

USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	232	0.0	1500	232	0	0.44	0	66.0	48.9	44.5
1-2 AM	179	0.0	1500	179	0	0.44	0	66.1	49.1	44.8
2-3 AM	134	0.0	1500	134	0	0.44	0	66.1	49.2	45.0
3-4 AM	206	0.0	1500	206	0	0.44	0	66.0	48.9	44.6
4-5 AM	407	0.0	1500	407	0	0.46	0	65.6	48.2	43.8
5-6 AM	968	0.0	1499	968	0	0.52	0	64.6	46.0	41.5
6-7 AM	1722	0.0	1499	1722	0	2.63	66	63.2	22.1	30.8
7-8 AM	2397	0.0	1500	1777	620	16.45+	421	61.9	8.0	30.8
8-9 AM	1824	0.0	1499	1454	370	17.20+	436	63.0	7.8	30.8
9-10 AM	1537	0.0	1499	1484	53	17.24+	437	63.5	7.8	30.8
10-11 AM	1522	0.0	1499	1500	22	17.29+	438	63.5	7.8	30.8
11AM-NOON	1593	0.0	1499	1500	93	17.29+	439	63.4	7.8	30.8
NOON-1PM	1650	0.0	1500	1500	150	17.30+	439	63.3	7.8	30.8
1-2 PM	1743	0.0	1499	1500	242	17.30+	439	63.2	7.8	30.8
2-3 PM	2001	0.0	1499	1500	501	17.32+	440	62.7	7.8	30.8
3-4 PM	2271	0.0	1499	1501	770	17.34+	441	62.2	7.8	30.8
4-5 PM	2469	0.0	1499	1501	969	17.33+	442	61.2	7.8	30.8
5-6 PM	2128	0.0	1500	1500	628	17.33+	441	62.4	7.8	30.8
6-7 PM	1345	0.0	1499	1343	2	15.72+	398	63.9	8.1	30.8
7-8 PM	932	0.0	1499	932	0	1.73	80	64.6	29.3	39.9
8-9 PM	805	0.0	1500	805	0	0.50	0	64.9	46.8	42.4
9-10 PM	634	0.0	1500	634	0	0.48	0	65.2	47.4	43.0
10-11 PM	474	0.0	1500	474	0	0.47	0	65.5	47.9	43.6
11PM-MID	294	0.0	1500	294	0	0.45	0	65.8	48.6	44.3

+ 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	0.0066
MAIN ROUTE WITH WORKS	0.0039
'DIVERSION'	0.0023
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$86,573
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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

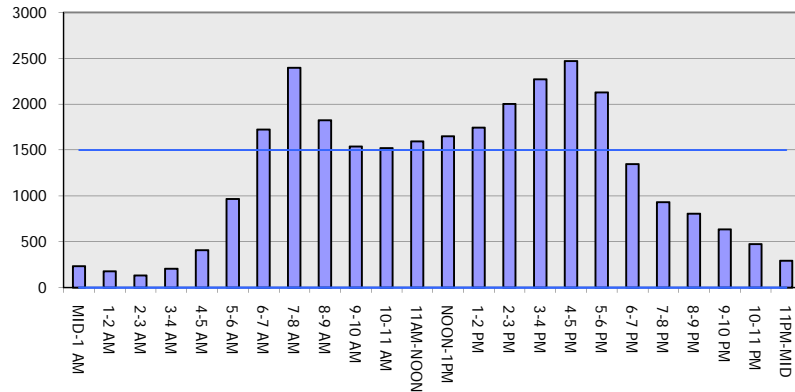
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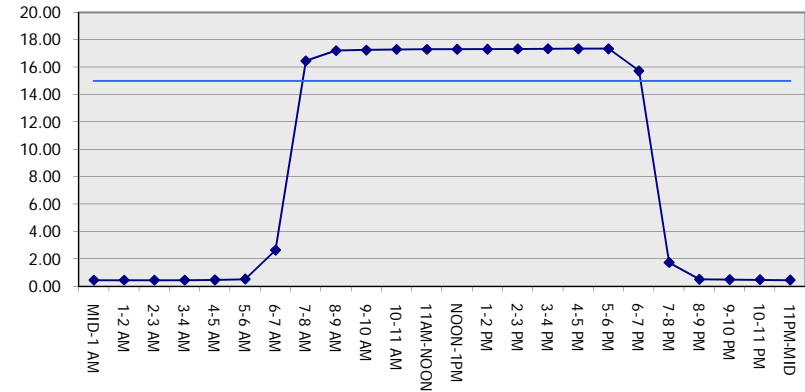
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

