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|---|--|
| USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 393 | 0.0 | 3000 | 393 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 1-2 AM | 273 | 0.0 | 3000 | 273 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 2-3 AM | 226 | 0.0 | 3000 | 226 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 3-4 AM | 172 | 0.0 | 3000 | 172 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 4-5 AM | 280 | 0.0 | 3000 | 280 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 5-6 AM | 420 | 0.0 | 3000 | 420 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 6-7 AM | 759 | 0.0 | 3000 | 759 | 0 | 0.35 | 0 | 69.8 | 53.9 | 49.7 |
| 7-8 AM | 1209 | 0.0 | 3000 | 1209 | 0 | 0.35 | 0 | 69.2 | 53.8 | 49.7 |
| 8-9 AM | 1753 | 0.0 | 3000 | 1753 | 0 | 0.34 | 0 | 68.6 | 53.7 | 49.7 |
| 9-10 AM | 2067 | 0.0 | 3000 | 2067 | 0 | 0.33 | 0 | 68.2 | 53.6 | 49.7 |
| 10-11 AM | 2347 | 0.0 | 3000 | 2347 | 0 | 0.33 | 0 | 67.8 | 53.6 | 49.7 |
| 11AM-NOON | 2466 | 0.0 | 3000 | 2466 | 0 | 0.38 | 0 | 67.7 | 51.8 | 47.6 |
| NOON-1PM | 2393 | 0.0 | 3000 | 2393 | 0 | 0.33 | 0 | 67.8 | 53.4 | 49.5 |
| 1-2 PM | 2376 | 0.0 | 3000 | 2376 | 0 | 0.33 | 0 | 67.8 | 53.5 | 49.7 |
| 2-3 PM | 2332 | 0.0 | 3000 | 2332 | 0 | 0.33 | 0 | 67.8 | 53.6 | 49.7 |
| 3-4 PM | 2174 | 0.0 | 3000 | 2174 | 0 | 0.33 | 0 | 68.1 | 53.6 | 49.7 |
| 4-5 PM | 2101 | 0.0 | 3000 | 2101 | 0 | 0.33 | 0 | 68.1 | 53.6 | 49.7 |
| 5-6 PM | 1864 | 0.0 | 3000 | 1864 | 0 | 0.34 | 0 | 68.4 | 53.7 | 49.7 |
| 6-7 PM | 1545 | 0.0 | 3000 | 1545 | 0 | 0.34 | 0 | 68.8 | 53.7 | 49.7 |
| 7-8 PM | 1333 | 0.0 | 3000 | 1333 | 0 | 0.35 | 0 | 69.1 | 53.8 | 49.7 |
| 8-9 PM | 1248 | 0.0 | 3000 | 1248 | 0 | 0.35 | 0 | 69.2 | 53.8 | 49.7 |
| 9-10 PM | 1314 | 0.0 | 3000 | 1314 | 0 | 0.35 | 0 | 69.1 | 53.8 | 49.7 |
| 10-11 PM | 1454 | 0.0 | 3000 | 1454 | 0 | 0.34 | 0 | 68.9 | 53.8 | 49.7 |
| 11PM-MID | 1575 | 0.0 | 3000 | 1575 | 0 | 0.34 | 0 | 68.8 | 53.7 | 49.7 |

----- 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 | 0.0076 |
| MAIN ROUTE WITH WORKS | 0.0053 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

