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|--|--|
| USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 344 | 0.0 | OFF | 344 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 1-2 AM | 198 | 0.0 | OFF | 198 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 2-3 AM | 196 | 0.0 | OFF | 196 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 3-4 AM | 225 | 0.0 | OFF | 225 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 4-5 AM | 372 | 0.0 | OFF | 372 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 |
| 5-6 AM | 820 | 0.0 | OFF | 820 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 |
| 6-7 AM | 1617 | 0.0 | OFF | 1617 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 7-8 AM | 2185 | 0.0 | OFF | 2185 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 8-9 AM | 1872 | 0.0 | OFF | 1872 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 9-10 AM | 1796 | 0.0 | OFF | 1796 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 10-11 AM | 1919 | 0.0 | 1499 | 1919 | 0 | 7.27 | 201 | 62.8 | 25.5 | 30.8 |
| 11AM-NOON | 2056 | 0.0 | 1499 | 1500 | 556 | 15.77+ | 399 | 62.5 | 15.0 | 30.8 |
| NOON-1PM | 2196 | 0.0 | 1500 | 1500 | 696 | 15.75+ | 400 | 62.3 | 15.0 | 30.8 |
| 1-2 PM | 2384 | 0.0 | 1500 | 1500 | 884 | 15.72+ | 400 | 61.9 | 15.0 | 30.8 |
| 2-3 PM | 2615 | 0.0 | 1500 | 1500 | 1115 | 15.53+ | 400 | 59.7 | 15.0 | 30.8 |
| 3-4 PM | 2695 | 0.0 | OFF | 2695 | 0 | 1.42 | 67 | 58.9 | 46.4 | 46.4 |
| 4-5 PM | 2842 | 0.0 | OFF | 2842 | 0 | 0.00 | 0 | 57.4 | 57.4 | 57.4 |
| 5-6 PM | 2430 | 0.0 | OFF | 2430 | 0 | 0.00 | 0 | 61.6 | 61.6 | 61.6 |
| 6-7 PM | 1682 | 0.0 | OFF | 1682 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 7-8 PM | 1220 | 0.0 | OFF | 1220 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 |
| 8-9 PM | 1035 | 0.0 | OFF | 1035 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 9-10 PM | 991 | 0.0 | OFF | 991 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 10-11 PM | 821 | 0.0 | OFF | 821 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 |
| 11PM-MID | 495 | 0.0 | OFF | 495 | 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 (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 |

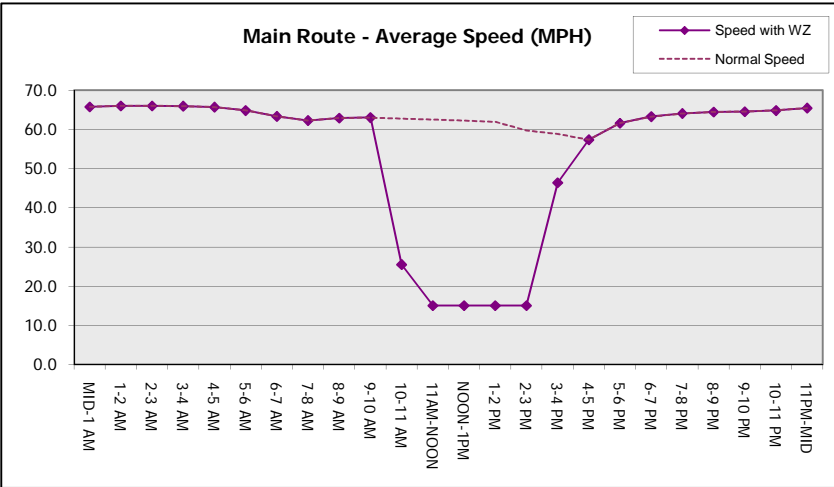
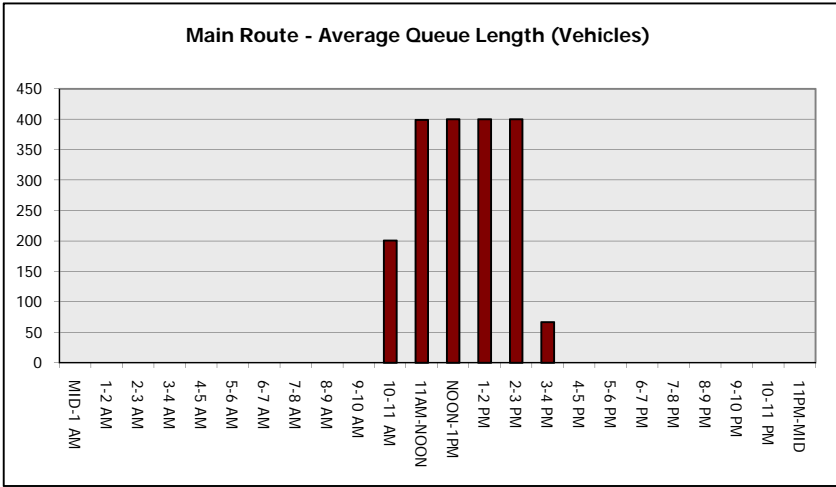
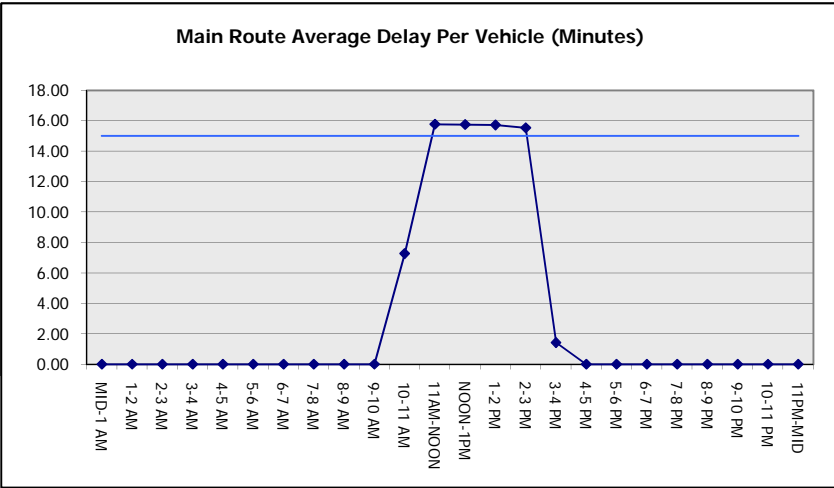
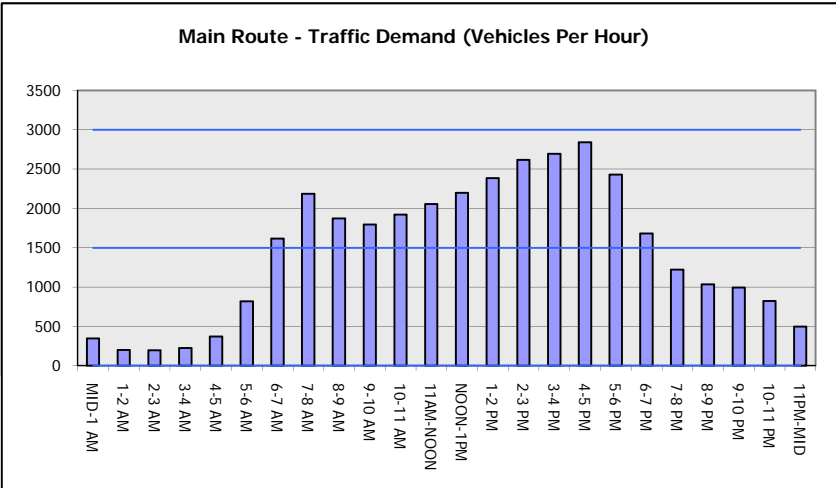
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0290 |
| MAIN ROUTE WITH WORKS | 0.0258 |
