

<b>USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	202	0.0	1500	202	0	0.44	0	66.0	60.4	44.6	
1-2 AM	145	0.0	1500	145	0	0.44	0	66.1	60.5	44.9	
2-3 AM	148	0.0	1500	148	0	0.44	0	66.1	60.5	44.9	
3-4 AM	175	0.0	1500	175	0	0.44	0	66.1	60.4	44.8	
4-5 AM	341	0.0	1500	341	0	0.46	0	65.8	60.0	44.2	
5-6 AM	818	0.0	1500	818	0	0.50	0	64.8	58.7	42.4	
6-7 AM	1679	0.0	1499	1679	0	2.32	46	63.3	43.0	30.9	
7-8 AM	2364	0.0	1500	1746	618	14.46+	373	62.0	16.0	31.9	
8-9 AM	1903	0.0	1499	1499	404	15.79+	399	62.8	15.0	30.8	
9-10 AM	1533	0.0	1499	1447	86	15.34+	386	63.5	15.4	30.8	
10-11 AM	1498	0.0	1500	1498	0	14.96+	375	63.6	15.7	30.8	
11AM-NOON	1554	0.0	1500	1519	35	15.56+	392	63.5	15.2	30.8	
NOON-1PM	1622	0.0	1500	1500	122	15.83+	400	63.3	15.0	30.8	
1-2 PM	1801	0.0	1500	1500	301	15.81+	400	63.0	15.0	30.8	
2-3 PM	2000	0.0	1500	1500	500	15.78+	400	62.7	15.0	30.8	
3-4 PM	2208	0.0	1500	1500	708	15.75+	400	62.3	15.0	30.8	
4-5 PM	2546	0.0	1500	1500	1046	15.60+	400	60.4	15.0	30.8	
5-6 PM	2331	0.0	1500	1500	831	15.73+	400	62.0	15.0	30.8	
6-7 PM	1446	0.0	1500	1393	53	14.68+	370	63.7	15.9	30.8	
7-8 PM	1056	0.0	1499	1056	0	3.21	105	64.4	38.8	37.8	
8-9 PM	952	0.0	1500	952	0	0.51	0	64.6	58.4	41.9	
9-10 PM	816	0.0	1500	816	0	0.50	0	64.9	58.7	42.4	
10-11 PM	626	0.0	1500	626	0	0.48	0	65.2	59.2	43.0	
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	0.0249
MAIN ROUTE WITH WORKS	0.0193
'DIVERSION'	0.0090
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$79,394
CONGESTED HOURS PER DAY*	12

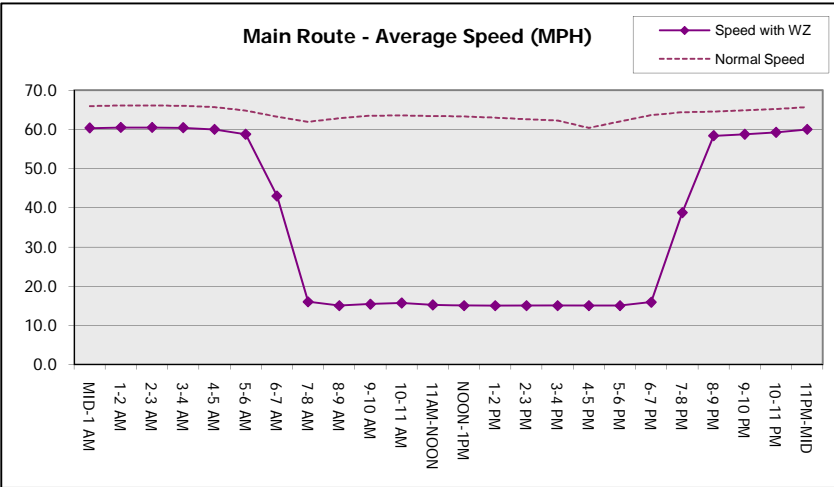
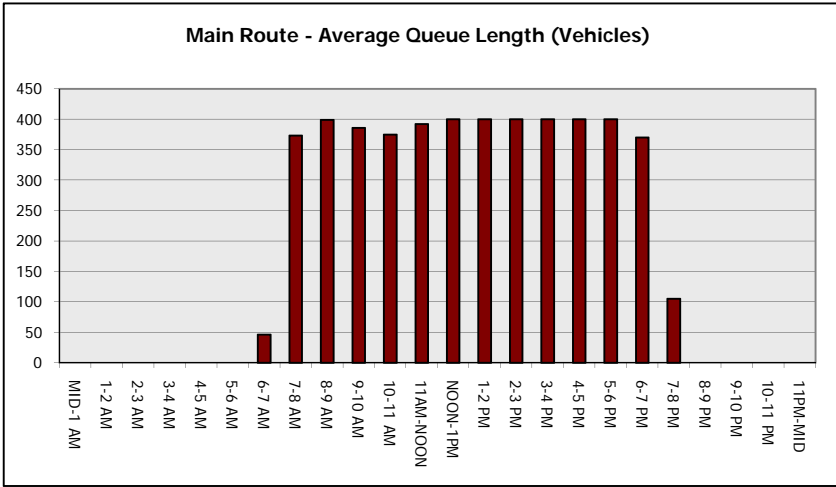
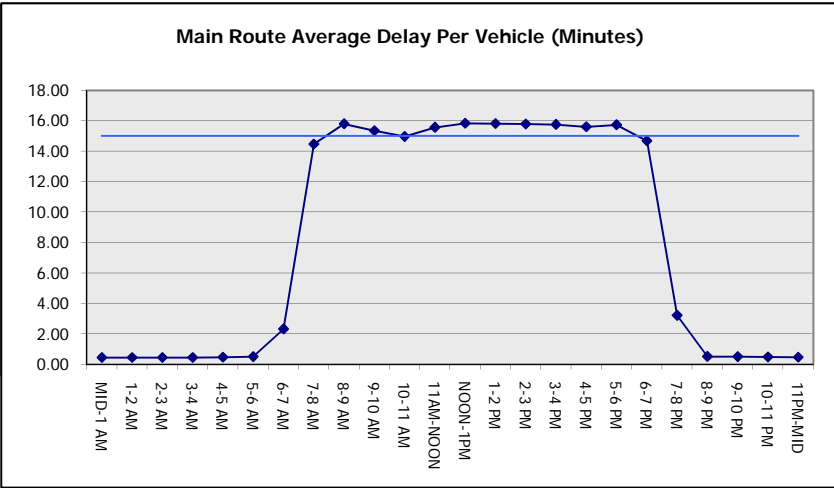
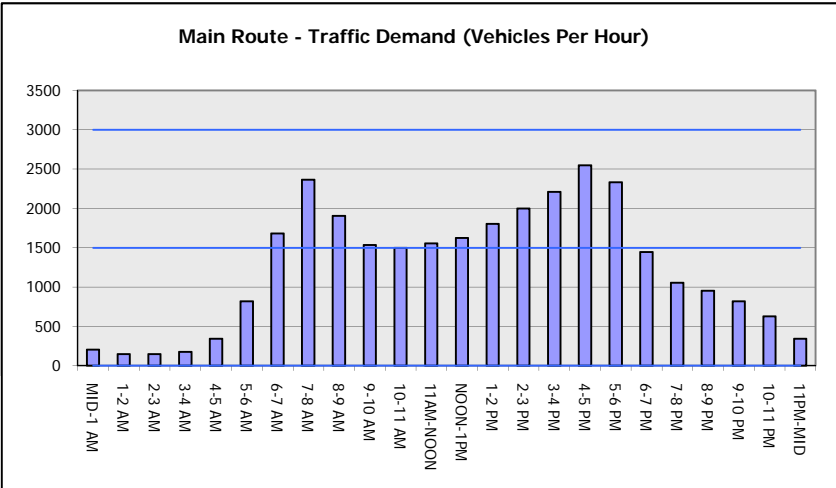
\*Delays Exceeding User-Specified Maximum

