

<b>USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	325	0.0	1500	325	0	0.45	0	65.8	60.1	44.2
1-2 AM	208	0.0	1500	208	0	0.44	0	66.0	60.4	44.6
2-3 AM	182	0.0	1500	182	0	0.44	0	66.1	60.4	44.8
3-4 AM	153	0.0	1500	153	0	0.44	0	66.1	60.5	44.9
4-5 AM	235	0.0	1500	235	0	0.45	0	66.0	60.3	44.5
5-6 AM	357	0.0	1500	357	0	0.46	0	65.7	59.9	44.0
6-7 AM	731	0.0	1500	731	0	0.49	0	65.0	58.9	42.7
7-8 AM	1269	0.0	1500	1269	0	0.73	0	64.0	55.7	36.4
8-9 AM	1372	0.0	OFF	1372	0	0.00	0	63.8	63.8	63.8
9-10 AM	1488	0.0	OFF	1488	0	0.00	0	63.6	63.6	63.6
10-11 AM	1634	0.0	OFF	1634	0	0.00	0	63.3	63.3	63.3
11AM-NOON	1676	0.0	OFF	1676	0	0.00	0	63.3	63.3	63.3
NOON-1PM	1747	0.0	OFF	1747	0	0.00	0	63.2	63.2	63.2
1-2 PM	1784	0.0	OFF	1784	0	0.00	0	63.0	63.0	63.0
2-3 PM	1746	0.0	OFF	1746	0	0.00	0	63.2	63.2	63.2
3-4 PM	1749	0.0	OFF	1749	0	0.00	0	63.2	63.2	63.2
4-5 PM	1803	0.0	OFF	1803	0	0.00	0	63.0	63.0	63.0
5-6 PM	1673	0.0	OFF	1673	0	0.00	0	63.3	63.3	63.3
6-7 PM	1493	0.0	1499	1493	0	1.37	10	63.6	49.7	31.2
7-8 PM	1242	0.0	1500	1242	0	0.69	0	64.1	56.1	37.1
8-9 PM	1117	0.0	1500	1117	0	0.53	0	64.3	57.9	41.3
9-10 PM	1110	0.0	1500	1110	0	0.53	0	64.3	58.0	41.3
10-11 PM	806	0.0	1500	806	0	0.50	0	64.9	58.7	42.4
11PM-MID	568	0.0	1500	568	0	0.48	0	65.3	59.4	43.2

