

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

SUNDAY 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	379	0.0	1500	379	0	0.46	0	65.7	59.9	44.0
1-2 AM	216	0.0	1500	216	0	0.44	0	66.0	60.3	44.6
2-3 AM	198	0.0	1500	198	0	0.44	0	66.0	60.4	44.7
3-4 AM	178	0.0	1500	178	0	0.44	0	66.1	60.4	44.8
4-5 AM	160	0.0	1500	160	0	0.44	0	66.1	60.5	44.8
5-6 AM	192	0.0	1500	192	0	0.44	0	66.0	60.4	44.7
6-7 AM	296	0.0	1500	296	0	0.45	0	65.8	60.1	44.3
7-8 AM	426	0.0	1500	426	0	0.46	0	65.6	59.7	43.8
8-9 AM	652	0.0	1500	652	0	0.49	0	65.1	59.2	42.9
9-10 AM	1048	0.0	OFF	1048	0	0.00	0	64.5	64.5	64.5
10-11 AM	1407	0.0	OFF	1407	0	0.00	0	63.8	63.8	63.8
11AM-NOON	1746	0.0	OFF	1746	0	0.00	0	63.2	63.2	63.2
NOON-1PM	1865	0.0	OFF	1865	0	0.00	0	62.9	62.9	62.9
1-2 PM	1972	0.0	OFF	1972	0	0.00	0	62.7	62.7	62.7
2-3 PM	2169	0.0	OFF	2169	0	0.00	0	62.3	62.3	62.3
3-4 PM	2372	0.0	OFF	2372	0	0.00	0	62.0	62.0	62.0
4-5 PM	2487	0.0	OFF	2487	0	0.00	0	61.0	61.0	61.0
5-6 PM	2269	0.0	OFF	2269	0	0.00	0	62.2	62.2	62.2
6-7 PM	2028	0.0	OFF	2028	0	0.00	0	62.6	62.6	62.6
7-8 PM	1398	0.0	1499	1398	0	1.05	5	63.8	52.5	33.7
8-9 PM	919	0.0	1500	919	0	0.51	0	64.6	58.5	42.0
9-10 PM	616	0.0	1500	616	0	0.48	0	65.3	59.2	43.1
10-11 PM	422	0.0	1500	422	0	0.46	0	65.6	59.8	43.8
11PM-MID	243	0.0	1500	243	0	0.45	0	66.0	60.2	44.5

"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	0.0212
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$898
CONGESTED HOURS PER DAY*	0

