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|---|--|
| USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY) NIGHTTIME 2 LANE 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 | 1500 | 393 | 0 | 0.58 | 2 | 70.2 | 47.3 | 43.9 | |
| 1-2 AM | 273 | 0.0 | 1500 | 273 | 0 | 0.51 | 0 | 70.2 | 49.3 | 44.4 | |
| 2-3 AM | 226 | 0.0 | 1500 | 226 | 0 | 0.50 | 0 | 70.2 | 49.5 | 44.6 | |
| 3-4 AM | 172 | 0.0 | 1500 | 172 | 0 | 0.49 | 0 | 70.2 | 49.7 | 44.8 | |
| 4-5 AM | 280 | 0.0 | 1500 | 280 | 0 | 0.51 | 0 | 70.2 | 49.3 | 44.3 | |
| 5-6 AM | 420 | 0.0 | 1500 | 420 | 0 | 0.52 | 0 | 70.2 | 48.8 | 43.8 | |
| 6-7 AM | 759 | 0.0 | 1500 | 759 | 0 | 0.56 | 0 | 69.8 | 47.6 | 42.5 | |
| 7-8 AM | 1209 | 0.0 | 1499 | 1209 | 0 | 0.73 | 0 | 69.2 | 43.3 | 38.0 | |
| 8-9 AM | 1753 | 0.0 | OFF | 1753 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | |
| 9-10 AM | 2067 | 0.0 | OFF | 2067 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 10-11 AM | 2347 | 0.0 | OFF | 2347 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | |
| 11AM-NOON | 2466 | 0.0 | OFF | 2466 | 0 | 0.00 | 0 | 67.7 | 67.7 | 67.7 | |
| NOON-1PM | 2393 | 0.0 | OFF | 2393 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | |
| 1-2 PM | 2376 | 0.0 | OFF | 2376 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | |
| 2-3 PM | 2332 | 0.0 | OFF | 2332 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | |
| 3-4 PM | 2174 | 0.0 | OFF | 2174 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| 4-5 PM | 2101 | 0.0 | OFF | 2101 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| 5-6 PM | 1864 | 0.0 | OFF | 1864 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | |
| 6-7 PM | 1545 | 0.0 | 1499 | 1545 | 0 | 2.55 | 39 | 68.8 | 22.3 | 30.8 | |
| 7-8 PM | 1333 | 0.0 | 1500 | 1333 | 0 | 1.11 | 7 | 69.1 | 36.0 | 34.3 | |
| 8-9 PM | 1248 | 0.0 | 1500 | 1248 | 0 | 0.77 | 0 | 69.2 | 42.4 | 37.0 | |
| 9-10 PM | 1314 | 0.0 | 1500 | 1314 | 0 | 0.85 | 0 | 69.1 | 40.6 | 35.1 | |
| 10-11 PM | 1454 | 0.0 | 1499 | 1454 | 0 | 1.04 | 0 | 68.9 | 37.2 | 31.8 | |
| 11PM-MID | 1575 | 0.0 | 1499 | 1575 | 0 | 3.69 | 70 | 68.8 | 17.1 | 30.8 | |

"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 |

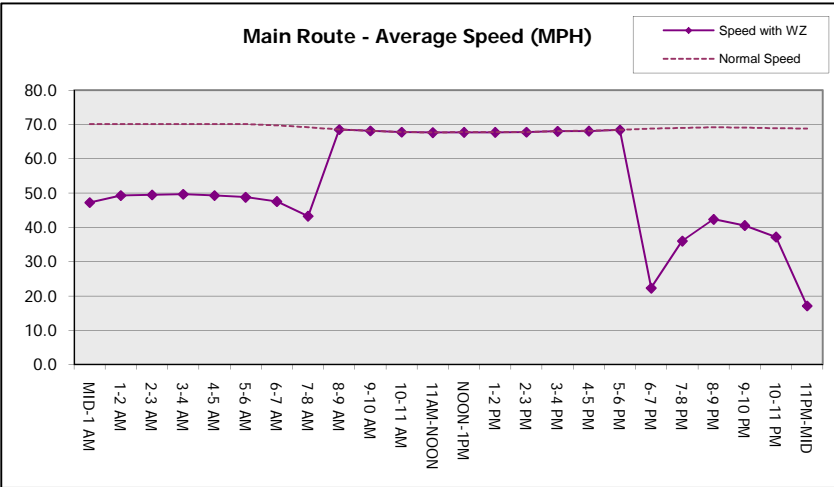
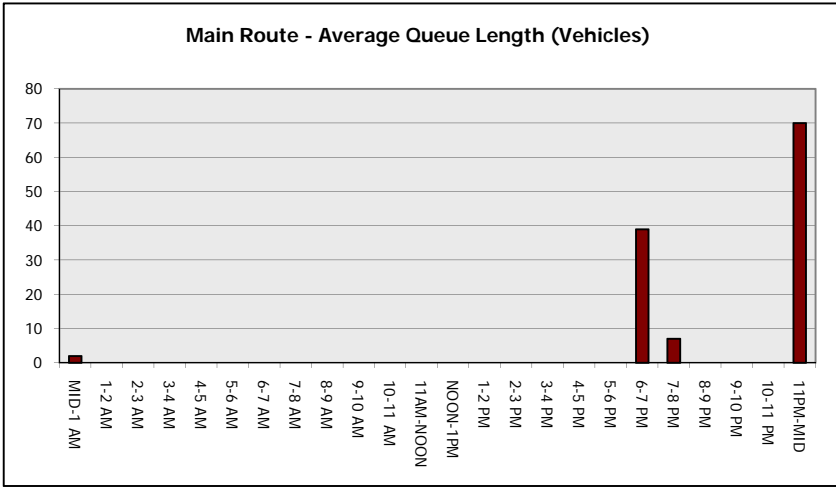
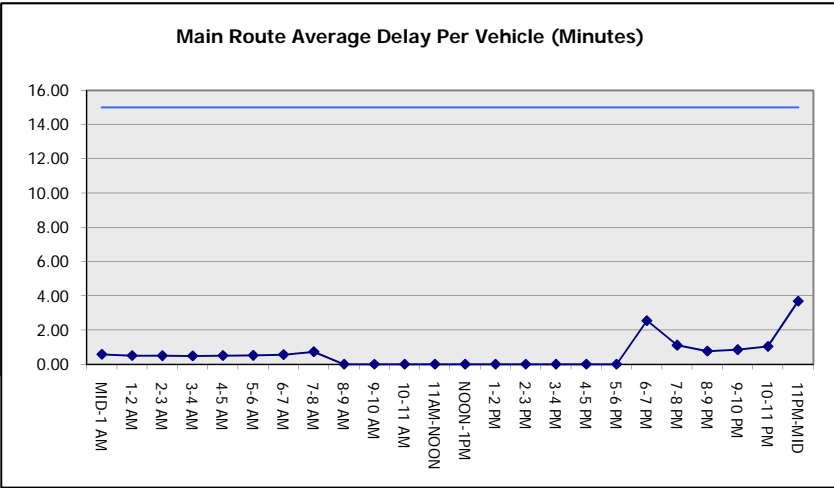
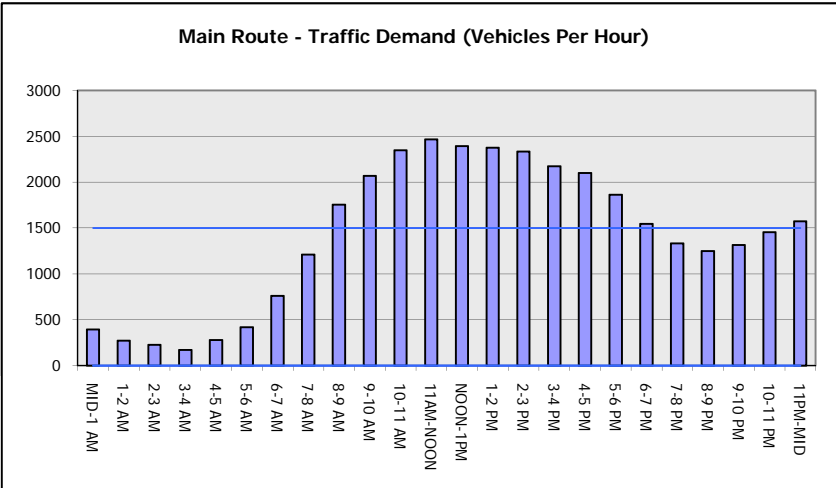
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0076 |
| MAIN ROUTE WITH WORKS | 0.0068 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$4,734 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

USH 41: STH 114 TO BREEZEWOOD LN/BELL ST (WINNEBAGO COUNTY)
NIGHTTIME 2 LANE 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) NIGHTTIME 2 LANE 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 | 1500 | 484 | 0 | 0.53 | 0 | 70.1 | 48.6 | 43.6 |
| 1-2 AM | 315 | 0.0 | 1500 | 315 | 0 | 0.51 | 0 | 70.2 | 49.1 | 44.2 |
| 2-3 AM | 229 | 0.0 | 1500 | 229 | 0 | 0.50 | 0 | 70.2 | 49.4 | 44.6 |
| 3-4 AM | 186 | 0.0 | 1500 | 186 | 0 | 0.50 | 0 | 70.2 | 49.6 | 44.7 |
| 4-5 AM | 244 | 0.0 | 1500 | 244 | 0 | 0.50 | 0 | 70.2 | 49.4 | 44.5 |
| 5-6 AM | 410 | 0.0 | 1500 | 410 | 0 | 0.52 | 0 | 70.2 | 48.8 | 43.8 |
| 6-7 AM | 637 | 0.0 | 1500 | 637 | 0 | 0.55 | 0 | 69.9 | 48.0 | 43.0 |
