

USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	199	0.0	1500	199	0	0.44	0	66.0	60.4	44.7
1-2 AM	137	0.0	1500	137	0	0.44	0	66.1	60.5	45.0
2-3 AM	144	0.0	1500	144	0	0.44	0	66.1	60.5	44.9
3-4 AM	192	0.0	1500	192	0	0.44	0	66.0	60.4	44.7
4-5 AM	375	0.0	1500	375	0	0.46	0	65.7	59.9	44.0
5-6 AM	912	0.0	OFF	912	0	0.00	0	64.7	64.7	64.7
6-7 AM	1843	0.0	OFF	1843	0	0.00	0	63.0	63.0	63.0
7-8 AM	2723	0.0	OFF	2723	0	0.00	0	58.6	58.6	58.6
8-9 AM	2003	0.0	OFF	2003	0	0.00	0	62.7	62.7	62.7
9-10 AM	1628	0.0	OFF	1628	0	0.00	0	63.3	63.3	63.3
10-11 AM	1569	0.0	OFF	1569	0	0.00	0	63.5	63.5	63.5
11AM-NOON	1645	0.0	OFF	1645	0	0.00	0	63.3	63.3	63.3
NOON-1PM	1673	0.0	OFF	1673	0	0.00	0	63.3	63.3	63.3
1-2 PM	1819	0.0	OFF	1819	0	0.00	0	63.0	63.0	63.0
2-3 PM	2091	0.0	OFF	2091	0	0.00	0	62.5	62.5	62.5
3-4 PM	2262	0.0	OFF	2262	0	0.00	0	62.2	62.2	62.2
4-5 PM	2654	0.0	OFF	2654	0	0.00	0	59.3	59.3	59.3
5-6 PM	2414	0.0	OFF	2414	0	0.00	0	61.8	61.8	61.8
6-7 PM	1480	0.0	OFF	1480	0	0.00	0	63.7	63.7	63.7
7-8 PM	1049	0.0	1500	1049	0	0.52	0	64.5	58.1	41.5
8-9 PM	980	0.0	1500	980	0	0.52	0	64.6	58.3	41.7
9-10 PM	832	0.0	1500	832	0	0.50	0	64.8	58.7	42.3
10-11 PM	592	0.0	1500	592	0	0.48	0	65.3	59.3	43.2
11PM-MID	343	0.0	1500	343	0	0.46	0	65.8	60.0	44.1

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0261
MAIN ROUTE WITH WORKS	0.0258
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$493
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

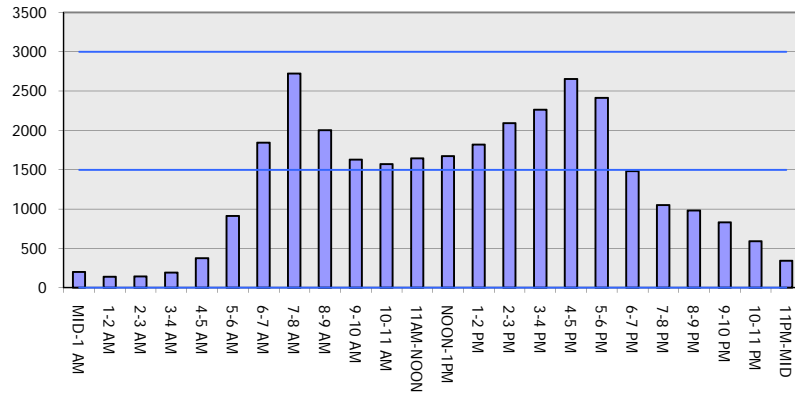
OCTOBER

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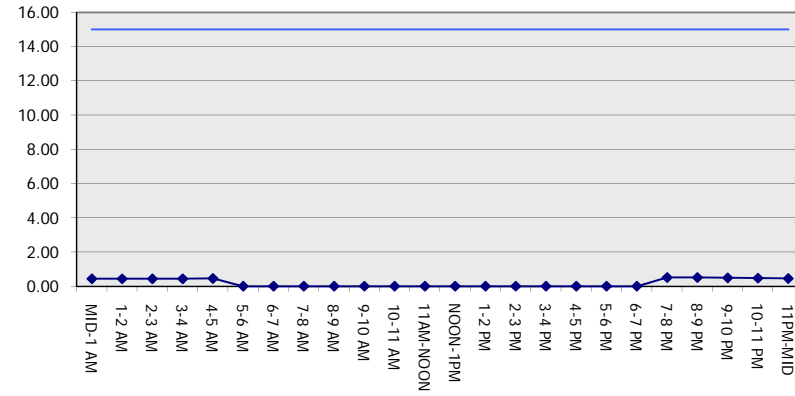
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