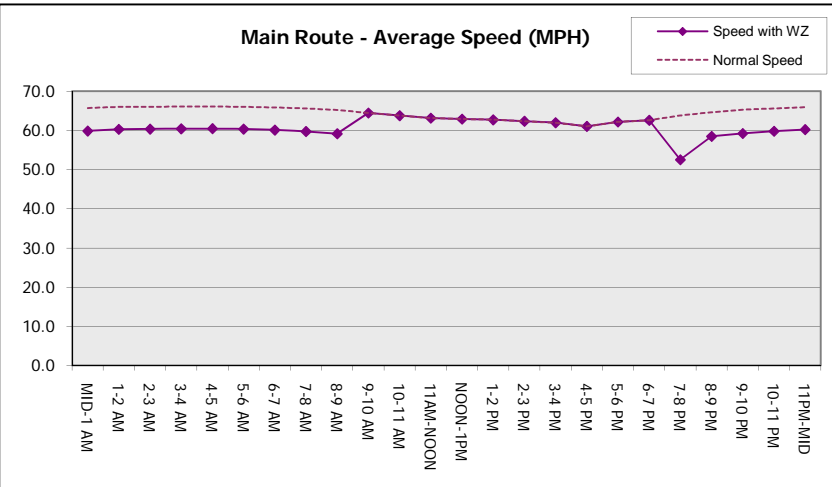
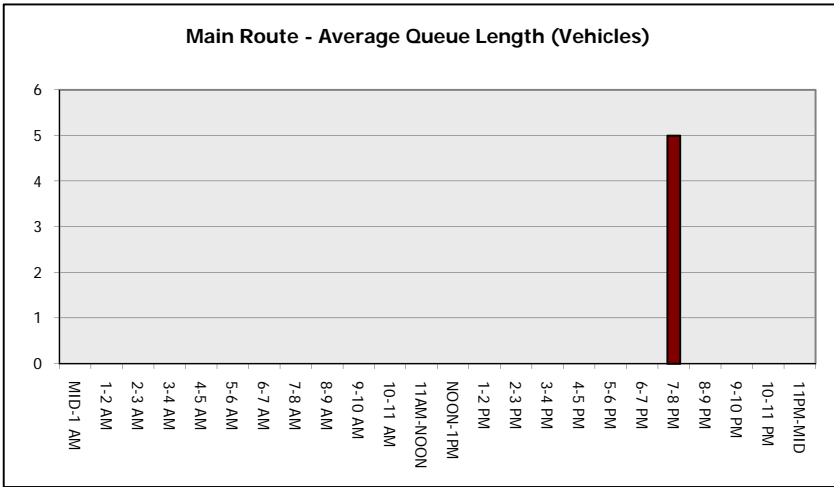
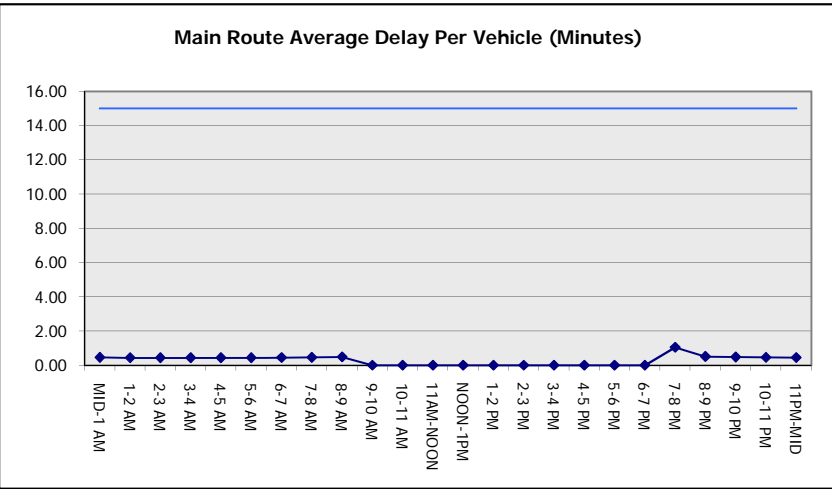
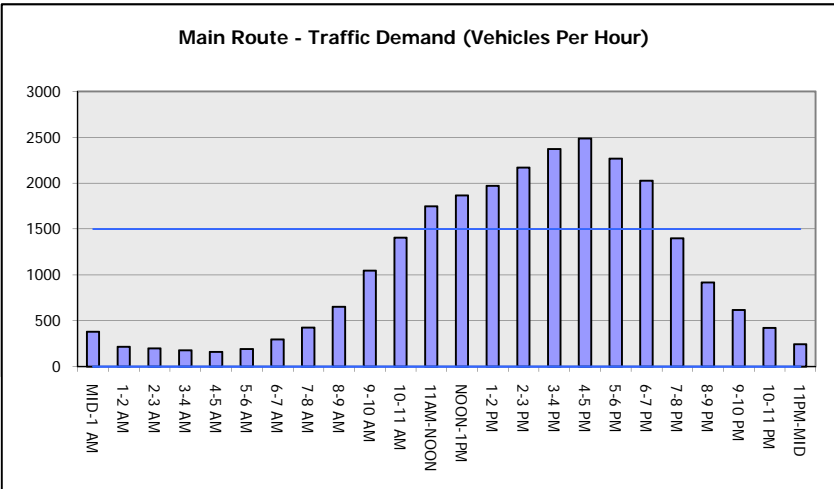
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	319	0.0	1500	319	0	0.45	0	65.8	60.1	44.2
1-2 AM	222	0.0	1500	222	0	0.44	0	66.0	60.3	44.6
2-3 AM	180	0.0	1500	180	0	0.44	0	66.1	60.4	44.8
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	60.6	45.0
4-5 AM	113	0.0	1500	113	0	0.43	0	66.2	60.6	45.0
5-6 AM	210	0.0	1500	210	0	0.44	0	66.0	60.4	44.6
6-7 AM	284	0.0	1500	284	0	0.45	0	65.8	60.1	44.3
7-8 AM	512	0.0	1500	512	0	0.47	0	65.5	59.6	43.5
8-9 AM	1064	0.0	1499	1064	0	0.57	0	64.4	57.6	40.2
9-10 AM	1605	0.0	OFF	1605	0	0.00	0	63.4	63.4	63.4
10-11 AM	1548	0.0	OFF	1548	0	0.00	0	63.5	63.5	63.5
11AM-NOON	1661	0.0	OFF	1661	0	0.00	0	63.3	63.3	63.3
NOON-1PM	1769	0.0	OFF	1769	0	0.00	0	63.1	63.1	63.1
1-2 PM	1632	0.0	OFF	1632	0	0.00	0	63.3	63.3	63.3
2-3 PM	1681	0.0	OFF	1681	0	0.00	0	63.3	63.3	63.3
3-4 PM	1768	0.0	OFF	1768	0	0.00	0	63.1	63.1	63.1
4-5 PM	1761	0.0	OFF	1761	0	0.00	0	63.1	63.1	63.1
5-6 PM	1693	0.0	OFF	1693	0	0.00	0	63.2	63.2	63.2
6-7 PM	1493	0.0	OFF	1493	0	0.00	0	63.6	63.6	63.6
7-8 PM	1249	0.0	1500	1249	0	0.70	0	64.1	56.0	36.9
8-9 PM	895	0.0	1500	895	0	0.51	0	64.7	58.6	42.0
9-10 PM	669	0.0	1500	669	0	0.49	0	65.1	59.1	42.8
10-11 PM	462	0.0	1500	462	0	0.47	0	65.5	59.7	43.7
11PM-MID	258	0.0	1500	258	0	0.45	0	65.9	60.2	44.5

