

<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**

SATURDAY 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	311	0.0	1500	311	0	0.45	0	65.8	60.1	44.2	
1-2 AM	186	0.0	1500	186	0	0.44	0	66.0	60.4	44.7	
2-3 AM	163	0.0	1500	163	0	0.44	0	66.1	60.5	44.8	
3-4 AM	124	0.0	1500	124	0	0.43	0	66.1	60.5	45.0	
4-5 AM	209	0.0	1500	209	0	0.44	0	66.0	60.4	44.6	
5-6 AM	307	0.0	1500	307	0	0.45	0	65.8	60.1	44.3	
6-7 AM	565	0.0	1500	565	0	0.48	0	65.3	59.4	43.3	
7-8 AM	996	0.0	1500	996	0	0.52	0	64.5	58.2	41.7	
8-9 AM	1358	0.0	1499	1358	0	0.84	0	63.8	54.5	34.0	
9-10 AM	1473	0.0	1499	1473	0	1.04	1	63.7	52.5	31.5	
10-11 AM	1688	0.0	1500	1688	0	4.15	94	63.2	34.3	30.8	
11AM-NOON	1702	0.0	1499	1702	0	11.64	293	63.2	18.8	30.8	
NOON-1PM	1757	0.0	1499	1500	257	15.82+	399	63.1	15.0	30.8	
1-2 PM	1708	0.0	1500	1500	208	15.82+	400	63.2	15.0	30.8	
2-3 PM	1729	0.0	1500	1500	229	15.82+	400	63.2	15.0	30.8	
3-4 PM	1750	0.0	1500	1500	250	15.82+	400	63.2	15.0	30.8	
4-5 PM	1575	0.0	1500	1500	75	15.84+	400	63.5	15.0	30.8	
5-6 PM	1493	0.0	1500	1475	18	15.55+	392	63.6	15.2	30.8	
6-7 PM	1230	0.0	1499	1230	0	9.74	251	64.1	21.4	31.9	
7-8 PM	1016	0.0	1500	1016	0	0.84	11	64.5	55.0	41.5	
8-9 PM	987	0.0	1500	987	0	0.52	0	64.5	58.3	41.7	
9-10 PM	914	0.0	1500	914	0	0.51	0	64.7	58.5	42.0	
10-11 PM	739	0.0	1500	739	0	0.49	0	65.0	58.9	42.6	
11PM-MID	445	0.0	1500	445	0	0.47	0	65.6	59.7	43.7	

+ 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

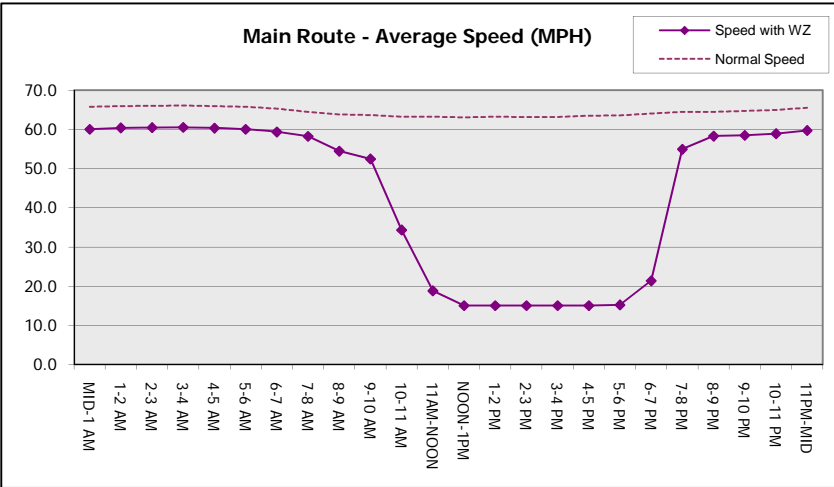
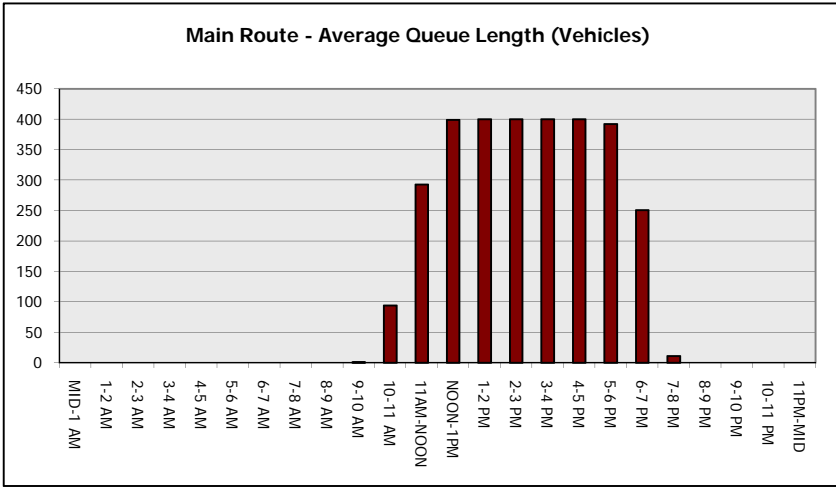
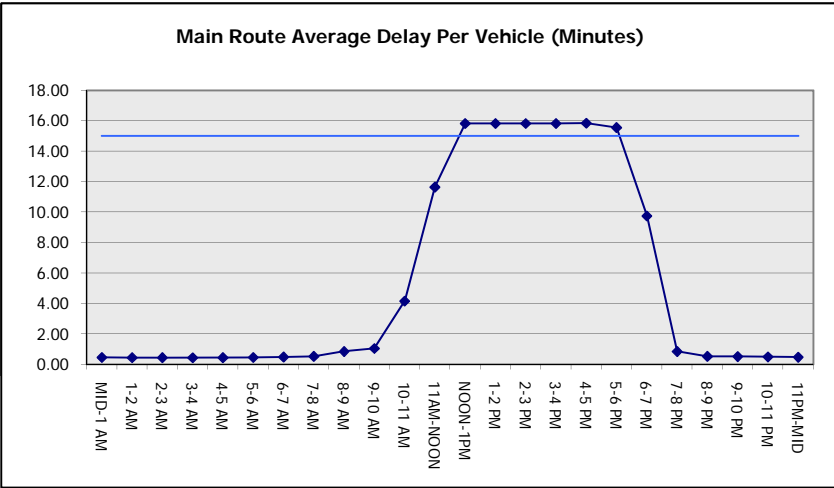
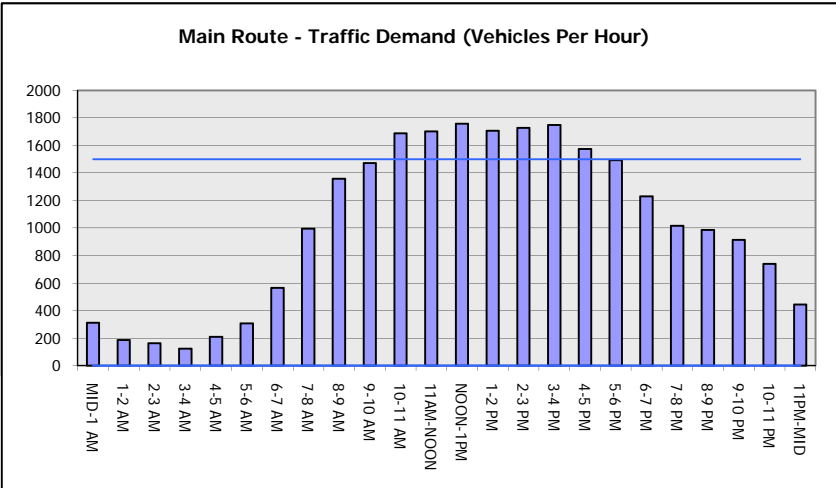
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0178
'DIVERSION'	0.0020
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$56,937
CONGESTED HOURS PER DAY*	6

