

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

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	OFF	199	0	0.00	0	66.0	66.0	66.0
1-2 AM	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1
2-3 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
3-4 AM	192	0.0	OFF	192	0	0.00	0	66.0	66.0	66.0
4-5 AM	375	0.0	OFF	375	0	0.00	0	65.7	65.7	65.7
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	1499	1569	0	2.22	33	63.5	43.7	30.8
11AM-NOON	1645	0.0	1500	1645	0	5.94	138	63.3	28.7	30.8
NOON-1PM	1673	0.0	1499	1673	0	11.74	294	63.3	18.7	30.8
1-2 PM	1819	0.0	1499	1500	319	15.81+	399	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	OFF	2262	0	0.88	42	62.2	52.9	52.9
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	OFF	1049	0	0.00	0	64.5	64.5	64.5
8-9 PM	980	0.0	OFF	980	0	0.00	0	64.6	64.6	64.6
9-10 PM	832	0.0	OFF	832	0	0.00	0	64.8	64.8	64.8
10-11 PM	592	0.0	OFF	592	0	0.00	0	65.3	65.3	65.3
11PM-MID	343	0.0	OFF	343	0	0.00	0	65.8	65.8	65.8

"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	0.0261
MAIN ROUTE WITH WORKS	0.0248
'DIVERSION'	0.0017
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,221
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

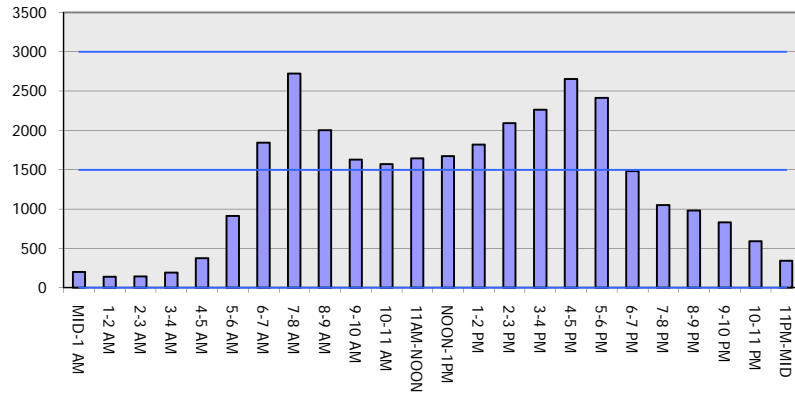
USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

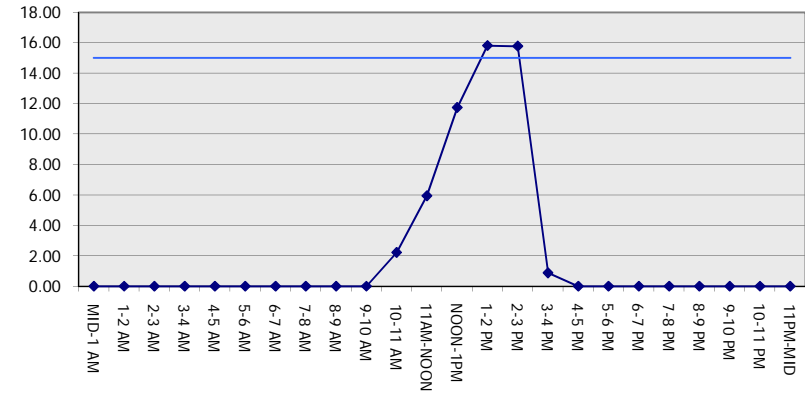
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION

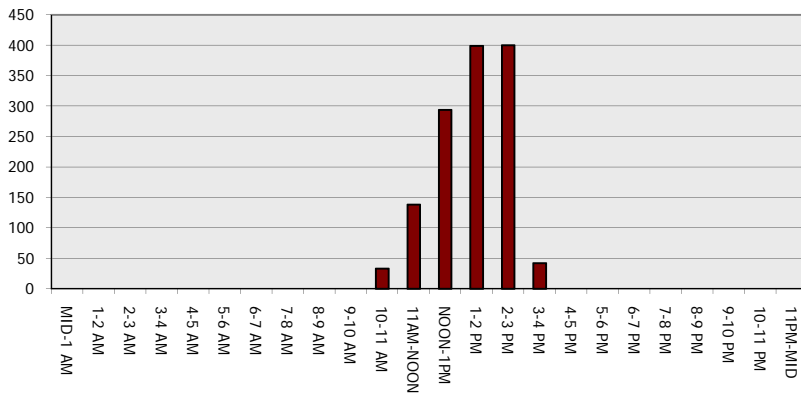
Main Route - Traffic Demand (Vehicles Per Hour)



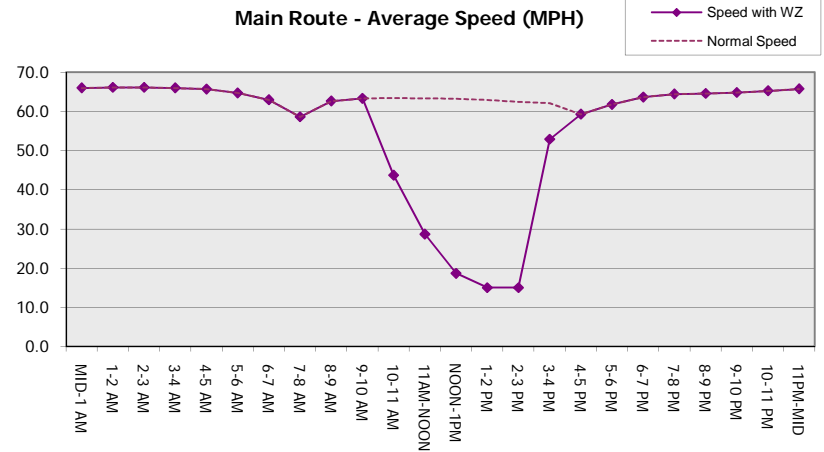
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