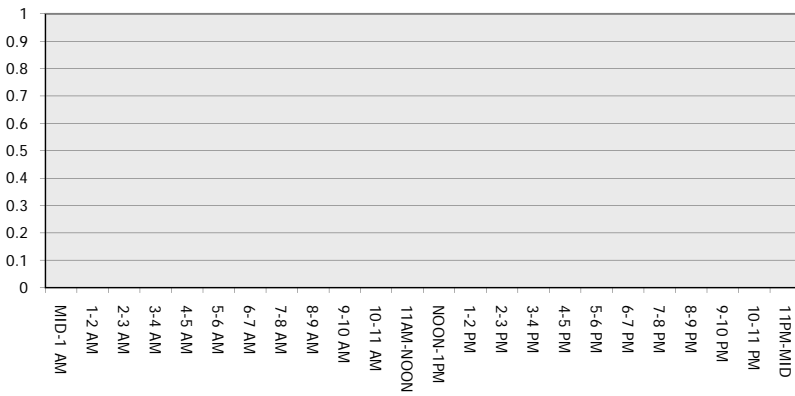
Main Route - Traffic Demand (Vehicles Per Hour)



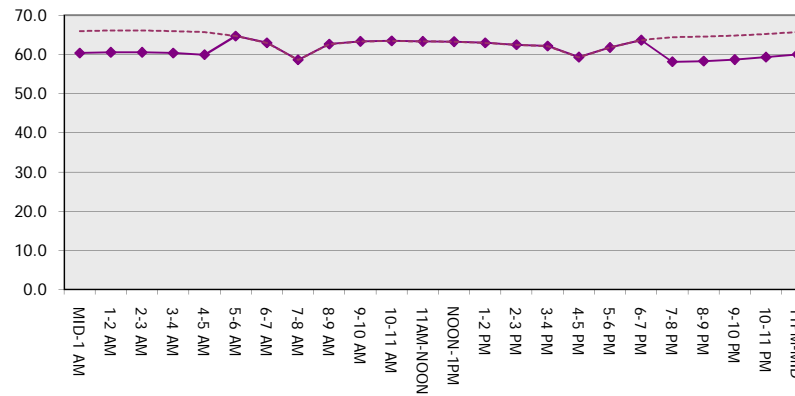
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	200	0.0	1500	200	0	0.44	0	66.0	60.4	44.7
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	60.5	44.9
2-3 AM	127	0.0	1500	127	0	0.43	0	66.1	60.5	45.0
3-4 AM	150	0.0	1500	150	0	0.44	0	66.1	60.5	44.9
4-5 AM	291	0.0	1500	291	0	0.45	0	65.8	60.1	44.3
5-6 AM	862	0.0	OFF	862	0	0.00	0	64.8	64.8	64.8
6-7 AM	1600	0.0	OFF	1600	0	0.00	0	63.4	63.4	63.4
7-8 AM	2746	0.0	OFF	2746	0	0.00	0	58.4	58.4	58.4
8-9 AM	1888	0.0	OFF	1888	0	0.00	0	62.8	62.8	62.8
9-10 AM	1687	0.0	OFF	1687	0	0.00	0	63.2	63.2	63.2
10-11 AM	1675	0.0	OFF	1675	0	0.00	0	63.3	63.3	63.3
11AM-NOON	1769	0.0	OFF	1769	0	0.00	0	63.1	63.1	63.1
NOON-1PM	1760	0.0	OFF	1760	0	0.00	0	63.1	63.1	63.1
1-2 PM	1807	0.0	OFF	1807	0	0.00	0	63.0	63.0	63.0
2-3 PM	2083	0.0	OFF	2083	0	0.00	0	62.5	62.5	62.5
3-4 PM	2566	0.0	OFF	2566	0	0.00	0	60.2	60.2	60.2
4-5 PM	2874	0.0	OFF	2874	0	0.00	0	57.1	57.1	57.1
5-6 PM	2596	0.0	OFF	2596	0	0.00	0	59.9	59.9	59.9
6-7 PM	1654	0.0	OFF	1654	0	0.00	0	63.3	63.3	63.3
7-8 PM	1027	0.0	1500	1027	0	0.52	0	64.5	58.2	41.6
8-9 PM	895	0.0	1500	895	0	0.51	0	64.7	58.6	42.0
9-10 PM	720	0.0	1500	720	0	0.49	0	65.0	59.0	42.7
10-11 PM	511	0.0	1500	511	0	0.47	0	65.5	59.6	43.5
11PM-MID	370	0.0	1500	370	0	0.46	0	65.7	59.9	44.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0265
MAIN ROUTE WITH WORKS	0.0262
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$447
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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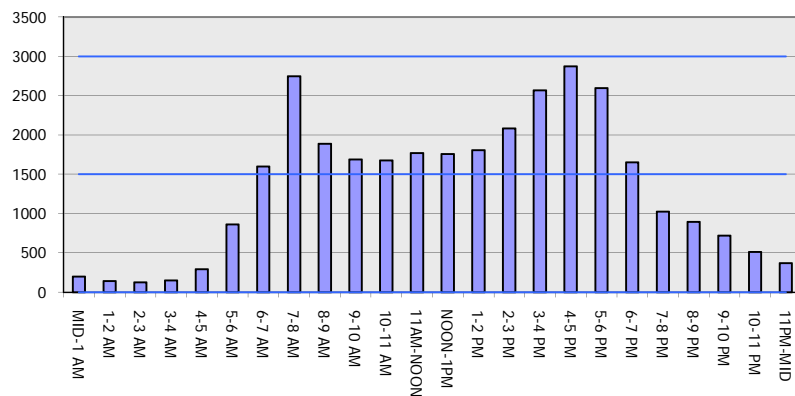
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

