

<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>OCTOBER</b>
	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	1500	1048	0	0.52	0	64.5	58.1	41.5	
10-11 AM	1407	0.0	1499	1407	0	0.90	0	63.8	53.8	32.9	
11AM-NOON	1746	0.0	1499	1746	0	4.48	108	63.2	33.1	30.8	
NOON-1PM	1865	0.0	1500	1668	197	14.35+	365	62.9	16.1	30.8	
1-2 PM	1972	0.0	1500	1500	472	15.78+	400	62.7	15.0	30.8	
2-3 PM	2169	0.0	1500	1500	669	15.75+	400	62.3	15.0	30.8	
3-4 PM	2372	0.0	1500	1500	872	15.72+	400	62.0	15.0	30.8	
4-5 PM	2487	0.0	1500	1500	987	15.65+	400	61.0	15.0	30.8	
5-6 PM	2269	0.0	1500	1500	769	15.74+	400	62.2	15.0	30.8	
6-7 PM	2028	0.0	1500	1500	528	15.78+	400	62.6	15.0	30.8	
7-8 PM	1398	0.0	1499	1359	39	14.44+	364	63.8	16.1	30.8	
8-9 PM	919	0.0	1499	919	0	2.35	77	64.6	43.5	39.9	
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	

+ 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	0.0212
MAIN ROUTE WITH WORKS	0.0161
'DIVERSION'	0.0087
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,776
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

**USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

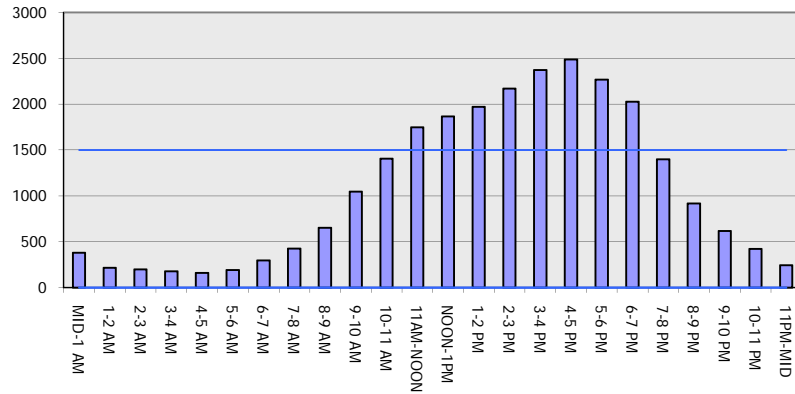
**OCTOBER**

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Construction Season

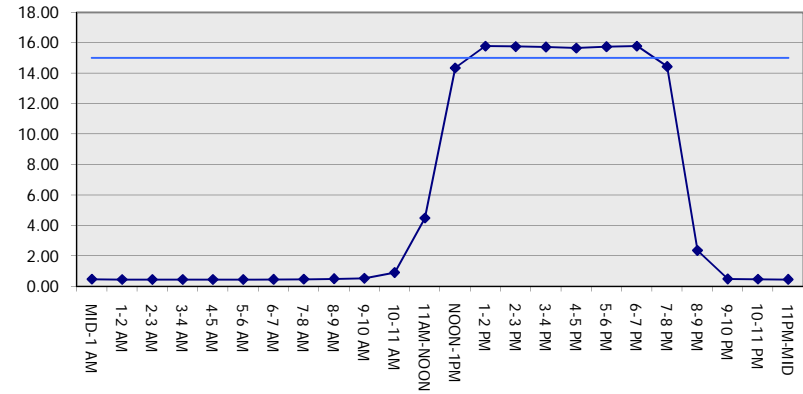
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

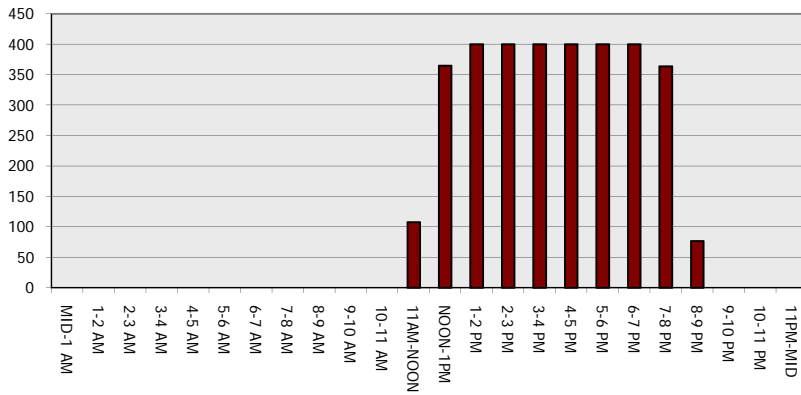
**Main Route - Traffic Demand (Vehicles Per Hour)**



