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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) | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 470 | 0.0 | 1500 | 470 | 0 | 0.53 | 0 | 70.2 | 48.6 | 43.6 | |
| 1-2 AM | 268 | 0.0 | 1500 | 268 | 0 | 0.51 | 0 | 70.2 | 49.3 | 44.4 | |
| 2-3 AM | 245 | 0.0 | 1500 | 245 | 0 | 0.50 | 0 | 70.2 | 49.4 | 44.5 | |
| 3-4 AM | 221 | 0.0 | 1500 | 221 | 0 | 0.50 | 0 | 70.2 | 49.5 | 44.6 | |
| 4-5 AM | 199 | 0.0 | 1500 | 199 | 0 | 0.50 | 0 | 70.2 | 49.6 | 44.7 | |
| 5-6 AM | 239 | 0.0 | 1500 | 239 | 0 | 0.50 | 0 | 70.2 | 49.4 | 44.5 | |
| 6-7 AM | 369 | 0.0 | 1500 | 369 | 0 | 0.52 | 0 | 70.2 | 48.9 | 44.0 | |
| 7-8 AM | 529 | 0.0 | 1500 | 529 | 0 | 0.54 | 0 | 70.0 | 48.4 | 43.4 | |
| 8-9 AM | 809 | 0.0 | 1500 | 809 | 0 | 0.57 | 0 | 69.7 | 47.4 | 42.4 | |
| 9-10 AM | 1301 | 0.0 | OFF | 1301 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | |
| 10-11 AM | 1748 | 0.0 | OFF | 1748 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | |
| 11AM-NOON | 2168 | 0.0 | OFF | 2168 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| NOON-1PM | 2316 | 0.0 | OFF | 2316 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 | |
| 1-2 PM | 2450 | 0.0 | OFF | 2450 | 0 | 0.00 | 0 | 67.7 | 67.7 | 67.7 | |
| 2-3 PM | 2694 | 0.0 | OFF | 2694 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 | |
| 3-4 PM | 2946 | 0.0 | OFF | 2946 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | |
| 4-5 PM | 3088 | 0.0 | OFF | 3088 | 0 | 0.00 | 0 | 66.9 | 66.9 | 66.9 | |
| 5-6 PM | 2818 | 0.0 | OFF | 2818 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 | |
| 6-7 PM | 2519 | 0.0 | OFF | 2519 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | |
| 7-8 PM | 1737 | 0.0 | 1499 | 1737 | 0 | 6.78 | 161 | 68.6 | 11.4 | 30.8 | |
| 8-9 PM | 1142 | 0.0 | 1499 | 1142 | 0 | 2.70 | 103 | 69.3 | 22.4 | 36.3 | |
| 9-10 PM | 765 | 0.0 | 1500 | 765 | 0 | 0.56 | 0 | 69.8 | 47.6 | 42.5 | |
| 10-11 PM | 524 | 0.0 | 1500 | 524 | 0 | 0.54 | 0 | 70.1 | 48.4 | 43.4 | |
| 11PM-MID | 303 | 0.0 | 1500 | 303 | 0 | 0.51 | 0 | 70.2 | 49.2 | 44.3 | |

"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 | 0.0071 |
| MAIN ROUTE WITH WORKS | 0.0066 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$5,052 |
| 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)**

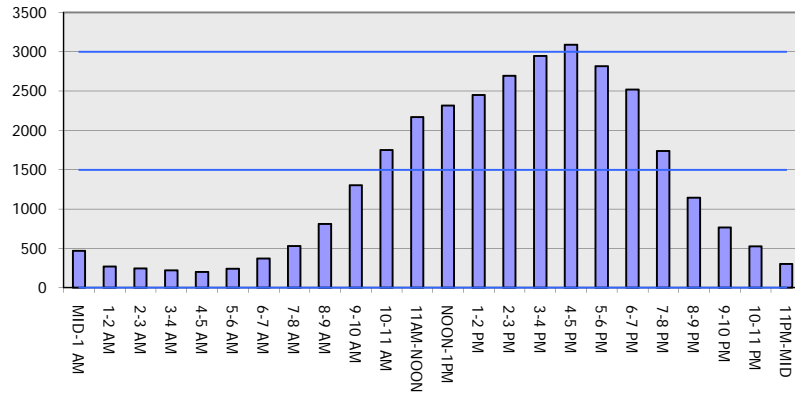
OCTOBER

Analyzed for 2009
 Construction Season

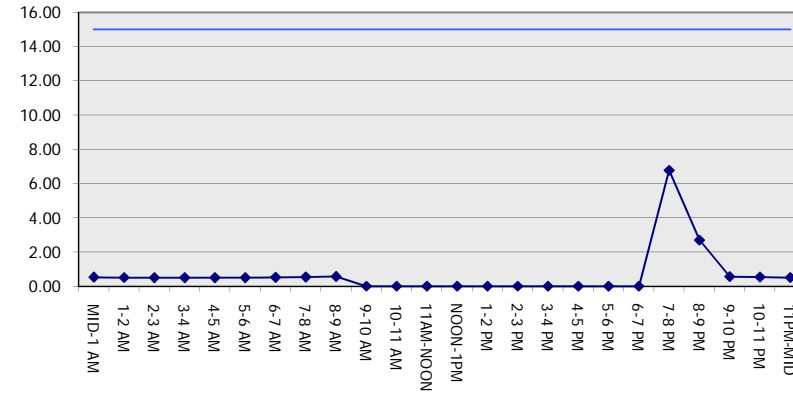
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

