

<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**

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	OFF	311	0	0.00	0	65.8	65.8	65.8
1-2 AM	186	0.0	OFF	186	0	0.00	0	66.0	66.0	66.0
2-3 AM	163	0.0	OFF	163	0	0.00	0	66.1	66.1	66.1
3-4 AM	124	0.0	OFF	124	0	0.00	0	66.1	66.1	66.1
4-5 AM	209	0.0	OFF	209	0	0.00	0	66.0	66.0	66.0
5-6 AM	307	0.0	OFF	307	0	0.00	0	65.8	65.8	65.8
6-7 AM	565	0.0	OFF	565	0	0.00	0	65.3	65.3	65.3
7-8 AM	996	0.0	OFF	996	0	0.00	0	64.5	64.5	64.5
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	OFF	1230	0	0.43	24	64.1	58.9	58.9
7-8 PM	1016	0.0	OFF	1016	0	0.00	0	64.5	64.5	64.5
8-9 PM	987	0.0	OFF	987	0	0.00	0	64.5	64.5	64.5
9-10 PM	914	0.0	OFF	914	0	0.00	0	64.7	64.7	64.7
10-11 PM	739	0.0	OFF	739	0	0.00	0	65.0	65.0	65.0
11PM-MID	445	0.0	OFF	445	0	0.00	0	65.6	65.6	65.6

"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

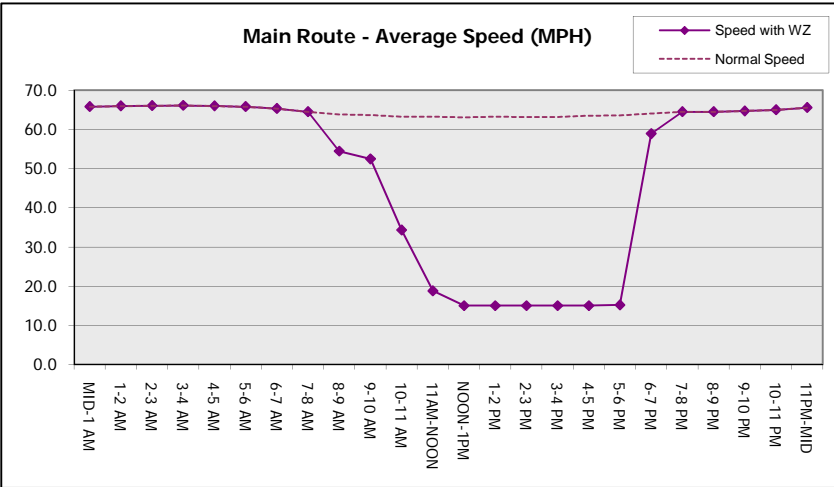
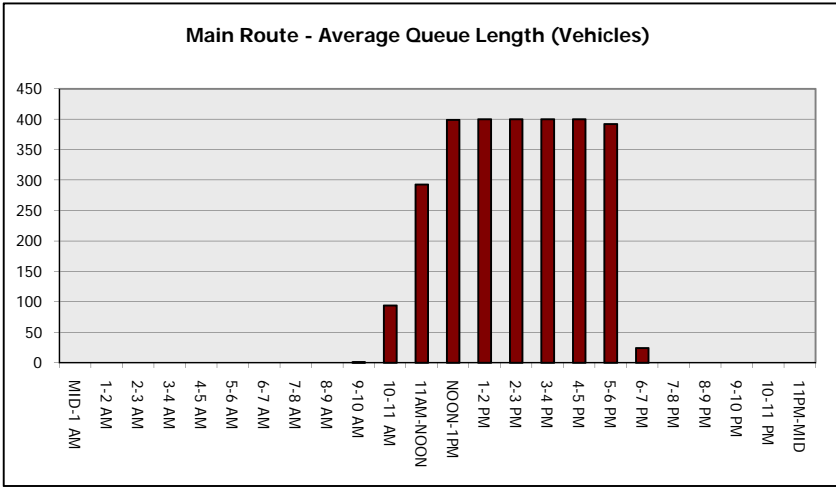
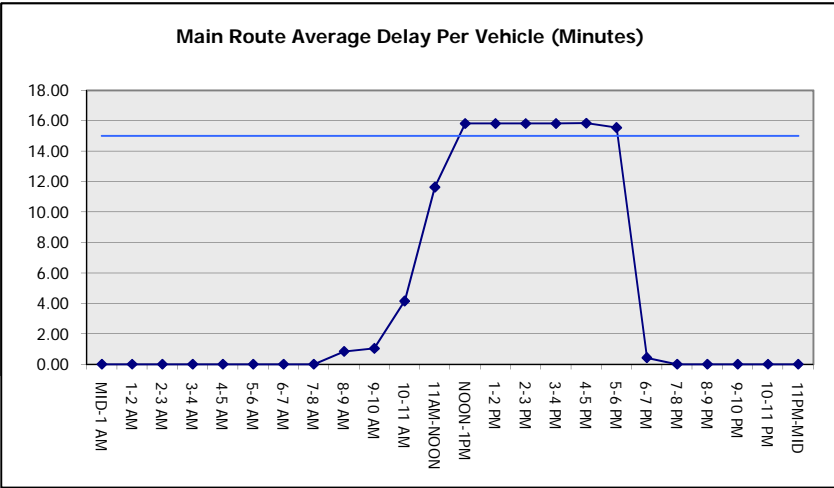
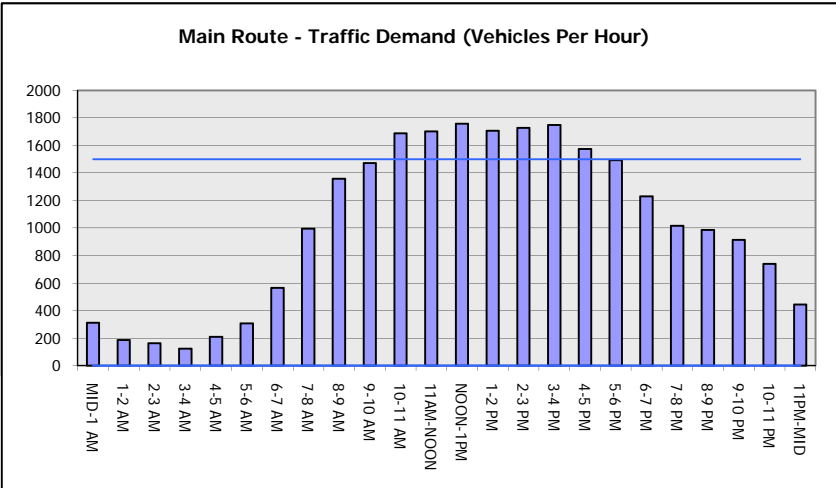
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0184
'DIVERSION'	0.0020
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,176
CONGESTED HOURS PER DAY*	6

