

USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	661	0.0	1500	661	0	0.49	0	65.1	47.3	42.9	
1-2 AM	213	0.0	1500	213	0	0.44	0	66.0	48.9	44.6	
2-3 AM	153	0.0	1500	153	0	0.44	0	66.1	49.1	44.9	
3-4 AM	132	0.0	1500	132	0	0.44	0	66.1	49.2	45.0	
4-5 AM	133	0.0	1500	133	0	0.44	0	66.1	49.2	45.0	
5-6 AM	195	0.0	1500	195	0	0.44	0	66.0	49.0	44.7	
6-7 AM	331	0.0	1500	331	0	0.45	0	65.8	48.5	44.2	
7-8 AM	593	0.0	1500	593	0	0.48	0	65.3	47.5	43.2	
8-9 AM	1084	0.0	1499	1084	0	0.58	0	64.3	44.5	39.9	
9-10 AM	1634	0.0	1499	1634	0	1.85	36	63.3	26.6	31.1	
10-11 AM	2380	0.0	1500	1841	539	15.13+	391	62.0	8.3	30.8	
11AM-NOON	2733	0.0	1499	1464	1270	17.53+	451	58.5	7.8	30.8	
NOON-1PM	2720	0.0	1499	1495	1224	17.42+	447	58.6	7.8	30.8	
1-2 PM	2788	0.0	1499	1503	1285	17.48+	450	57.9	7.8	30.8	
2-3 PM	2826	0.0	1500	1501	1324	17.53+	452	57.6	7.8	30.8	
3-4 PM	2808	0.0	1500	1499	1309	17.52+	451	57.8	7.8	30.8	
4-5 PM	2760	0.0	1499	1497	1263	17.46+	449	58.2	7.8	30.8	
5-6 PM	2499	0.0	1500	1498	1001	17.33+	442	60.9	7.8	30.8	
6-7 PM	2043	0.0	1500	1499	545	17.33+	440	62.6	7.8	30.8	
7-8 PM	1608	0.0	1500	1488	120	17.25+	438	63.4	7.8	30.8	
8-9 PM	1203	0.0	1499	1203	0	12.05+	311	64.1	9.3	32.0	
9-10 PM	761	0.0	1500	761	0	0.73	14	65.0	41.7	42.5	
10-11 PM	516	0.0	1500	516	0	0.47	0	65.5	47.8	43.5	
11PM-MID	265	0.0	1500	265	0	0.45	0	65.9	48.7	44.4	

+ 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

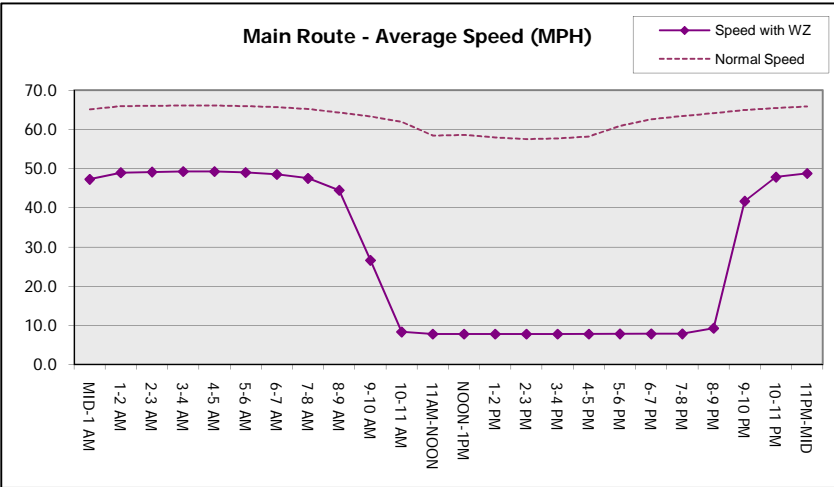
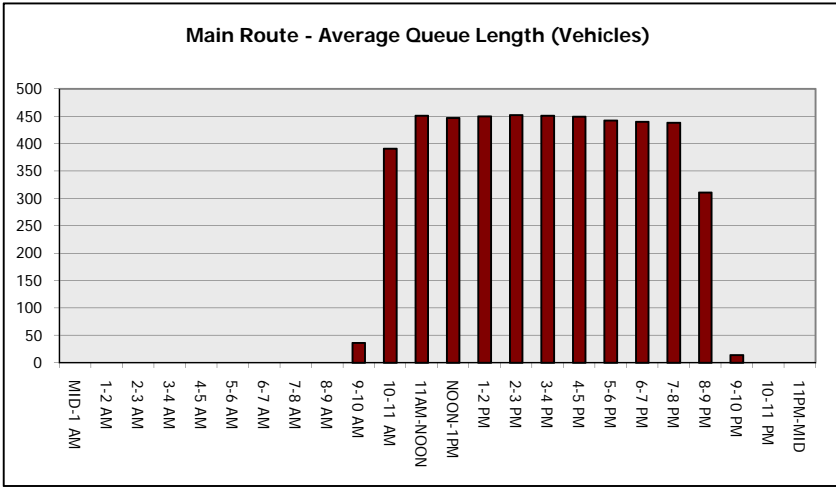
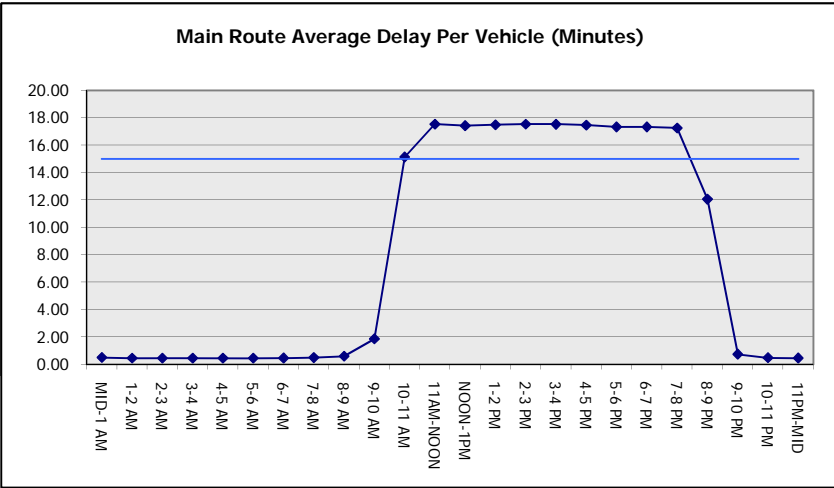
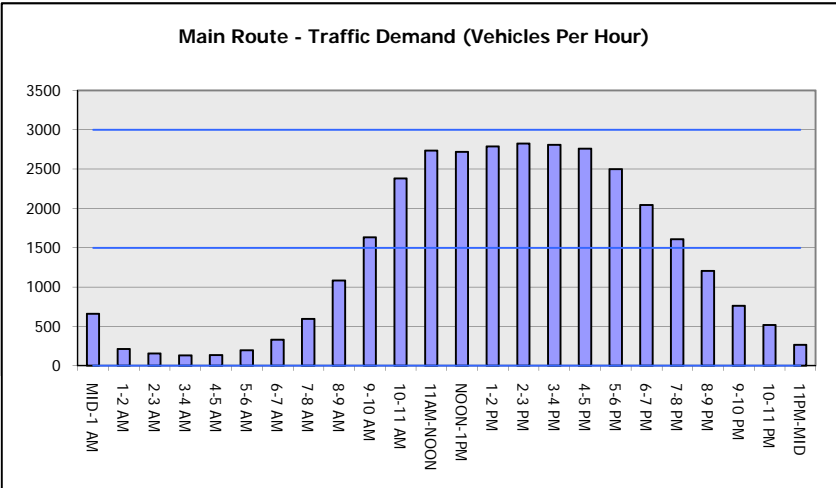
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0074
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0051
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,619
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

**USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	250	0.0	1500	250	0	0.45	0	65.9	48.8	44.5
1-2 AM	163	0.0	1500	163	0	0.44	0	66.1	49.1	44.8
2-3 AM	119	0.0	1500	119	0	0.43	0	66.1	49.3	45.0
3-4 AM	76	0.0	1500	76	0	0.43	0	66.3	49.4	45.2
4-5 AM	89	0.0	1500	89	0	0.43	0	66.2	49.4	45.1
5-6 AM	247	0.0	1500	247	0	0.45	0	66.0	48.8	44.5
6-7 AM	255	0.0	1500	255	0	0.45	0	65.9	48.7	44.5
7-8 AM	346	0.0	1500	346	0	0.46	0	65.8	48.4	44.1
8-9 AM	574	0.0	1500	574	0	0.48	0	65.3	47.6	43.2
9-10 AM	959	0.0	1500	959	0	0.52	0	64.6	46.3	41.8
10-11 AM	1337	0.0	1499	1337	0	0.81	0	63.9	39.6	34.7
11AM-NOON	1662	0.0	1499	1662	0	3.06	67	63.3	19.8	30.8
NOON-1PM	1791	0.0	1500	1791	0	11.84+	302	63.0	9.3	30.8
1-2 PM	1859	0.0	1499	1497	362	17.31+	440	62.9	7.8	30.8
2-3 PM	1825	0.0	1499	1498	328	17.31+	439	63.0	7.8	30.8
3-4 PM	1820	0.0	1499	1498	322	17.31+	439	63.0	7.8	30.8
4-5 PM	1824	0.0	1499	1499	326	17.31+	439	63.0	7.8	30.8
5-6 PM	1744	0.0	1499	1499	245	17.30+	439	63.2	7.8	30.8
6-7 PM	1472	0.0	1499	1452	20	16.91+	428	63.7	7.9	30.8
7-8 PM	1218	0.0	1499	1218	0	10.45	268	64.1	9.9	31.9
8-9 PM	1017	0.0	1500	1017	0	0.81	15	64.5	39.8	41.2
9-10 PM	758	0.0	1500	758	0	0.50	0	65.0	46.9	42.5
10-11 PM	517	0.0	1500	517	0	0.47	0	65.4	47.8	43.5
11PM-MID	321	0.0	1500	321	0	0.45	0	65.8	48.5	44.2

+ 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	0.0049
MAIN ROUTE WITH WORKS	0.0032
'DIVERSION'	0.0008

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,323
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

**USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