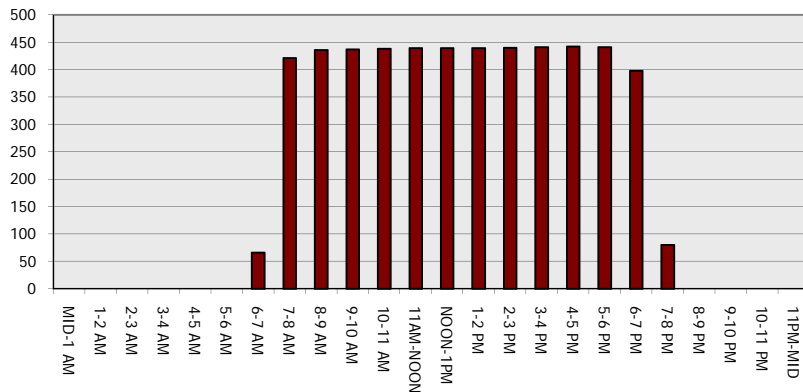
Main Route - Traffic Demand (Vehicles Per Hour)



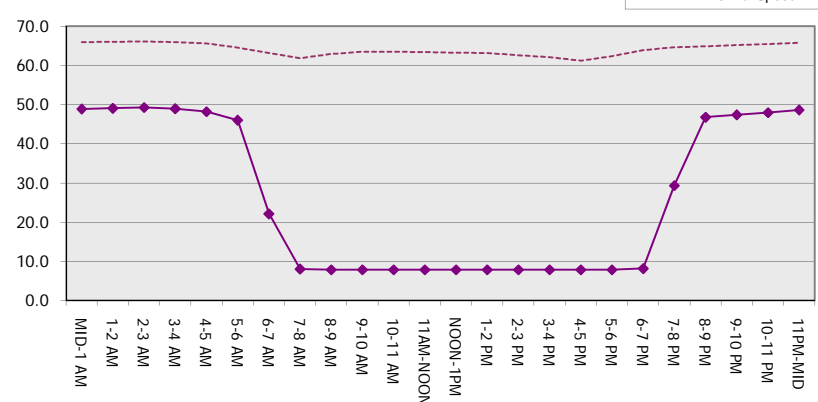
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	165	0.0	1500	165	0	0.44	0	66.1	49.1	44.8	
1-2 AM	126	0.0	1500	126	0	0.43	0	66.1	49.2	45.0	
2-3 AM	121	0.0	1500	121	0	0.43	0	66.1	49.2	45.0	
3-4 AM	160	0.0	1500	160	0	0.44	0	66.1	49.1	44.8	
4-5 AM	281	0.0	1500	281	0	0.45	0	65.9	48.7	44.3	
5-6 AM	789	0.0	1500	789	0	0.50	0	64.9	46.8	42.4	
6-7 AM	1467	0.0	1499	1467	0	1.31	16	63.7	32.0	33.1	
7-8 AM	2088	0.0	1500	1823	264	12.09+	323	62.5	9.3	30.8	
8-9 AM	1487	0.0	1500	1487	0	15.95+	402	63.6	8.1	30.8	
9-10 AM	1405	0.0	1500	1405	0	13.24	330	63.8	8.8	30.8	
10-11 AM	1408	0.0	1500	1408	0	9.62	233	63.8	10.1	30.8	
11AM-NOON	1444	0.0	1500	1444	0	6.85	157	63.7	12.0	30.8	
NOON-1PM	1496	0.0	1500	1496	0	5.73	126	63.6	13.3	30.8	
1-2 PM	1561	0.0	1500	1561	0	6.55	150	63.5	12.4	30.8	
2-3 PM	1771	0.0	1500	1771	0	12.23+	310	63.1	9.1	30.8	
3-4 PM	1991	0.0	1499	1496	495	17.32+	440	62.7	7.8	30.8	
4-5 PM	2280	0.0	1499	1497	783	17.34+	441	62.2	7.8	30.8	
5-6 PM	2113	0.0	1499	1497	616	17.33+	441	62.5	7.8	30.8	
6-7 PM	1397	0.0	1499	1363	34	16.02+	405	63.8	8.1	30.8	
7-8 PM	924	0.0	1499	924	0	1.99	97	64.6	27.6	39.5	
8-9 PM	752	0.0	1500	752	0	0.50	0	65.0	46.9	42.5	
9-10 PM	590	0.0	1500	590	0	0.48	0	65.3	47.5	43.2	
10-11 PM	432	0.0	1500	432	0	0.46	0	65.6	48.1	43.8	
11PM-MID	297	0.0	1500	297	0	0.45	0	65.8	48.6	44.3	