| 'DIVERSION' | 0.0062 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$35,535 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 300 | 0.0 | OFF | 300 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | |
| 1-2 AM | 202 | 0.0 | OFF | 202 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 2-3 AM | 190 | 0.0 | OFF | 190 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |
| 3-4 AM | 183 | 0.0 | OFF | 183 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | |
| 4-5 AM | 327 | 0.0 | OFF | 327 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | |
| 5-6 AM | 831 | 0.0 | OFF | 831 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | |
| 6-7 AM | 1491 | 0.0 | OFF | 1491 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 | |
| 7-8 AM | 2279 | 0.0 | OFF | 2279 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | |
| 8-9 AM | 1827 | 0.0 | OFF | 1827 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 9-10 AM | 1846 | 0.0 | OFF | 1846 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 10-11 AM | 2047 | 0.0 | 1499 | 1949 | 98 | 8.73+ | 246 | 62.6 | 22.7 | 30.8 | |
| 11AM-NOON | 2202 | 0.0 | 1500 | 1500 | 702 | 15.75+ | 400 | 62.3 | 15.0 | 30.8 | |
| NOON-1PM | 2314 | 0.0 | 1500 | 1500 | 814 | 15.73+ | 400 | 62.1 | 15.0 | 30.8 | |
| 1-2 PM | 2415 | 0.0 | 1500 | 1500 | 915 | 15.71+ | 400 | 61.8 | 15.0 | 30.8 | |
| 2-3 PM | 2685 | 0.0 | 1500 | 1500 | 1185 | 15.47+ | 400 | 59.0 | 15.0 | 30.8 | |
| 3-4 PM | 2925 | 0.0 | OFF | 2925 | 0 | 1.90 | 93 | 56.5 | 42.1 | 42.1 | |
| 4-5 PM | 3122 | 0.0 | OFF | 3122 | 0 | 0.00 | 0 | 54.5 | 54.5 | 54.5 | |
| 5-6 PM | 2980 | 0.0 | OFF | 2980 | 0 | 0.00 | 0 | 56.0 | 56.0 | 56.0 | |
| 6-7 PM | 2379 | 0.0 | OFF | 2379 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | |
| 7-8 PM | 1846 | 0.0 | OFF | 1846 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | |
| 8-9 PM | 1380 | 0.0 | OFF | 1380 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | |
| 9-10 PM | 1136 | 0.0 | OFF | 1136 | 0 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | |
| 10-11 PM | 861 | 0.0 | OFF | 861 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | |
| 11PM-MID | 682 | 0.0 | OFF | 682 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | |

"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 | 0.0318 |
| MAIN ROUTE WITH WORKS | 0.0282 |
| 'DIVERSION' | 0.0071 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$37,959 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