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	OFF	200	0	0.00	0	66.0	66.0	66.0
1-2 AM	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1
2-3 AM	127	0.0	OFF	127	0	0.00	0	66.1	66.1	66.1
3-4 AM	150	0.0	OFF	150	0	0.00	0	66.1	66.1	66.1
4-5 AM	291	0.0	OFF	291	0	0.00	0	65.8	65.8	65.8
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	1499	1675	0	3.85	84	63.3	35.5	30.8
11AM-NOON	1769	0.0	1500	1764	5	11.91+	306	63.1	18.5	30.8
NOON-1PM	1760	0.0	1499	1475	285	15.72+	397	63.1	15.1	30.8
1-2 PM	1807	0.0	1500	1500	307	15.81+	400	63.0	15.0	30.8
2-3 PM	2083	0.0	1500	1500	583	15.77+	400	62.5	15.0	30.8
3-4 PM	2566	0.0	OFF	2566	0	1.29	59	60.2	48.2	48.2
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	OFF	1027	0	0.00	0	64.5	64.5	64.5
8-9 PM	895	0.0	OFF	895	0	0.00	0	64.7	64.7	64.7
9-10 PM	720	0.0	OFF	720	0	0.00	0	65.0	65.0	65.0
10-11 PM	511	0.0	OFF	511	0	0.00	0	65.5	65.5	65.5
11PM-MID	370	0.0	OFF	370	0	0.00	0	65.7	65.7	65.7

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0265
MAIN ROUTE WITH WORKS	0.0250
'DIVERSION'	0.0023

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$25,096
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

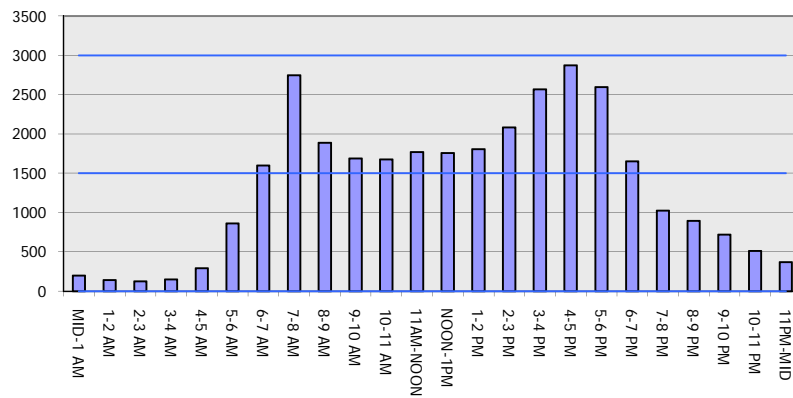
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

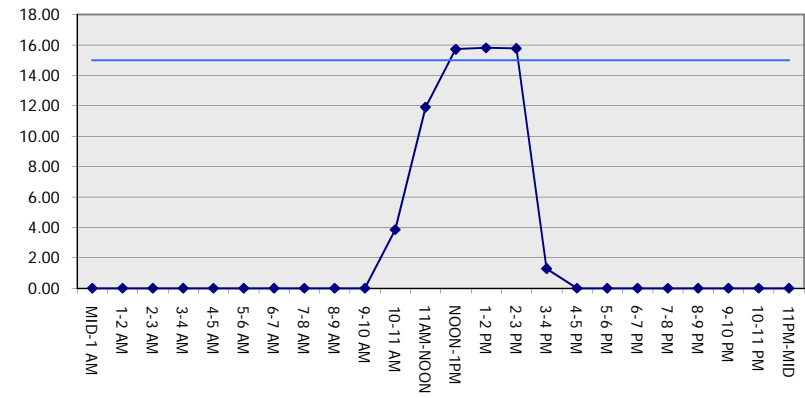
MON-THUR

NORTHBOUND DIRECTION

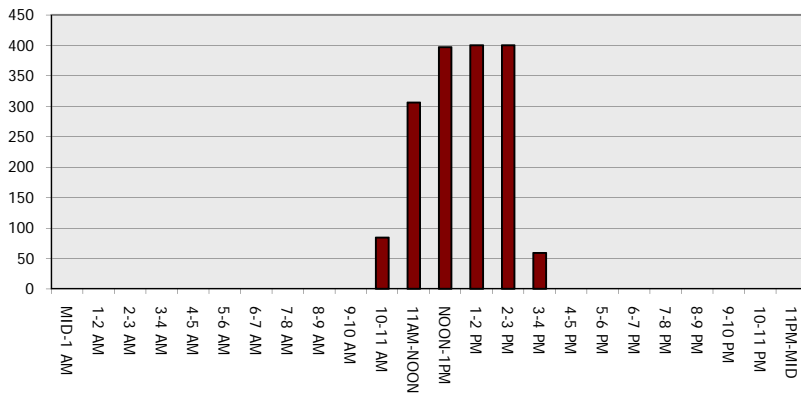
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

