

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

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	1499	912	0	0.51	0	64.7	58.5	42.0	
6-7 AM	1843	0.0	1499	1843	0	4.20	114	63.0	34.1	30.8	
7-8 AM	2723	0.0	1499	1500	1223	15.44+	399	58.6	15.0	30.8	
8-9 AM	2003	0.0	1500	1531	472	15.65+	396	62.7	15.1	30.8	
9-10 AM	1628	0.0	1500	1526	102	15.71+	396	63.3	15.1	30.8	
10-11 AM	1569	0.0	1500	1500	69	15.84+	400	63.5	15.0	30.8	
11AM-NOON	1645	0.0	1500	1500	145	15.83+	400	63.3	15.0	30.8	
NOON-1PM	1673	0.0	1500	1500	173	15.83+	400	63.3	15.0	30.8	
1-2 PM	1819	0.0	1500	1500	319	15.81+	400	63.0	15.0	30.8	
2-3 PM	2091	0.0	1500	1500	591	15.77+	400	62.5	15.0	30.8	
3-4 PM	2262	0.0	1500	1500	762	15.74+	400	62.2	15.0	30.8	
4-5 PM	2654	0.0	1500	1500	1154	15.50+	400	59.3	15.0	30.8	
5-6 PM	2414	0.0	1500	1500	914	15.71+	400	61.8	15.0	30.8	
6-7 PM	1480	0.0	1500	1405	75	14.91+	376	63.7	15.7	30.8	
7-8 PM	1049	0.0	1499	1049	0	3.45	115	64.5	37.6	37.7	
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	

+ 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	0.0261
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0115
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,359
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

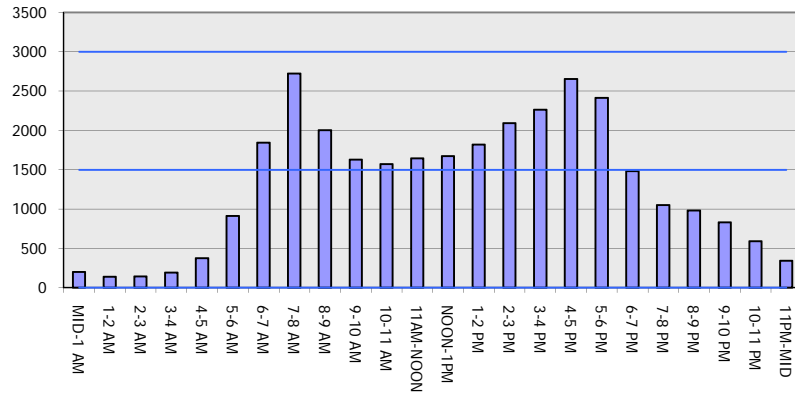
OCTOBER

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Construction Season

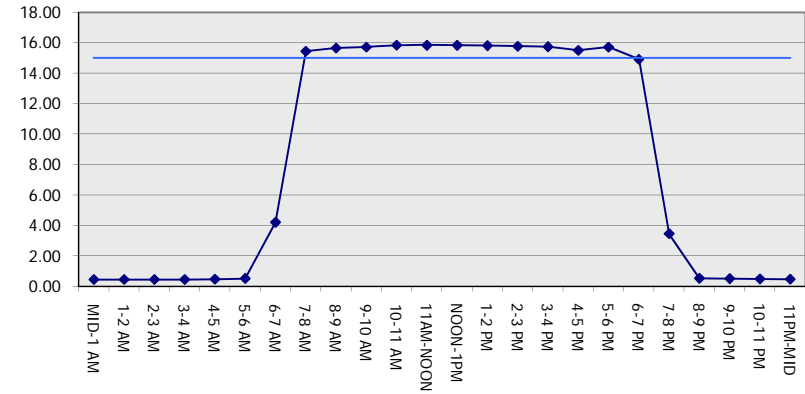
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

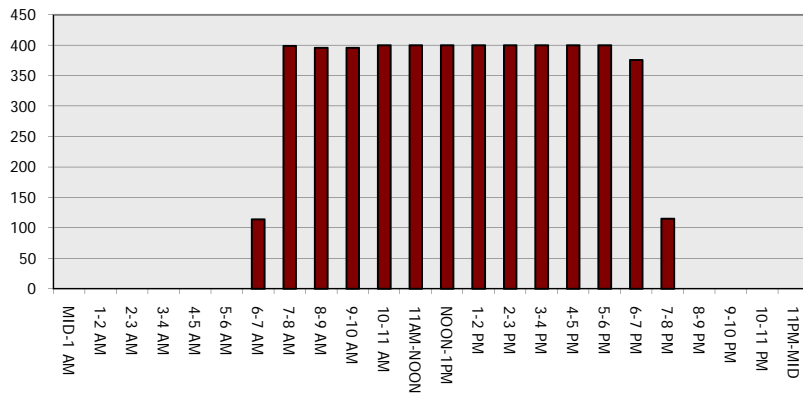
Main Route - Traffic Demand (Vehicles Per Hour)



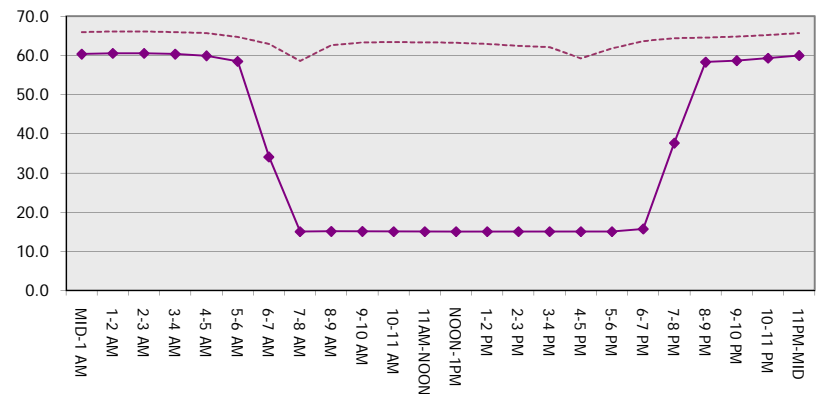
Main Route Average Delay Per Vehicle (Minutes)



