

<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**

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	300	0.0	OFF	300	0	0.00	0	65.8	65.8	65.8	
1-2 AM	190	0.0	OFF	190	0	0.00	0	66.0	66.0	66.0	
2-3 AM	200	0.0	OFF	200	0	0.00	0	66.0	66.0	66.0	
3-4 AM	141	0.0	OFF	141	0	0.00	0	66.1	66.1	66.1	
4-5 AM	129	0.0	OFF	129	0	0.00	0	66.1	66.1	66.1	
5-6 AM	180	0.0	OFF	180	0	0.00	0	66.1	66.1	66.1	
6-7 AM	322	0.0	OFF	322	0	0.00	0	65.8	65.8	65.8	
7-8 AM	451	0.0	OFF	451	0	0.00	0	65.5	65.5	65.5	
8-9 AM	774	0.0	OFF	774	0	0.00	0	65.0	65.0	65.0	
9-10 AM	1220	0.0	1499	1220	0	0.66	0	64.1	56.4	38.1	
10-11 AM	1592	0.0	1499	1592	0	1.98	28	63.4	45.2	30.8	
11AM-NOON	1778	0.0	1500	1778	0	8.51	217	63.1	23.2	30.8	
NOON-1PM	2032	0.0	1499	1500	532	15.77+	399	62.6	15.0	30.8	
1-2 PM	2004	0.0	1500	1500	504	15.78+	400	62.7	15.0	30.8	
2-3 PM	2003	0.0	1500	1500	503	15.78+	400	62.7	15.0	30.8	
3-4 PM	2045	0.0	1500	1500	545	15.77+	400	62.6	15.0	30.8	
4-5 PM	2100	0.0	1500	1500	600	15.76+	400	62.5	15.0	30.8	
5-6 PM	1875	0.0	1500	1500	375	15.80+	400	62.9	15.0	30.8	
6-7 PM	1491	0.0	1500	1491	0	15.29+	385	63.6	15.5	30.8	
7-8 PM	1248	0.0	OFF	1248	0	0.41	23	64.1	59.1	59.1	
8-9 PM	913	0.0	OFF	913	0	0.00	0	64.7	64.7	64.7	
9-10 PM	696	0.0	OFF	696	0	0.00	0	65.1	65.1	65.1	
10-11 PM	488	0.0	OFF	488	0	0.00	0	65.5	65.5	65.5	
11PM-MID	270	0.0	OFF	270	0	0.00	0	65.9	65.9	65.9	