**"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)**

*----- 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

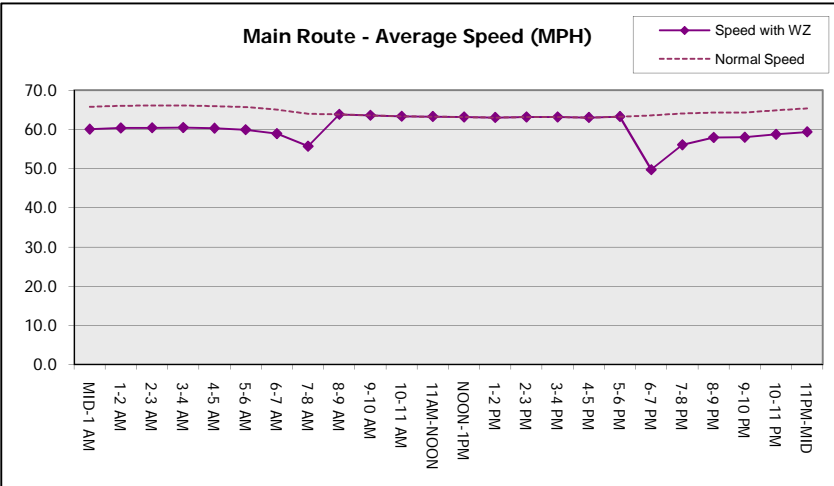
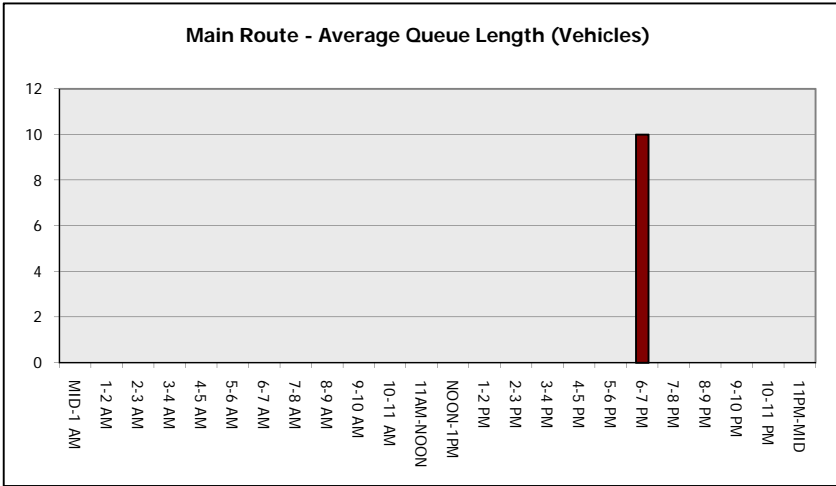
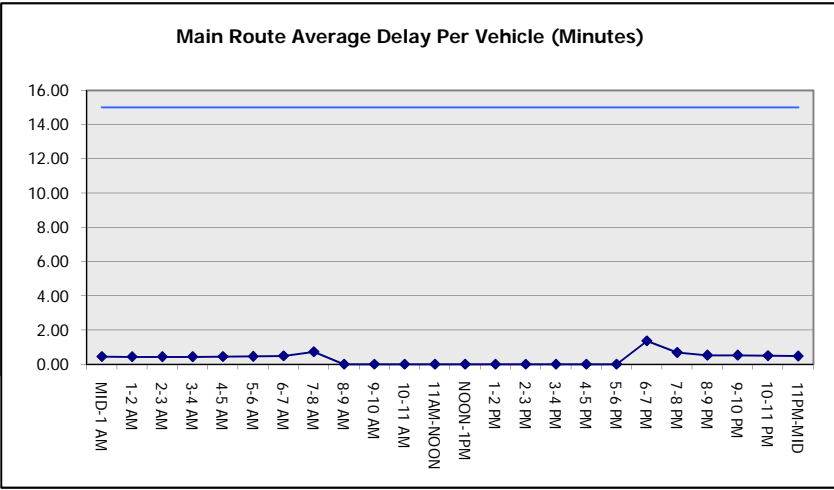
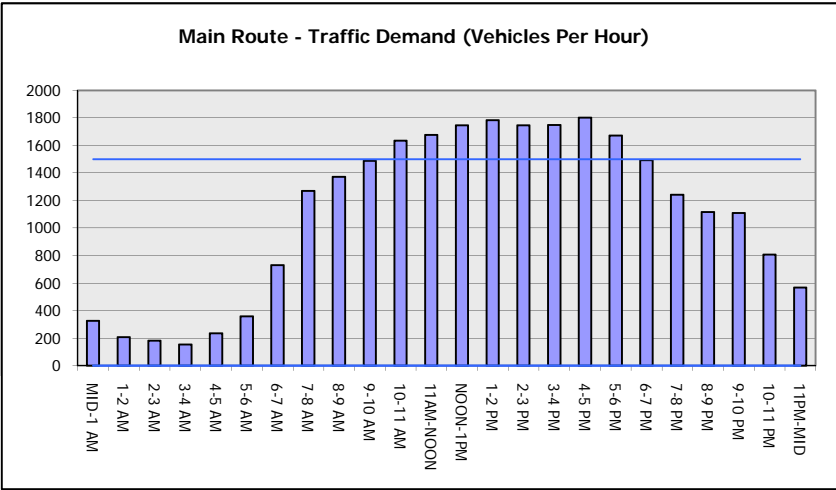
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0219
MAIN ROUTE WITH WORKS	0.0213
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,786
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

**USH 41: BREEZEWOOD LN/BELL ST TO STH 76 (WINNEBAGO COUNTY)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**  
 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>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	327	0.0	1500	327	0	0.45	0	65.8	60.1	44.2
1-2 AM	201	0.0	1500	201	0	0.44	0	66.0	60.4	44.6
2-3 AM	187	0.0	1500	187	0	0.44	0	66.0	60.4	44.7
3-4 AM	149	0.0	1500	149	0	0.44	0	66.1	60.5	44.9
4-5 AM	171	0.0	1500	171	0	0.44	0	66.1	60.4	44.8
5-6 AM	342	0.0	1500	342	0	0.46	0	65.8	60.0	44.1
6-7 AM	485	0.0	1500	485	0	0.47	0	65.5	59.6	43.6
7-8 AM	890	0.0	1500	890	0	0.51	0	64.7	58.6	42.0
8-9 AM	1193	0.0	OFF	1193	0	0.00	0	64.1	64.1	64.1
9-10 AM	1480	0.0	OFF	1480	0	0.00	0	63.7	63.7	63.7
10-11 AM	1860	0.0	OFF	1860	0	0.00	0	62.9	62.9	62.9
11AM-NOON	2093	0.0	OFF	2093	0	0.00	0	62.5	62.5	62.5
NOON-1PM	2198	0.0	OFF	2198	0	0.00	0	62.3	62.3	62.3
1-2 PM	2068	0.0	OFF	2068	0	0.00	0	62.5	62.5	62.5
2-3 PM	2037	0.0	OFF	2037	0	0.00	0	62.6	62.6	62.6
3-4 PM	2057	0.0	OFF	2057	0	0.00	0	62.5	62.5	62.5
4-5 PM	2204	0.0	OFF	2204	0	0.00	0	62.3	62.3	62.3
5-6 PM	2052	0.0	OFF	2052	0	0.00	0	62.5	62.5	62.5
6-7 PM	1733	0.0	1499	1733	0	5.76	139	63.2	29.1	30.8
7-8 PM	1311	0.0	1499	1311	0	6.49	158	64.0	27.4	32.0
8-9 PM	1109	0.0	1500	1109	0	0.65	2	64.3	56.7	40.5
9-10 PM	908	0.0	1500	908	0	0.51	0	64.7	58.5	42.0
10-11 PM	691	0.0	1500	691	0	0.49	0	65.1	59.1	42.8
11PM-MID	488	0.0	1500	488	0	0.47	0	65.5	59.6	43.5