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	1500	862	0	0.51	0	64.8	58.6	42.2
6-7 AM	1600	0.0	1499	1600	0	2.10	41	63.4	44.4	32.3
7-8 AM	2746	0.0	1500	1830	917	14.48+	381	58.4	15.7	31.4
8-9 AM	1888	0.0	1499	1393	495	15.39+	390	62.8	15.3	31.4
9-10 AM	1687	0.0	1500	1500	187	15.83+	399	63.2	15.0	30.8
10-11 AM	1675	0.0	1500	1500	175	15.83+	399	63.3	15.0	30.8
11AM-NOON	1769	0.0	1500	1500	269	15.81+	399	63.1	15.0	30.8
NOON-1PM	1760	0.0	1500	1500	260	15.81+	399	63.1	15.0	30.8
1-2 PM	1807	0.0	1500	1500	307	15.81+	399	63.0	15.0	30.8
2-3 PM	2083	0.0	1500	1500	583	15.77+	399	62.5	15.0	30.8
3-4 PM	2566	0.0	1500	1500	1066	15.58+	400	60.2	15.0	30.8
4-5 PM	2874	0.0	1500	1500	1374	15.29+	400	57.1	15.0	30.8
5-6 PM	2596	0.0	1500	1500	1096	15.55+	400	59.9	15.0	30.8
6-7 PM	1654	0.0	1500	1479	175	15.45+	389	63.3	15.3	30.8
7-8 PM	1027	0.0	1499	1027	0	4.84	166	64.5	32.2	36.8
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

+ 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	0.0265
MAIN ROUTE WITH WORKS	0.0191
'DIVERSION'	0.0132

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$87,780
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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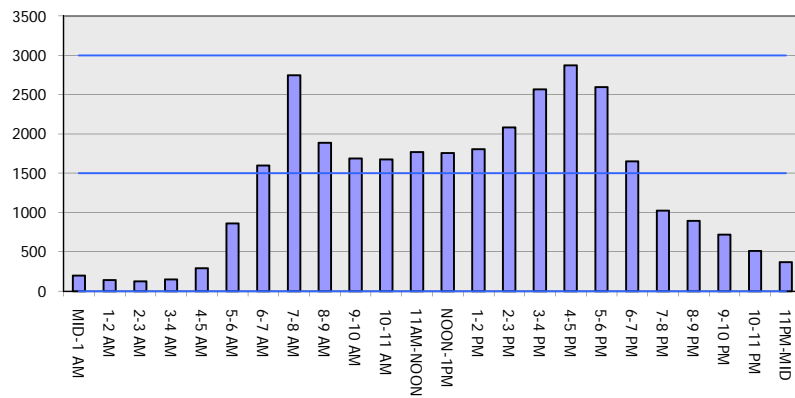
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

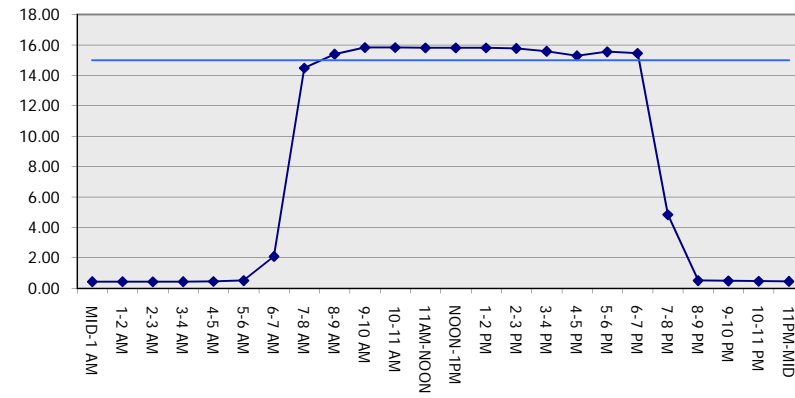
MON-THUR

NORTHBOUND DIRECTION

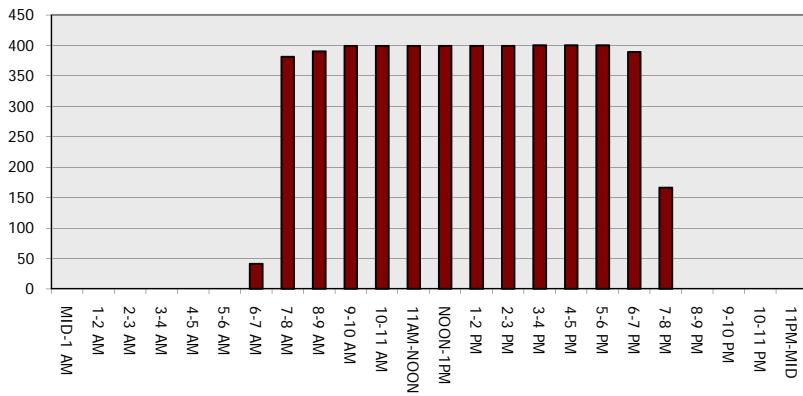
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