\*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**  
**SATURDAY 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**

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	OFF	343	0	0.00	0	65.8	65.8	65.8
1-2 AM	233	0.0	OFF	233	0	0.00	0	66.0	66.0	66.0
2-3 AM	187	0.0	OFF	187	0	0.00	0	66.0	66.0	66.0
3-4 AM	137	0.0	OFF	137	0	0.00	0	66.1	66.1	66.1
4-5 AM	162	0.0	OFF	162	0	0.00	0	66.1	66.1	66.1
5-6 AM	348	0.0	OFF	348	0	0.00	0	65.8	65.8	65.8
6-7 AM	564	0.0	OFF	564	0	0.00	0	65.3	65.3	65.3
7-8 AM	983	0.0	OFF	983	0	0.00	0	64.6	64.6	64.6
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	OFF	1404	0	0.53	31	63.8	57.5	57.5
7-8 PM	1097	0.0	OFF	1097	0	0.00	0	64.3	64.3	64.3
8-9 PM	912	0.0	OFF	912	0	0.00	0	64.7	64.7	64.7
9-10 PM	833	0.0	OFF	833	0	0.00	0	64.8	64.8	64.8
10-11 PM	693	0.0	OFF	693	0	0.00	0	65.1	65.1	65.1
11PM-MID	472	0.0	OFF	472	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	0.0222
MAIN ROUTE WITH WORKS	0.0185
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,351
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