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

*----- 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	0.0234
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,744
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

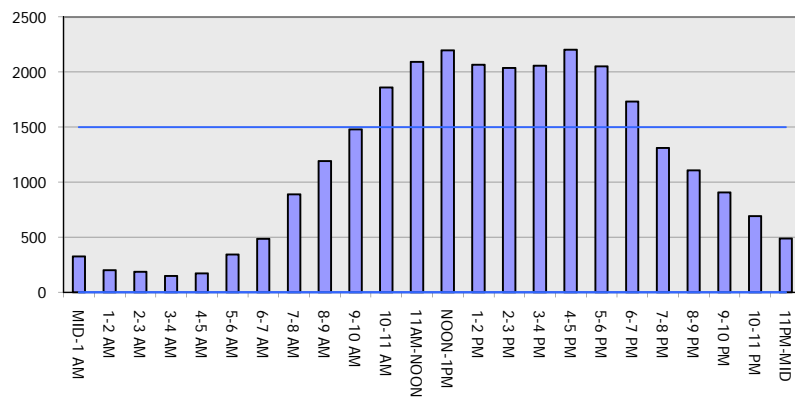
**OCTOBER**

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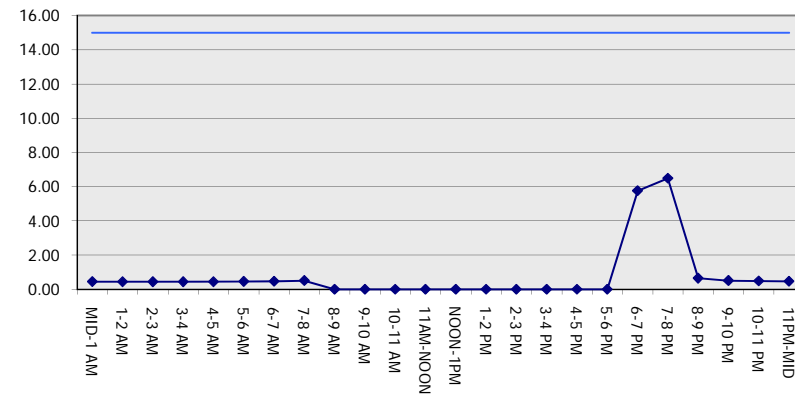
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY NORTHBOUND DIRECTION**

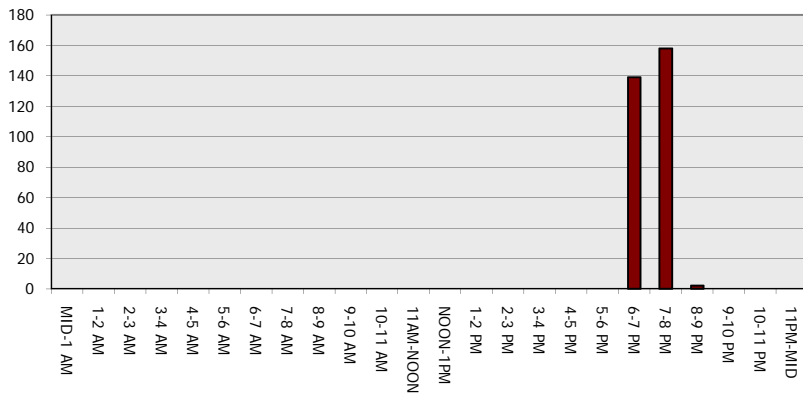
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