+ 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	0.0059
MAIN ROUTE WITH WORKS	0.0038
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,488
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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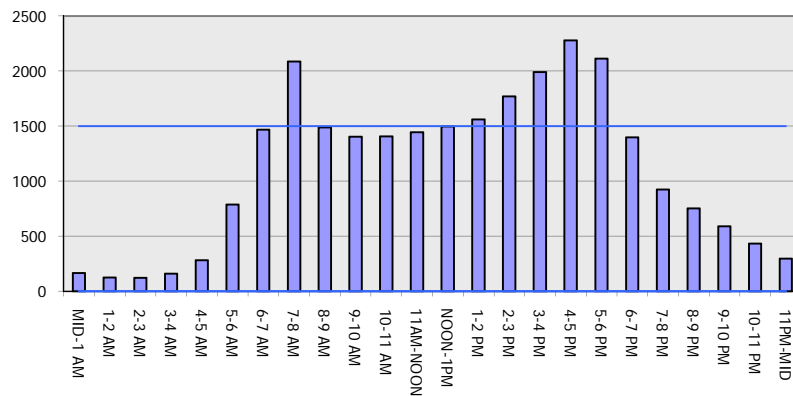
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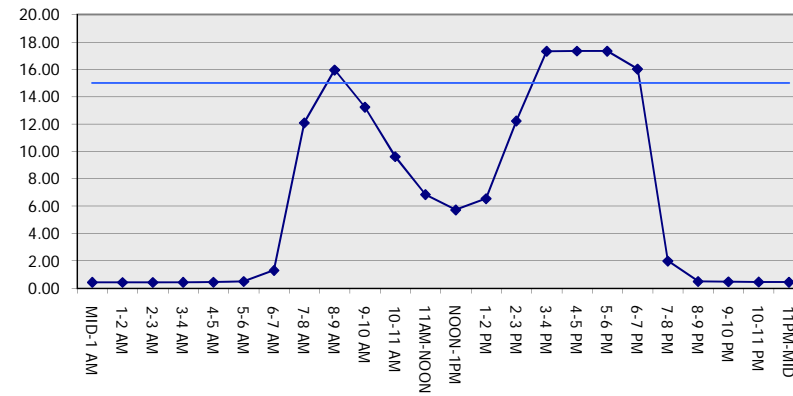
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MON-THUR NORTHBOUND DIRECTION

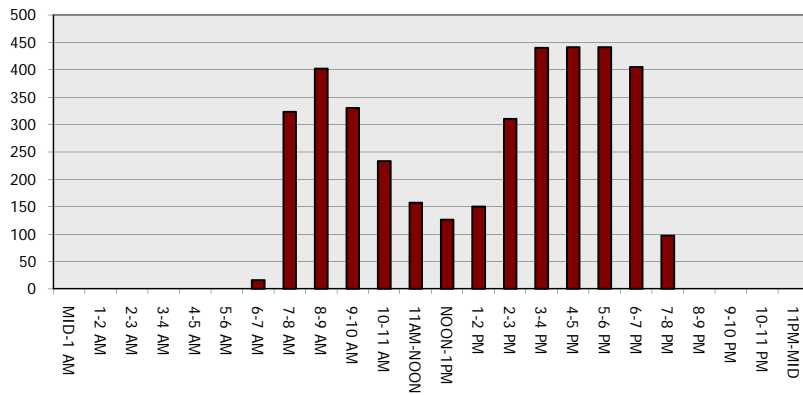
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

