

<b>USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      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	235	0.0	OFF	235	0	0.00	0	66.0	66.0	66.0	
1-2 AM	162	0.0	OFF	162	0	0.00	0	66.1	66.1	66.1	
2-3 AM	189	0.0	OFF	189	0	0.00	0	66.0	66.0	66.0	
3-4 AM	217	0.0	OFF	217	0	0.00	0	66.0	66.0	66.0	
4-5 AM	341	0.0	OFF	341	0	0.00	0	65.8	65.8	65.8	
5-6 AM	757	0.0	OFF	757	0	0.00	0	65.0	65.0	65.0	
6-7 AM	1601	0.0	OFF	1601	0	0.00	0	63.4	63.4	63.4	
7-8 AM	2286	0.0	OFF	2286	0	0.00	0	62.1	62.1	62.1	
8-9 AM	1949	0.0	OFF	1949	0	0.00	0	62.8	62.8	62.8	
9-10 AM	1589	0.0	OFF	1589	0	0.00	0	63.4	63.4	63.4	
10-11 AM	1645	0.0	1499	1645	0	3.29	67	63.3	37.9	30.8	
11AM-NOON	1752	0.0	1500	1752	0	10.31	262	63.1	20.4	30.8	
NOON-1PM	1915	0.0	1499	1500	415	15.79+	399	62.8	15.0	30.8	
1-2 PM	2126	0.0	1500	1500	626	15.76+	400	62.4	15.0	30.8	
2-3 PM	2378	0.0	1500	1500	878	15.72+	400	62.0	15.0	30.8	
3-4 PM	2591	0.0	OFF	2591	0	1.22	55	60.0	48.6	48.6	
4-5 PM	2806	0.0	OFF	2806	0	0.00	0	57.8	57.8	57.8	
5-6 PM	2550	0.0	OFF	2550	0	0.00	0	60.4	60.4	60.4	
6-7 PM	1761	0.0	OFF	1761	0	0.00	0	63.1	63.1	63.1	
7-8 PM	1202	0.0	OFF	1202	0	0.00	0	64.1	64.1	64.1	
8-9 PM	995	0.0	OFF	995	0	0.00	0	64.5	64.5	64.5	
9-10 PM	980	0.0	OFF	980	0	0.00	0	64.6	64.6	64.6	
10-11 PM	790	0.0	OFF	790	0	0.00	0	64.9	64.9	64.9	
11PM-MID	493	0.0	OFF	493	0	0.00	0	65.5	65.5	65.5	

"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	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