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

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**



<b>USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	196	0.0	1500	196	0	0.44	0	66.0	60.4	44.7	
1-2 AM	140	0.0	1500	140	0	0.44	0	66.1	60.5	44.9	
2-3 AM	121	0.0	1500	121	0	0.43	0	66.1	60.5	45.0	
3-4 AM	147	0.0	1500	147	0	0.44	0	66.1	60.5	44.9	
4-5 AM	290	0.0	1500	290	0	0.45	0	65.8	60.1	44.3	
5-6 AM	823	0.0	1500	823	0	0.50	0	64.8	58.7	42.3	
6-7 AM	1543	0.0	1499	1543	0	1.83	31	63.5	46.3	32.7	
7-8 AM	2475	0.0	1500	1681	793	13.67+	365	61.2	16.6	35.0	
8-9 AM	1752	0.0	1499	1605	147	15.32+	387	63.1	15.4	30.8	
9-10 AM	1539	0.0	1499	1490	49	15.80+	398	63.5	15.0	30.8	
10-11 AM	1572	0.0	1499	1500	72	15.84+	399	63.5	15.0	30.8	
11AM-NOON	1655	0.0	1500	1500	155	15.83+	400	63.3	15.0	30.8	
NOON-1PM	1700	0.0	1500	1500	200	15.82+	400	63.2	15.0	30.8	
1-2 PM	1729	0.0	1500	1500	229	15.82+	400	63.2	15.0	30.8	
2-3 PM	1948	0.0	1500	1500	448	15.79+	400	62.8	15.0	30.8	
3-4 PM	2346	0.0	1500	1500	846	15.73+	400	62.0	15.0	30.8	
4-5 PM	2591	0.0	1500	1500	1091	15.56+	400	60.0	15.0	30.8	
5-6 PM	2354	0.0	1500	1500	854	15.73+	400	62.0	15.0	30.8	
6-7 PM	1555	0.0	1500	1445	110	15.32+	386	63.5	15.4	30.8	
7-8 PM	1032	0.0	1499	1032	0	4.22	145	64.5	34.4	37.2	
8-9 PM	918	0.0	1500	918	0	0.51	0	64.6	58.5	42.0	
9-10 PM	751	0.0	1500	751	0	0.50	0	65.0	58.9	42.5	
10-11 PM	527	0.0	1500	527	0	0.47	0	65.4	59.5	43.4	
11PM-MID	388	0.0	1500	388	0	0.46	0	65.6	59.9	44.0	

+ 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	0.0249
MAIN ROUTE WITH WORKS	0.0191
'DIVERSION'	0.0096

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$80,817
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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