"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

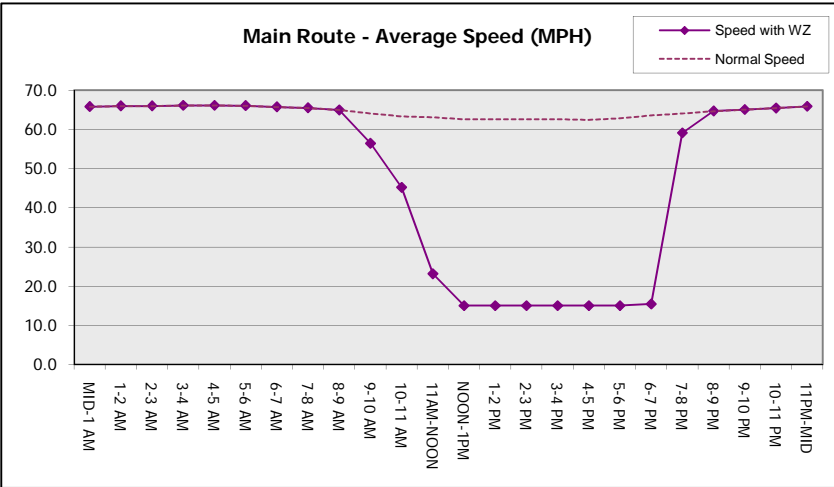
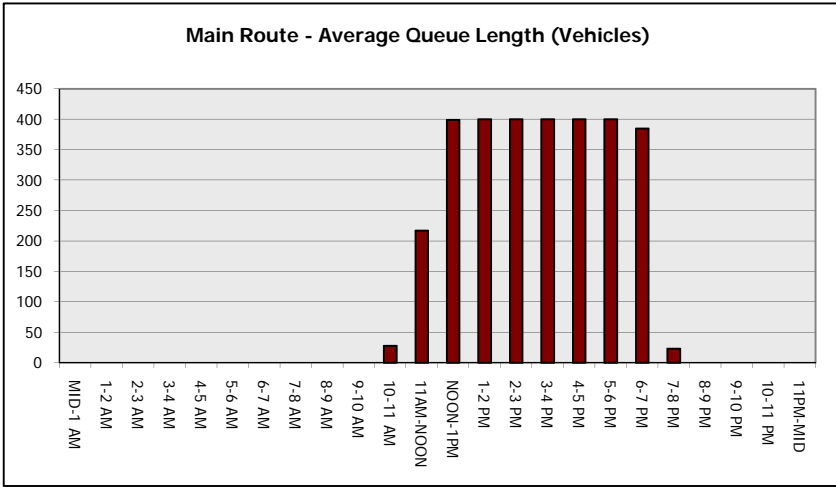
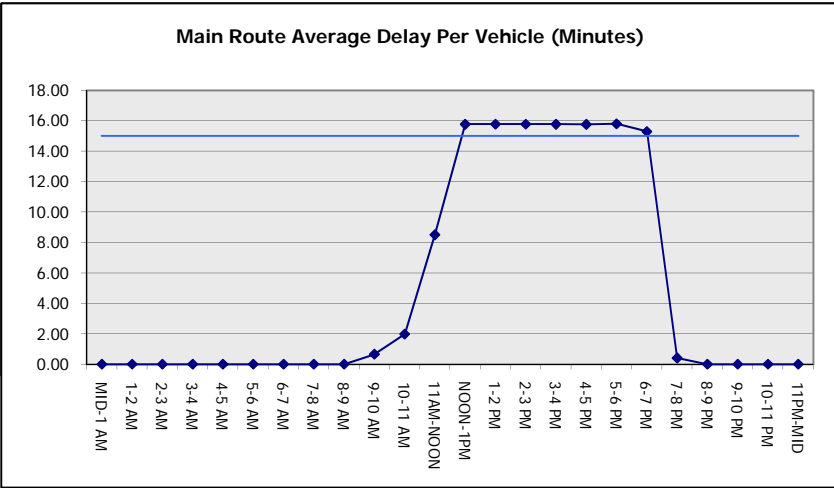
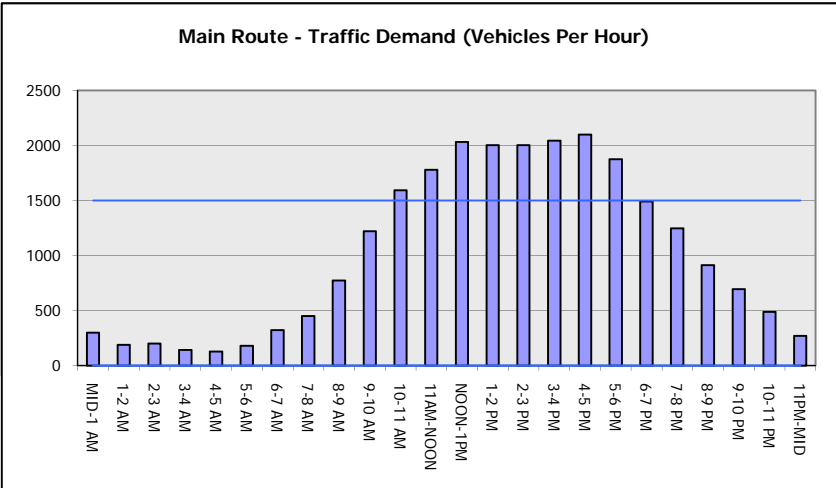
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0167
'DIVERSION'	0.0059
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,775
CONGESTED HOURS PER DAY*	7

\*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**  
**SUNDAY 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**

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	275	0.0	OFF	275	0	0.00	0	65.9	65.9	65.9
1-2 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
2-3 AM	147	0.0	OFF	147	0	0.00	0	66.1	66.1	66.1
3-4 AM	84	0.0	OFF	84	0	0.00	0	66.2	66.2	66.2
4-5 AM	94	0.0	OFF	94	0	0.00	0	66.2	66.2	66.2
5-6 AM	233	0.0	OFF	233	0	0.00	0	66.0	66.0	66.0
6-7 AM	267	0.0	OFF	267	0	0.00	0	65.9	65.9	65.9
7-8 AM	477	0.0	OFF	477	0	0.00	0	65.5	65.5	65.5
8-9 AM	690	0.0	OFF	690	0	0.00	0	65.1	65.1	65.1
9-10 AM	1025	0.0	1499	1025	0	0.52	0	64.5	58.2	41.5
10-11 AM	1442	0.0	1499	1442	0	1.04	3	63.7	52.5	32.4
11AM-NOON	1686	0.0	1500	1686	0	4.19	94	63.2	34.2	30.8
NOON-1PM	1776	0.0	1500	1704	72	12.75+	326	63.1	17.6	30.8
1-2 PM	1692	0.0	1500	1500	192	15.82+	400	63.2	15.0	30.8
2-3 PM	1620	0.0	1500	1500	120	15.84+	400	63.3	15.0	30.8
3-4 PM	1760	0.0	1500	1500	260	15.81+	400	63.1	15.0	30.8
4-5 PM	1686	0.0	1500	1500	186	15.83+	400	63.2	15.0	30.8
5-6 PM	1664	0.0	1500	1500	164	15.83+	400	63.3	15.0	30.8
6-7 PM	1510	0.0	1500	1478	32	15.68+	395	63.6	15.2	30.8
7-8 PM	1225	0.0	OFF	1225	0	0.44	26	64.1	58.7	58.7
8-9 PM	978	0.0	OFF	978	0	0.00	0	64.6	64.6	64.6
9-10 PM	775	0.0	OFF	775	0	0.00	0	65.0	65.0	65.0
10-11 PM	521	0.0	OFF	521	0	0.00	0	65.4	65.4	65.4
11PM-MID	303	0.0	OFF	303	0	0.00	0	65.8	65.8	65.8

"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	0.0183
MAIN ROUTE WITH WORKS	0.0165
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,877
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