\*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**  
**SATURDAY 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**

**SATURDAY 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	343	0.0	1500	343	0	0.46	0	65.8	60.0	44.1
1-2 AM	233	0.0	1500	233	0	0.45	0	66.0	60.3	44.5
2-3 AM	187	0.0	1500	187	0	0.44	0	66.0	60.4	44.7
3-4 AM	137	0.0	1500	137	0	0.44	0	66.1	60.5	45.0
4-5 AM	162	0.0	1500	162	0	0.44	0	66.1	60.5	44.8
5-6 AM	348	0.0	1500	348	0	0.46	0	65.8	60.0	44.1
6-7 AM	564	0.0	1500	564	0	0.48	0	65.3	59.4	43.3
7-8 AM	983	0.0	1500	983	0	0.52	0	64.6	58.3	41.7
8-9 AM	1316	0.0	1499	1316	0	0.78	0	64.0	55.1	35.2
9-10 AM	1577	0.0	1499	1577	0	1.75	21	63.5	46.8	30.8
10-11 AM	1850	0.0	1500	1850	0	8.96	237	63.0	22.4	30.8
11AM-NOON	2050	0.0	1499	1500	550	15.77+	399	62.5	15.0	30.8
NOON-1PM	2071	0.0	1500	1500	571	15.77+	400	62.5	15.0	30.8
1-2 PM	1982	0.0	1500	1500	482	15.78+	400	62.7	15.0	30.8
2-3 PM	1997	0.0	1500	1500	497	15.78+	400	62.7	15.0	30.8
3-4 PM	1896	0.0	1500	1500	396	15.79+	400	62.8	15.0	30.8
4-5 PM	1944	0.0	1500	1500	444	15.79+	400	62.8	15.0	30.8
5-6 PM	1712	0.0	1500	1477	234	15.73+	397	63.2	15.1	30.8
6-7 PM	1404	0.0	1499	1401	3	14.79+	372	63.8	15.8	30.8
7-8 PM	1097	0.0	1499	1097	0	4.01	129	64.3	35.2	36.7
8-9 PM	912	0.0	1500	912	0	0.51	0	64.7	58.5	42.0
9-10 PM	833	0.0	1500	833	0	0.50	0	64.8	58.7	42.3
10-11 PM	693	0.0	1500	693	0	0.49	0	65.1	59.1	42.8
11PM-MID	472	0.0	1500	472	0	0.47	0	65.5	59.6	43.6

+ 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	0.0222
MAIN ROUTE WITH WORKS	0.0180
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,877
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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