

<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>AUGUST</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	317	0.0	OFF	317	0	0.00	0	65.8	65.8	65.8
1-2 AM	219	0.0	OFF	219	0	0.00	0	66.0	66.0	66.0
2-3 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1
3-4 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
4-5 AM	225	0.0	OFF	225	0	0.00	0	66.0	66.0	66.0
5-6 AM	338	0.0	OFF	338	0	0.00	0	65.8	65.8	65.8
6-7 AM	611	0.0	OFF	611	0	0.00	0	65.3	65.3	65.3
7-8 AM	973	0.0	OFF	973	0	0.00	0	64.6	64.6	64.6
8-9 AM	1411	0.0	1499	1411	0	0.91	0	63.8	53.8	32.9
9-10 AM	1665	0.0	1499	1665	0	3.22	67	63.3	38.3	30.8
10-11 AM	1890	0.0	1500	1698	192	12.48+	323	62.8	17.9	30.8
11AM-NOON	1987	0.0	1499	1500	487	15.78+	399	62.7	15.0	30.8
NOON-1PM	1927	0.0	1500	1500	427	15.79+	400	62.8	15.0	30.8
1-2 PM	1913	0.0	1500	1500	413	15.79+	400	62.8	15.0	30.8
2-3 PM	1877	0.0	1500	1500	377	15.80+	400	62.9	15.0	30.8
3-4 PM	1751	0.0	1500	1510	241	15.77+	398	63.1	15.0	30.8
4-5 PM	1691	0.0	1500	1514	177	15.76+	398	63.2	15.1	30.8
5-6 PM	1501	0.0	1500	1484	17	15.51+	390	63.6	15.3	30.8
6-7 PM	1245	0.0	OFF	1245	0	0.43	24	64.1	58.9	58.9
7-8 PM	1074	0.0	OFF	1074	0	0.00	0	64.4	64.4	64.4
8-9 PM	1005	0.0	OFF	1005	0	0.00	0	64.5	64.5	64.5
9-10 PM	1058	0.0	OFF	1058	0	0.00	0	64.4	64.4	64.4
10-11 PM	1170	0.0	OFF	1170	0	0.00	0	64.2	64.2	64.2
11PM-MID	1268	0.0	OFF	1268	0	0.00	0	64.0	64.0	64.0