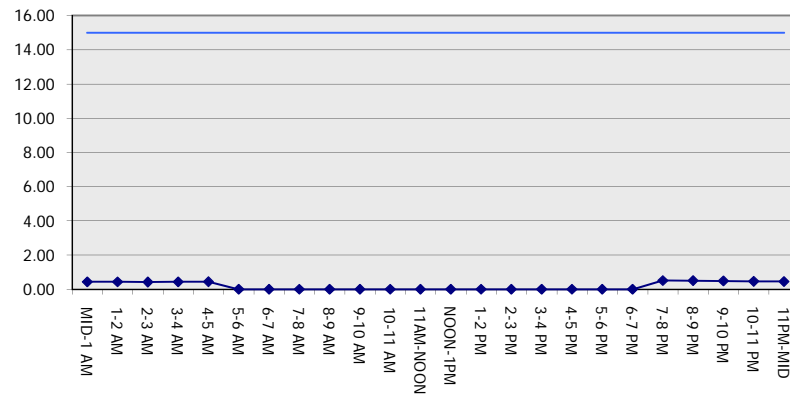
MON-THUR

NORTHBOUND DIRECTION

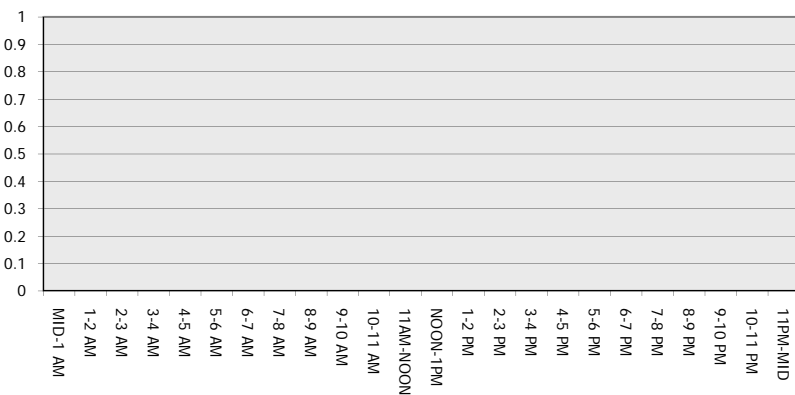
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

