

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

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	OFF	325	0	0.00	0	65.8	65.8	65.8
1-2 AM	208	0.0	OFF	208	0	0.00	0	66.0	66.0	66.0
2-3 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1
3-4 AM	153	0.0	OFF	153	0	0.00	0	66.1	66.1	66.1
4-5 AM	235	0.0	OFF	235	0	0.00	0	66.0	66.0	66.0
5-6 AM	357	0.0	OFF	357	0	0.00	0	65.7	65.7	65.7
6-7 AM	731	0.0	OFF	731	0	0.00	0	65.0	65.0	65.0
7-8 AM	1269	0.0	OFF	1269	0	0.00	0	64.0	64.0	64.0
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	OFF	1493	0	0.56	33	63.6	57.1	57.1
7-8 PM	1242	0.0	OFF	1242	0	0.00	0	64.1	64.1	64.1
8-9 PM	1117	0.0	OFF	1117	0	0.00	0	64.3	64.3	64.3
9-10 PM	1110	0.0	OFF	1110	0	0.00	0	64.3	64.3	64.3
10-11 PM	806	0.0	OFF	806	0	0.00	0	64.9	64.9	64.9
11PM-MID	568	0.0	OFF	568	0	0.00	0	65.3	65.3	65.3

"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	0.0
(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	0
(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	0.0197
'DIVERSION'	0.0027
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,554
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

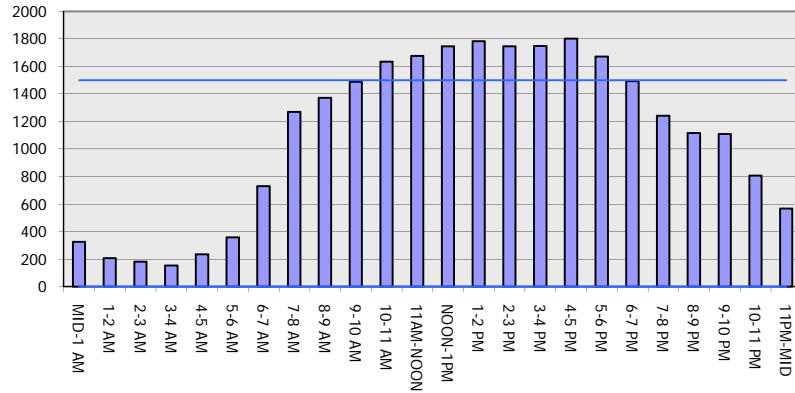
OCTOBER

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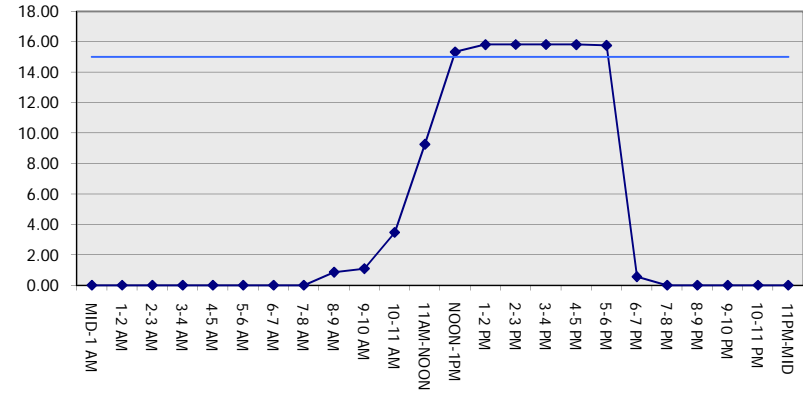
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

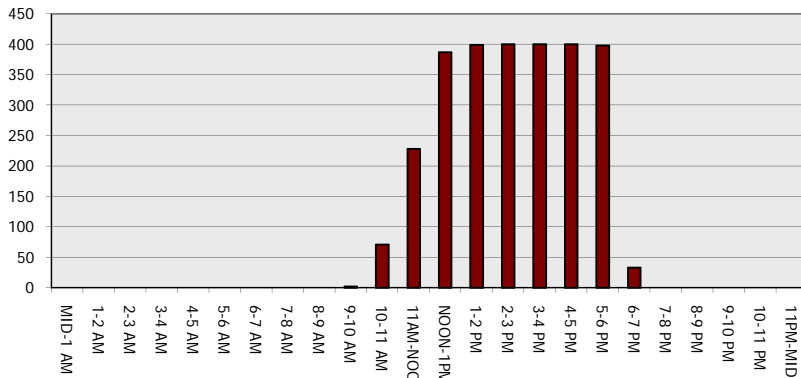
Main Route - Traffic Demand (Vehicles Per Hour)