"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	0.0192
MAIN ROUTE WITH WORKS	0.0187
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$828
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
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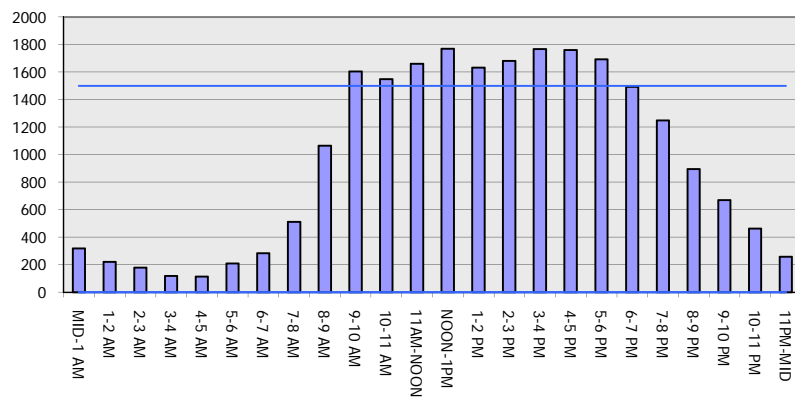
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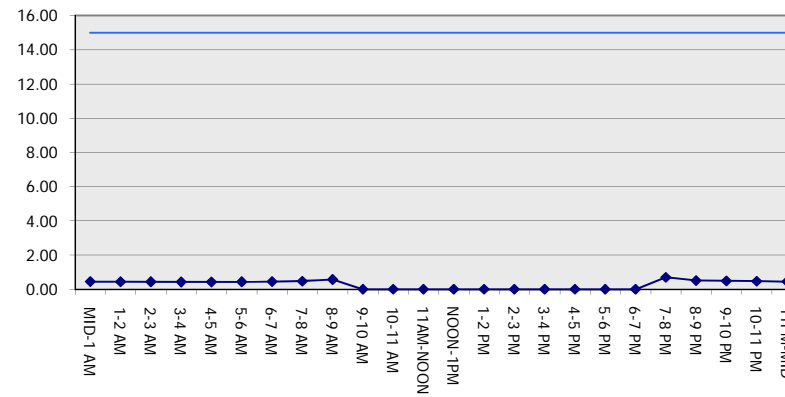
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

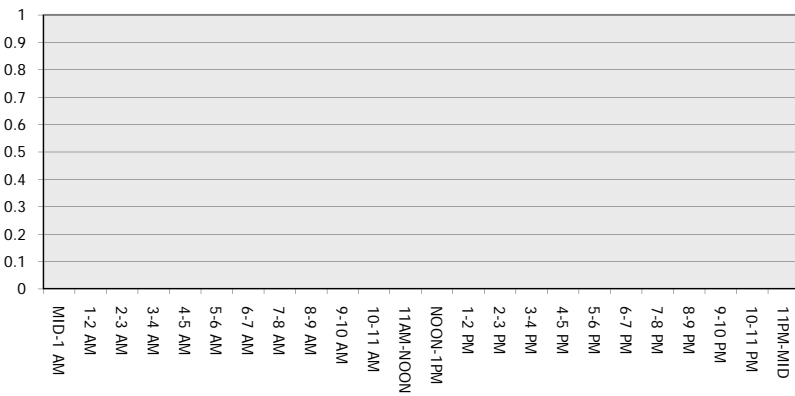
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