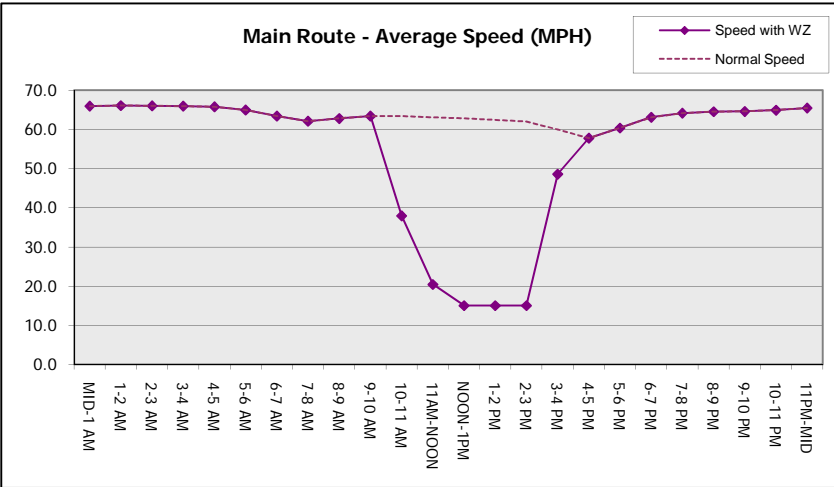
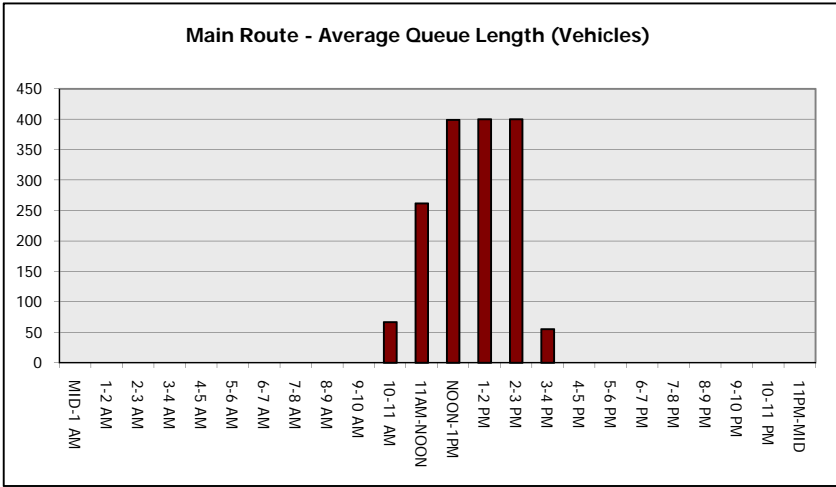
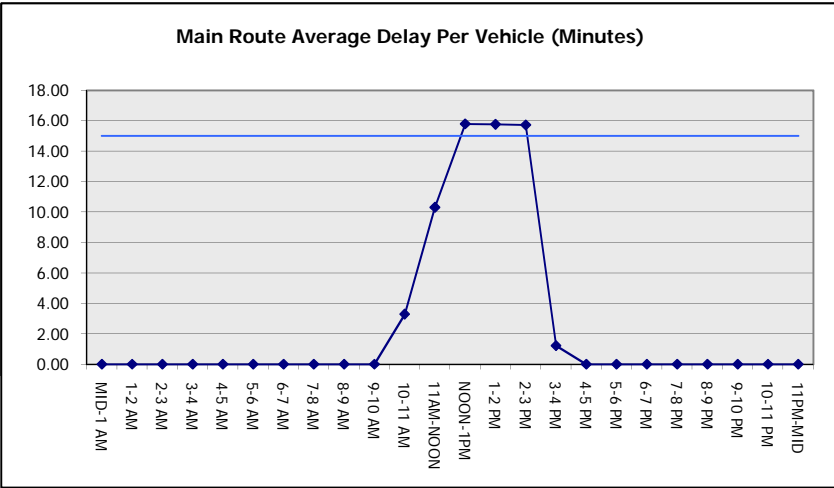
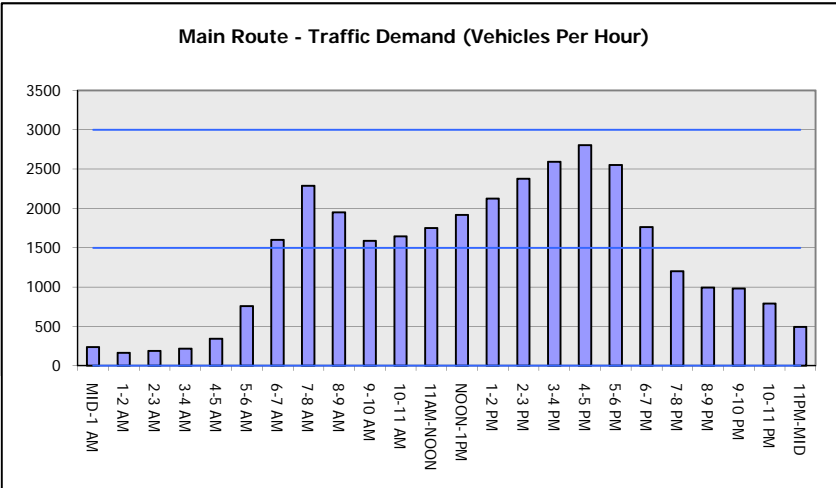
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0276
MAIN ROUTE WITH WORKS	0.0255
'DIVERSION'	0.0037
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,790
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY SOUTHBOUND DIRECTION**



<b>USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	252	0.0	OFF	252	0	0.00	0	65.9	65.9	65.9
1-2 AM	202	0.0	OFF	202	0	0.00	0	66.0	66.0	66.0
2-3 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
3-4 AM	164	0.0	OFF	164	0	0.00	0	66.1	66.1	66.1
4-5 AM	300	0.0	OFF	300	0	0.00	0	65.8	65.8	65.8
5-6 AM	808	0.0	OFF	808	0	0.00	0	64.9	64.9	64.9
6-7 AM	1523	0.0	OFF	1523	0	0.00	0	63.5	63.5	63.5
7-8 AM	2483	0.0	OFF	2483	0	0.00	0	61.0	61.0	61.0
8-9 AM	1826	0.0	OFF	1826	0	0.00	0	63.0	63.0	63.0
9-10 AM	1747	0.0	OFF	1747	0	0.00	0	63.2	63.2	63.2
10-11 AM	1894	0.0	1499	1894	0	6.94	189	62.8	26.2	30.8
11AM-NOON	1985	0.0	1499	1500	485	15.78+	399	62.7	15.0	30.8
NOON-1PM	2133	0.0	1500	1500	633	15.76+	400	62.4	15.0	30.8
1-2 PM	2233	0.0	1500	1500	733	15.74+	400	62.2	15.0	30.8
2-3 PM	2478	0.0	1500	1500	978	15.65+	400	61.1	15.0	30.8
3-4 PM	2794	0.0	OFF	2794	0	1.37	64	57.9	46.1	46.1
4-5 PM	2984	0.0	OFF	2984	0	0.00	0	56.0	56.0	56.0
5-6 PM	2856	0.0	OFF	2856	0	0.00	0	57.3	57.3	57.3
6-7 PM	2236	0.0	OFF	2236	0	0.00	0	62.2	62.2	62.2
7-8 PM	1780	0.0	OFF	1780	0	0.00	0	63.1	63.1	63.1
8-9 PM	1382	0.0	OFF	1382	0	0.00	0	63.8	63.8	63.8
9-10 PM	1018	0.0	OFF	1018	0	0.00	0	64.5	64.5	64.5
10-11 PM	781	0.0	OFF	781	0	0.00	0	65.0	65.0	65.0
11PM-MID	623	0.0	OFF	623	0	0.00	0	65.2	65.2	65.2

"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	0.0303
MAIN ROUTE WITH WORKS	0.0275
'DIVERSION'	0.0054

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,898
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