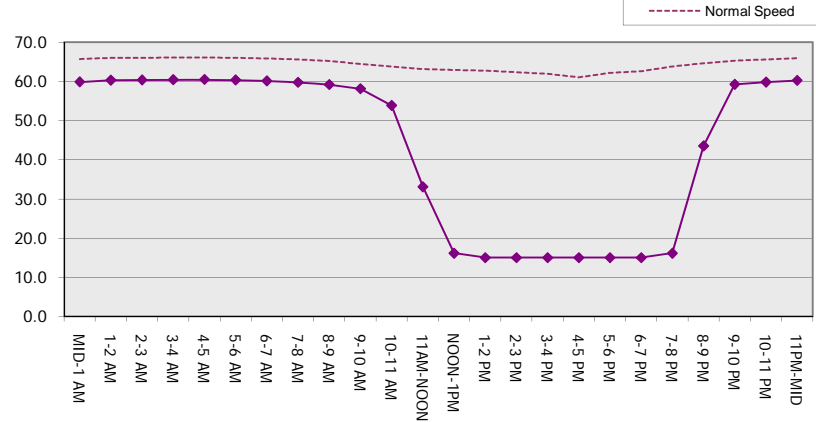
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<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>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	1499	1605	0	2.26	37	63.4	43.4	30.8
10-11 AM	1548	0.0	1499	1548	0	5.71	127	63.5	29.4	30.8
11AM-NOON	1661	0.0	1500	1661	0	9.23	226	63.3	22.0	30.8
NOON-1PM	1769	0.0	1500	1614	156	15.34+	388	63.1	15.4	30.8
1-2 PM	1632	0.0	1499	1474	158	15.73+	397	63.3	15.1	30.8
2-3 PM	1681	0.0	1500	1500	181	15.83+	400	63.3	15.0	30.8
3-4 PM	1768	0.0	1500	1500	268	15.81+	400	63.1	15.0	30.8
4-5 PM	1761	0.0	1500	1500	261	15.81+	400	63.1	15.0	30.8
5-6 PM	1693	0.0	1500	1500	193	15.82+	400	63.2	15.0	30.8
6-7 PM	1493	0.0	1500	1469	24	15.60+	393	63.6	15.2	30.8
7-8 PM	1249	0.0	1499	1249	0	10.29	263	64.1	20.6	31.7
8-9 PM	895	0.0	1500	895	0	0.87	13	64.7	54.8	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

+ 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	0.0192
MAIN ROUTE WITH WORKS	0.0167
'DIVERSION'	0.0024

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,282
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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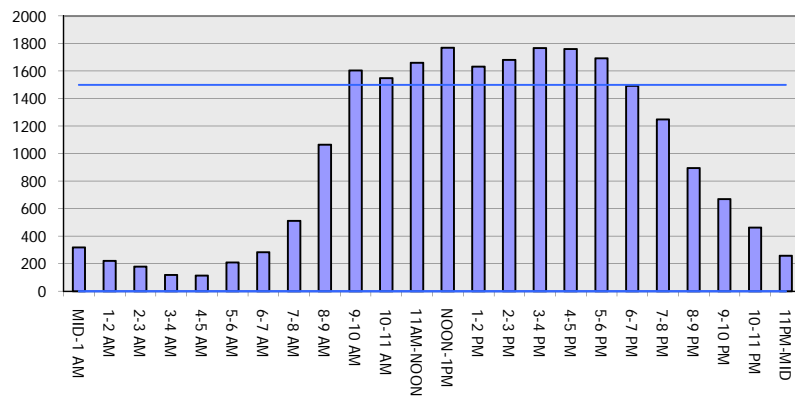
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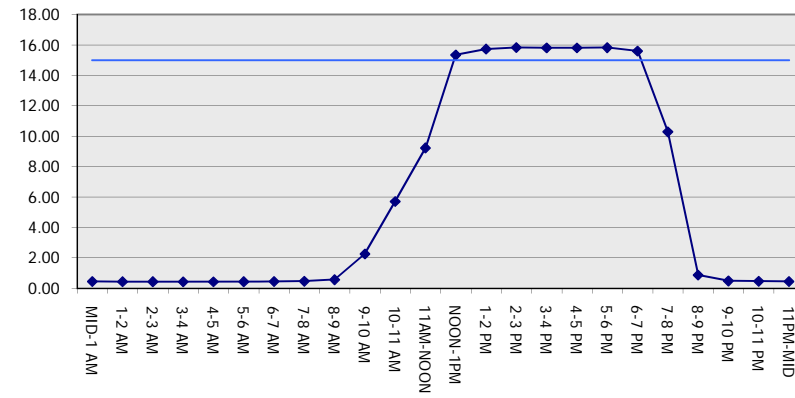
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY NORTHBOUND DIRECTION**

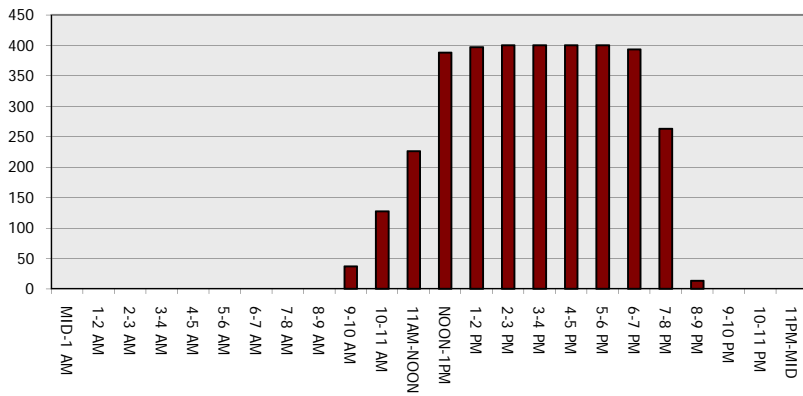
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