| 7-8 AM | 968 | 0.0 | 1500 | 968 | 0 | 0.58 | 0 | 69.6 | 46.9 | 41.8 |
| 8-9 AM | 1384 | 0.0 | OFF | 1384 | 0 | 0.00 | 0 | 69.0 | 69.0 | 69.0 |
| 9-10 AM | 1815 | 0.0 | OFF | 1815 | 0 | 0.00 | 0 | 68.5 | 68.5 | 68.5 |
| 10-11 AM | 2401 | 0.0 | OFF | 2401 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 11AM-NOON | 2683 | 0.0 | OFF | 2683 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 |
| NOON-1PM | 2880 | 0.0 | OFF | 2880 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 1-2 PM | 2972 | 0.0 | OFF | 2972 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 2-3 PM | 3017 | 0.0 | OFF | 3017 | 0 | 0.00 | 0 | 67.0 | 67.0 | 67.0 |
| 3-4 PM | 2915 | 0.0 | OFF | 2915 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 4-5 PM | 2763 | 0.0 | OFF | 2763 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 5-6 PM | 2546 | 0.0 | OFF | 2546 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 6-7 PM | 1869 | 0.0 | 1499 | 1869 | 0 | 8.70 | 221 | 68.4 | 9.8 | 30.8 |
| 7-8 PM | 1358 | 0.0 | 1499 | 1358 | 0 | 13.18 | 319 | 69.1 | 7.6 | 30.8 |
| 8-9 PM | 1199 | 0.0 | 1499 | 1199 | 0 | 2.81 | 95 | 69.2 | 21.6 | 35.2 |
| 9-10 PM | 1027 | 0.0 | 1500 | 1027 | 0 | 0.59 | 0 | 69.4 | 46.6 | 41.6 |
| 10-11 PM | 959 | 0.0 | 1500 | 959 | 0 | 0.58 | 0 | 69.6 | 46.9 | 41.8 |
| 11PM-MID | 655 | 0.0 | 1500 | 655 | 0 | 0.55 | 0 | 69.9 | 47.9 | 42.9 |

"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 | 0.0080 |
| MAIN ROUTE WITH WORKS | 0.0073 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$11,359 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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