"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

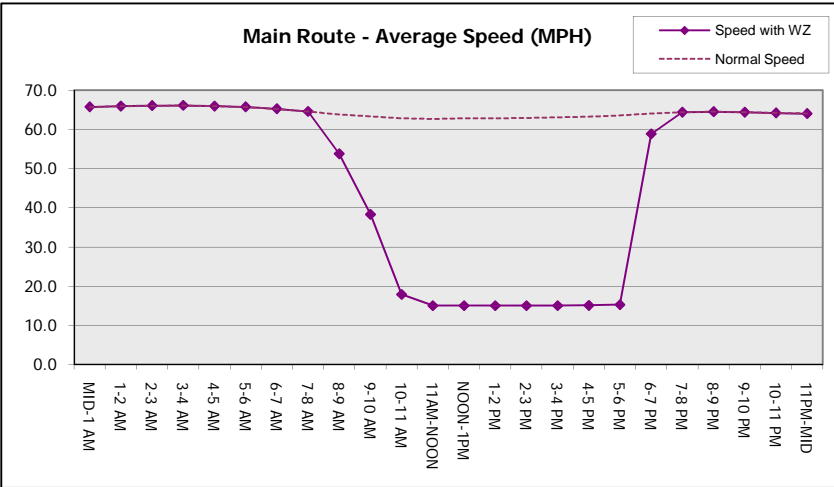
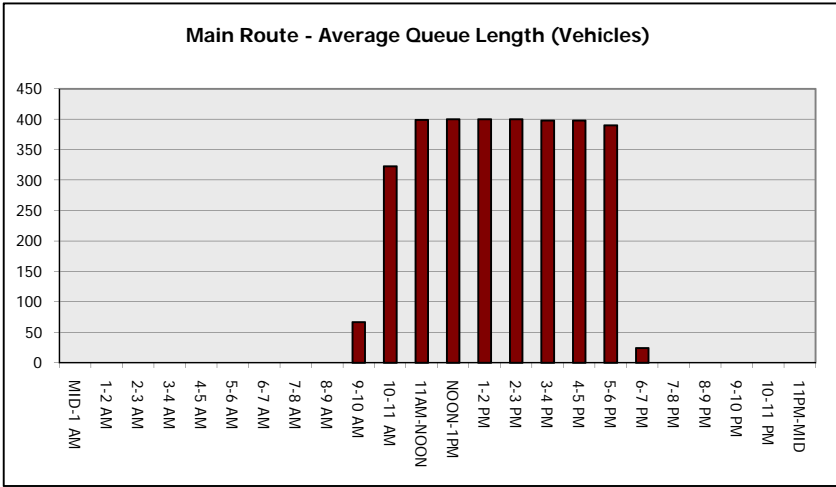
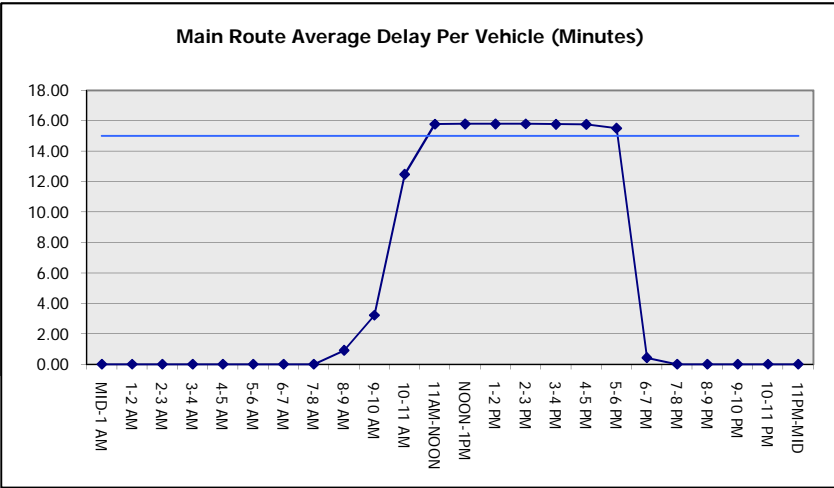
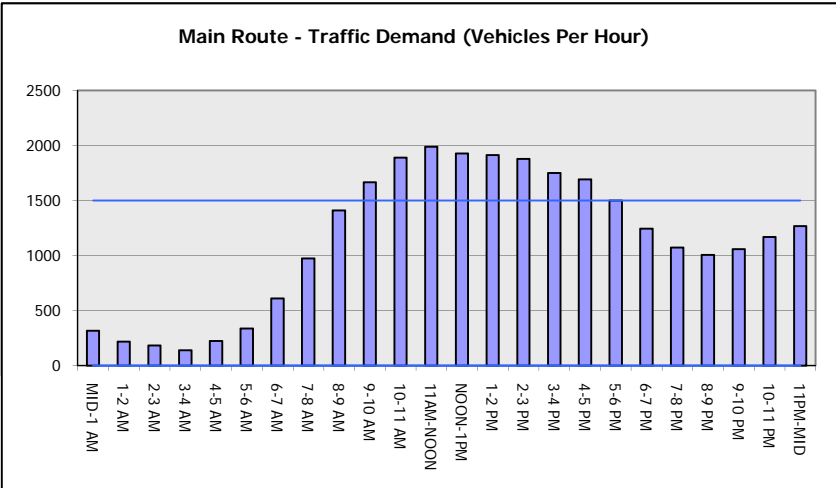
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0227
MAIN ROUTE WITH WORKS	0.0198
'DIVERSION'	0.0045
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,857
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 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>AUGUST</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	390	0.0	OFF	390	0	0.00	0	65.6	65.6	65.6
1-2 AM	253	0.0	OFF	253	0	0.00	0	65.9	65.9	65.9
2-3 AM	184	0.0	OFF	184	0	0.00	0	66.0	66.0	66.0
3-4 AM	150	0.0	OFF	150	0	0.00	0	66.1	66.1	66.1
4-5 AM	197	0.0	OFF	197	0	0.00	0	66.0	66.0	66.0
5-6 AM	330	0.0	OFF	330	0	0.00	0	65.8	65.8	65.8
6-7 AM	513	0.0	OFF	513	0	0.00	0	65.5	65.5	65.5
7-8 AM	779	0.0	OFF	779	0	0.00	0	65.0	65.0	65.0
8-9 AM	1114	0.0	1499	1114	0	0.58	0	64.3	57.4	40.1
9-10 AM	1461	0.0	1499	1461	0	1.20	7	63.7	51.2	32.4
10-11 AM	1932	0.0	1500	1932	0	8.10	225	62.8	23.8	30.8
11AM-NOON	2160	0.0	1500	1489	670	15.72+	398	62.3	15.0	30.8
NOON-1PM	2319	0.0	1500	1500	819	15.73+	400	62.0	15.0	30.8
1-2 PM	2393	0.0	1500	1500	893	15.72+	400	61.9	15.0	30.8
2-3 PM	2429	0.0	1500	1500	929	15.70+	400	61.6	15.0	30.8
3-4 PM	2347	0.0	1500	1500	847	15.73+	400	62.0	15.0	30.8
4-5 PM	2225	0.0	1500	1500	725	15.75+	400	62.2	15.0	30.8
5-6 PM	2050	0.0	1500	1485	565	15.72+	398	62.6	15.1	30.8
6-7 PM	1505	0.0	OFF	1505	0	0.64	38	63.6	56.3	56.3
7-8 PM	1093	0.0	OFF	1093	0	0.00	0	64.3	64.3	64.3
8-9 PM	966	0.0	OFF	966	0	0.00	0	64.6	64.6	64.6
9-10 PM	828	0.0	OFF	828	0	0.00	0	64.8	64.8	64.8
10-11 PM	772	0.0	OFF	772	0	0.00	0	65.0	65.0	65.0
11PM-MID	527	0.0	OFF	527	0	0.00	0	65.4	65.4	65.4

