0	0.00	0	66.1	66.1	66.1
4-5 AM	308	0.0	OFF	308	0	0.00	0	65.8	65.8	65.8
5-6 AM	774	0.0	OFF	774	0	0.00	0	65.0	65.0	65.0
6-7 AM	1482	0.0	OFF	1482	0	0.00	0	63.7	63.7	63.7
7-8 AM	2529	0.0	OFF	2529	0	0.00	0	60.6	60.6	60.6
8-9 AM	1856	0.0	OFF	1856	0	0.00	0	62.9	62.9	62.9
9-10 AM	1821	0.0	OFF	1821	0	0.00	0	63.0	63.0	63.0
10-11 AM	2024	0.0	1499	1975	48	8.40+	239	62.6	23.3	30.8
11AM-NOON	2268	0.0	1500	1483	785	15.68+	398	62.2	15.1	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	OFF	3133	0	2.36	121	54.4	38.5	38.5
4-5 PM	3311	0.0	OFF	3311	0	0.00	0	52.6	52.6	52.6
5-6 PM	3179	0.0	OFF	3179	0	0.00	0	54.0	54.0	54.0
6-7 PM	2388	0.0	OFF	2388	0	0.00	0	61.9	61.9	61.9
7-8 PM	1648	0.0	OFF	1648	0	0.00	0	63.3	63.3	63.3
8-9 PM	1155	0.0	OFF	1155	0	0.00	0	64.2	64.2	64.2
9-10 PM	1003	0.0	OFF	1003	0	0.00	0	64.5	64.5	64.5
10-11 PM	710	0.0	OFF	710	0	0.00	0	65.1	65.1	65.1
11PM-MID	523	0.0	OFF	523	0	0.00	0	65.4	65.4	65.4

"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	0.0318
MAIN ROUTE WITH WORKS	0.0281
'DIVERSION'	0.0073

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$38,049
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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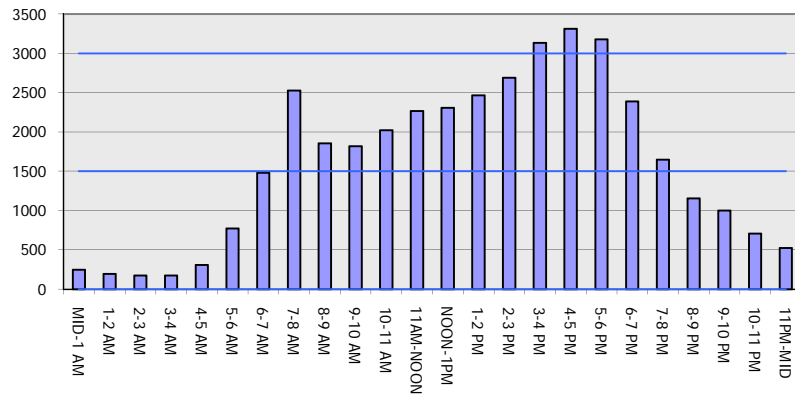
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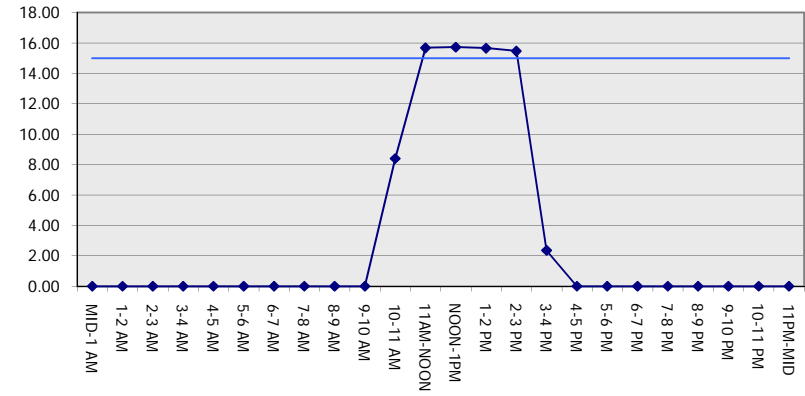
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

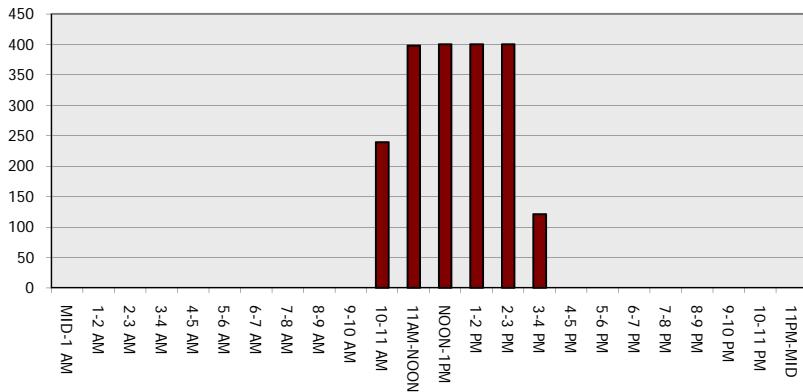
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