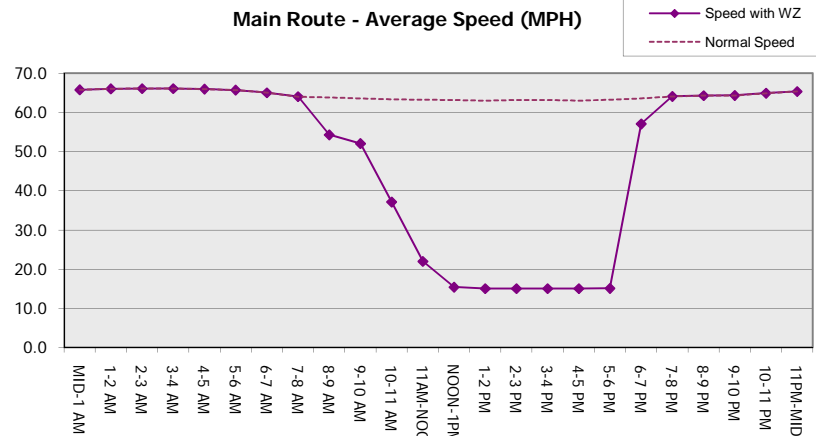
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	327	0	0.00	0	65.8	65.8	65.8
1-2 AM	201	0.0	OFF	201	0	0.00	0	66.0	66.0	66.0
2-3 AM	187	0.0	OFF	187	0	0.00	0	66.0	66.0	66.0
3-4 AM	149	0.0	OFF	149	0	0.00	0	66.1	66.1	66.1
4-5 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
5-6 AM	342	0.0	OFF	342	0	0.00	0	65.8	65.8	65.8
6-7 AM	485	0.0	OFF	485	0	0.00	0	65.5	65.5	65.5
7-8 AM	890	0.0	OFF	890	0	0.00	0	64.7	64.7	64.7
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	OFF	1733	0	0.57	33	63.2	56.6	56.6
7-8 PM	1311	0.0	OFF	1311	0	0.00	0	64.0	64.0	64.0
8-9 PM	1109	0.0	OFF	1109	0	0.00	0	64.3	64.3	64.3
9-10 PM	908	0.0	OFF	908	0	0.00	0	64.7	64.7	64.7
10-11 PM	691	0.0	OFF	691	0	0.00	0	65.1	65.1	65.1
11PM-MID	488	0.0	OFF	488	0	0.00	0	65.5	65.5	65.5

"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	0.0234
MAIN ROUTE WITH WORKS	0.0189
'DIVERSION'	0.0081

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,518
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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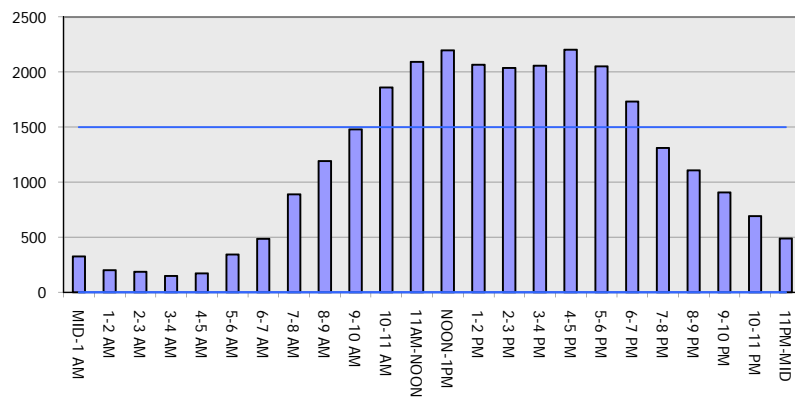
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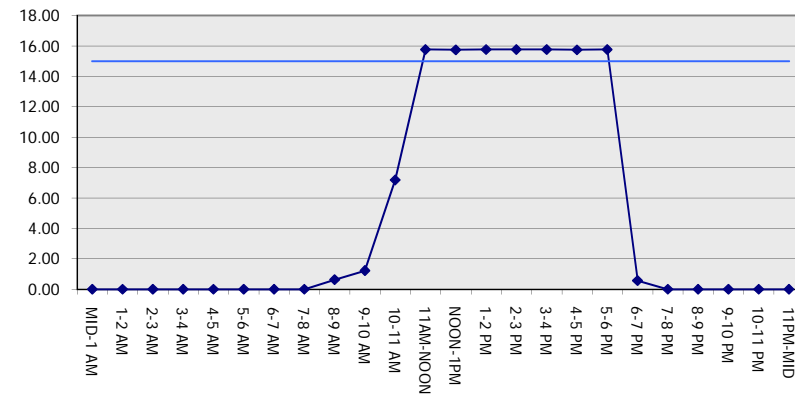
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SATURDAY NORTHBOUND DIRECTION

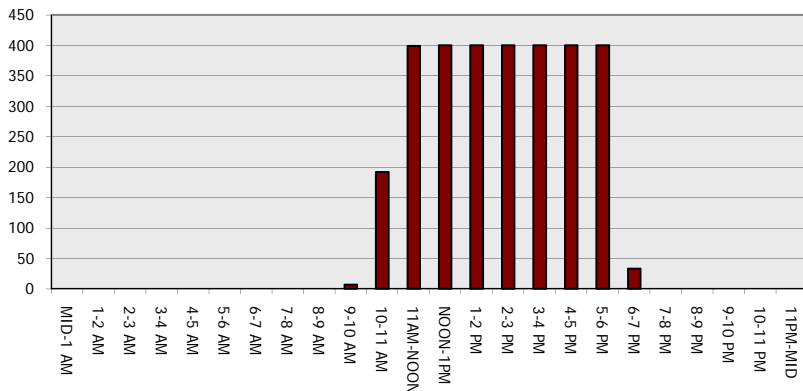
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