"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	0.0239
MAIN ROUTE WITH WORKS	0.0184
'DIVERSION'	0.0104

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,635
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

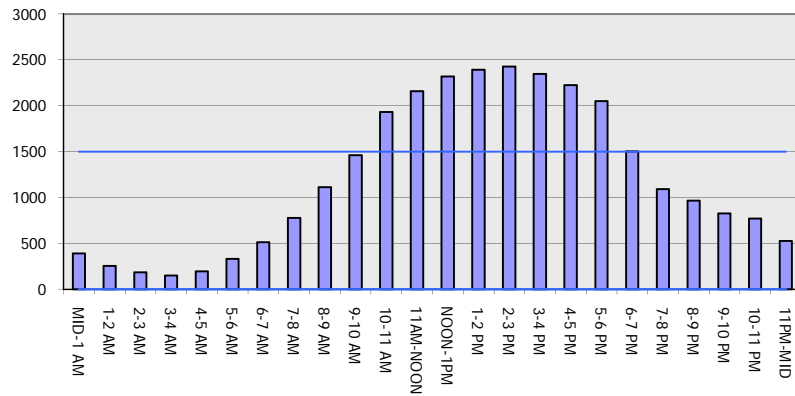
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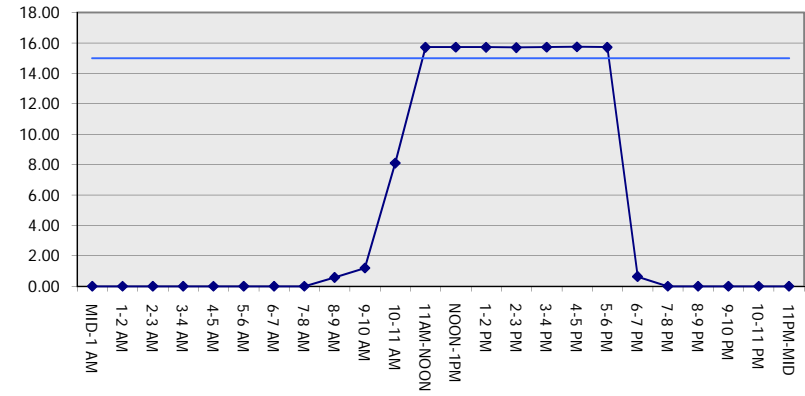
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY NORTHBOUND DIRECTION**

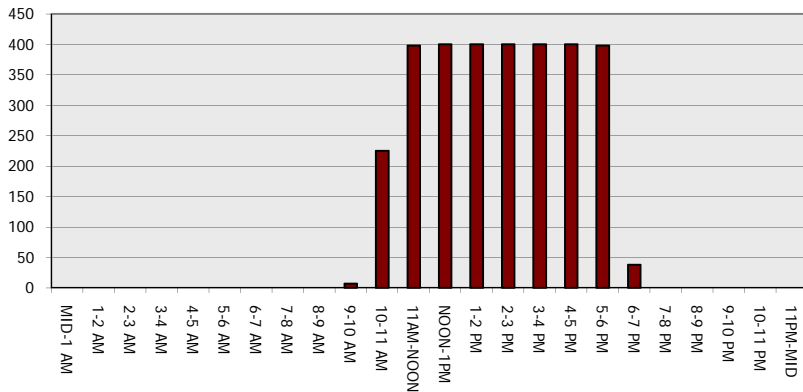
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