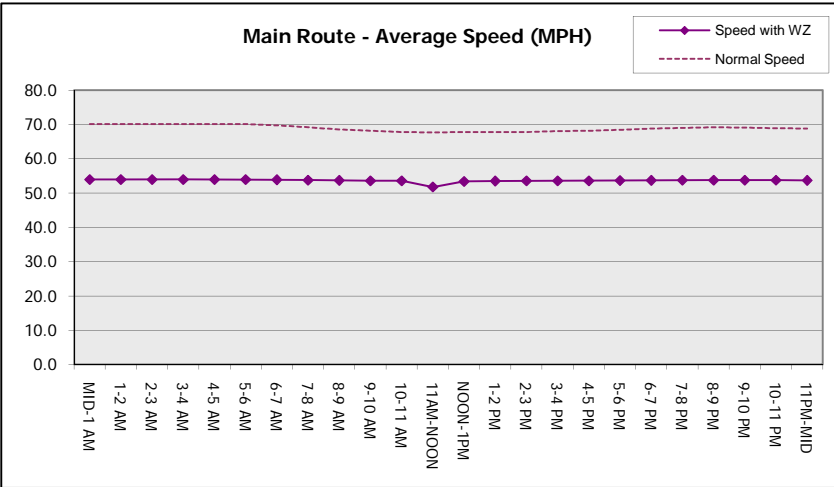
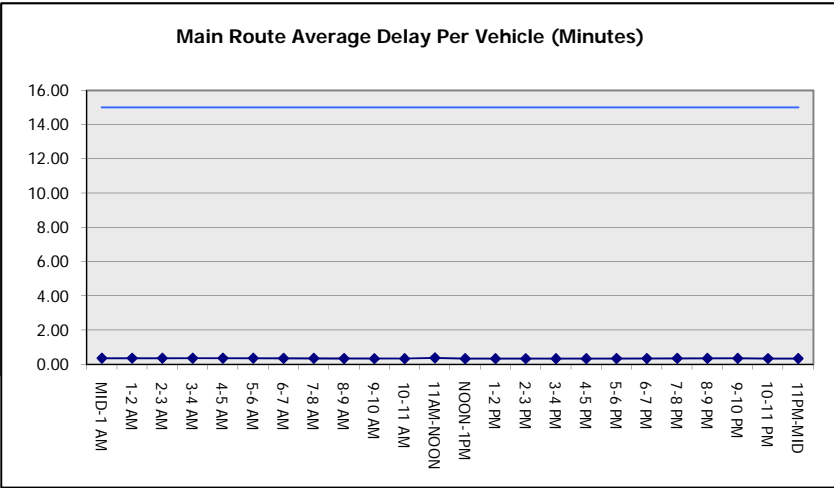
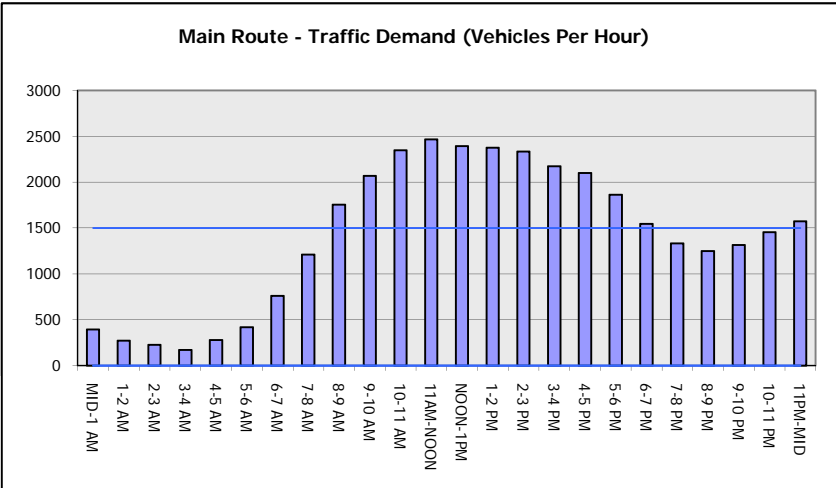
| | |
|--------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,912 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 484 | 0.0 | 3000 | 484 | 0 | 0.36 | 0 | 70.1 | 54.0 | 49.7 |
| 1-2 AM | 315 | 0.0 | 3000 | 315 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 2-3 AM | 229 | 0.0 | 3000 | 229 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 3-4 AM | 186 | 0.0 | 3000 | 186 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 4-5 AM | 244 | 0.0 | 3000 | 244 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 5-6 AM | 410 | 0.0 | 3000 | 410 | 0 | 0.36 | 0 | 70.2 | 54.0 | 49.7 |
| 6-7 AM | 637 | 0.0 | 3000 | 637 | 0 | 0.36 | 0 | 69.9 | 53.9 | 49.7 |
| 7-8 AM | 968 | 0.0 | 3000 | 968 | 0 | 0.35 | 0 | 69.6 | 53.8 | 49.7 |
| 8-9 AM | 1384 | 0.0 | 3000 | 1384 | 0 | 0.34 | 0 | 69.0 | 53.8 | 49.7 |
| 9-10 AM | 1815 | 0.0 | 3000 | 1815 | 0 | 0.34 | 0 | 68.5 | 53.7 | 49.7 |
| 10-11 AM | 2401 | 0.0 | 3000 | 2401 | 0 | 0.34 | 0 | 67.8 | 53.2 | 49.3 |
| 11AM-NOON | 2683 | 0.0 | 3000 | 2683 | 0 | 0.52 | 0 | 67.4 | 47.5 | 42.8 |
| NOON-1PM | 2880 | 0.0 | 3000 | 2880 | 0 | 0.65 | 0 | 67.1 | 44.2 | 39.2 |
| 1-2 PM | 2972 | 0.0 | 2999 | 2972 | 0 | 0.71 | 0 | 67.1 | 42.8 | 37.7 |
| 2-3 PM | 3017 | 0.0 | 2999 | 3017 | 0 | 0.91 | 10 | 67.0 | 38.7 | 37.3 |
| 3-4 PM | 2915 | 0.0 | 3000 | 2915 | 0 | 0.72 | 2 | 67.1 | 42.5 | 38.5 |
| 4-5 PM | 2763 | 0.0 | 3000 | 2763 | 0 | 0.57 | 0 | 67.3 | 46.1 | 41.2 |
| 5-6 PM | 2546 | 0.0 | 3000 | 2546 | 0 | 0.43 | 0 | 67.6 | 50.1 | 45.7 |
| 6-7 PM | 1869 | 0.0 | 3000 | 1869 | 0 | 0.34 | 0 | 68.4 | 53.7 | 49.7 |
| 7-8 PM | 1358 | 0.0 | 3000 | 1358 | 0 | 0.34 | 0 | 69.1 | 53.8 | 49.7 |
| 8-9 PM | 1199 | 0.0 | 3000 | 1199 | 0 | 0.35 | 0 | 69.2 | 53.8 | 49.7 |
| 9-10 PM | 1027 | 0.0 | 3000 | 1027 | 0 | 0.35 | 0 | 69.4 | 53.8 | 49.7 |
| 10-11 PM | 959 | 0.0 | 3000 | 959 | 0 | 0.35 | 0 | 69.6 | 53.8 | 49.7 |
| 11PM-MID | 655 | 0.0 | 3000 | 655 | 0 | 0.36 | 0 | 69.9 | 53.9 | 49.7 |

| *----- 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 | 0.0080 |
| MAIN ROUTE WITH WORKS | 0.0056 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$4,632 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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