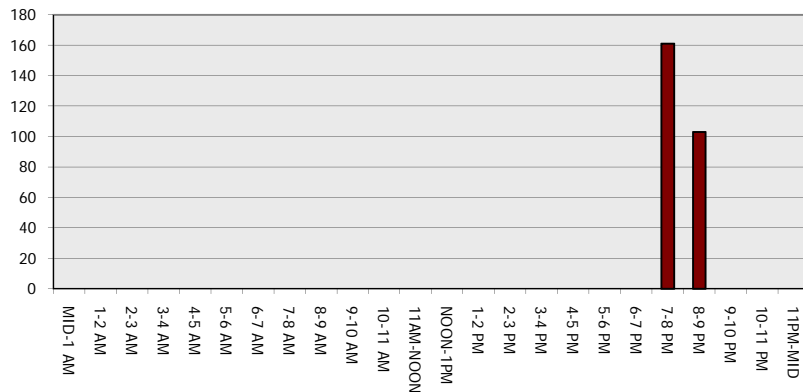
Main Route - Traffic Demand (Vehicles Per Hour)



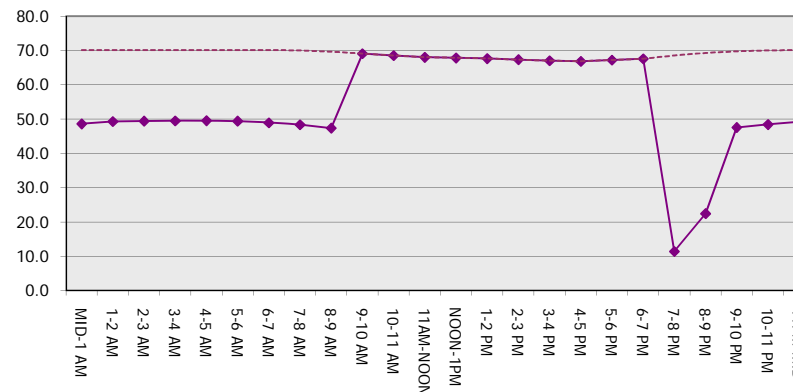
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 396 | 0.0 | 1500 | 396 | 0 | 0.52 | 0 | 70.2 | 48.9 | 43.9 |
| 1-2 AM | 276 | 0.0 | 1500 | 276 | 0 | 0.51 | 0 | 70.2 | 49.3 | 44.4 |
| 2-3 AM | 223 | 0.0 | 1500 | 223 | 0 | 0.50 | 0 | 70.2 | 49.5 | 44.6 |
| 3-4 AM | 146 | 0.0 | 1500 | 146 | 0 | 0.49 | 0 | 70.2 | 49.7 | 44.9 |
| 4-5 AM | 141 | 0.0 | 1500 | 141 | 0 | 0.49 | 0 | 70.2 | 49.8 | 44.9 |
| 5-6 AM | 260 | 0.0 | 1500 | 260 | 0 | 0.50 | 0 | 70.2 | 49.4 | 44.5 |
| 6-7 AM | 353 | 0.0 | 1500 | 353 | 0 | 0.52 | 0 | 70.2 | 49.0 | 44.1 |
| 7-8 AM | 635 | 0.0 | 1500 | 635 | 0 | 0.55 | 0 | 69.9 | 48.0 | 43.0 |
| 8-9 AM | 1322 | 0.0 | 1499 | 1322 | 0 | 0.84 | 0 | 69.1 | 40.8 | 35.5 |
| 9-10 AM | 1993 | 0.0 | OFF | 1993 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 10-11 AM | 1923 | 0.0 | OFF | 1923 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 11AM-NOON | 2064 | 0.0 | OFF | 2064 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| NOON-1PM | 2198 | 0.0 | OFF | 2198 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 1-2 PM | 2027 | 0.0 | OFF | 2027 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 2-3 PM | 2088 | 0.0 | OFF | 2088 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 3-4 PM | 2197 | 0.0 | OFF | 2197 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 4-5 PM | 2188 | 0.0 | OFF | 2188 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 5-6 PM | 2103 | 0.0 | OFF | 2103 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 6-7 PM | 1854 | 0.0 | OFF | 1854 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 7-8 PM | 1551 | 0.0 | 1499 | 1551 | 0 | 2.91 | 48 | 68.8 | 20.3 | 30.8 |
| 8-9 PM | 1111 | 0.0 | 1500 | 1111 | 0 | 0.76 | 4 | 69.4 | 42.6 | 39.8 |
| 9-10 PM | 831 | 0.0 | 1500 | 831 | 0 | 0.57 | 0 | 69.7 | 47.3 | 42.3 |
| 10-11 PM | 574 | 0.0 | 1500 | 574 | 0 | 0.54 | 0 | 70.0 | 48.3 | 43.2 |
| 11PM-MID | 321 | 0.0 | 1500 | 321 | 0 | 0.51 | 0 | 70.2 | 49.1 | 44.2 |

"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 | 0.0064 |
| MAIN ROUTE WITH WORKS | 0.0059 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,504 |
| 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)

OCTOBER

Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

