

<b>USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	277	0.0	1500	277	0	0.45	0	65.9	48.7	44.4
1-2 AM	171	0.0	1500	171	0	0.44	0	66.1	49.1	44.8
2-3 AM	149	0.0	1500	149	0	0.44	0	66.1	49.2	44.9
3-4 AM	125	0.0	1500	125	0	0.43	0	66.1	49.2	45.0
4-5 AM	136	0.0	1500	136	0	0.44	0	66.1	49.2	45.0
5-6 AM	211	0.0	1500	211	0	0.44	0	66.0	48.9	44.6
6-7 AM	336	0.0	1500	336	0	0.46	0	65.8	48.4	44.2
7-8 AM	489	0.0	1500	489	0	0.47	0	65.5	47.9	43.5
8-9 AM	791	0.0	1500	791	0	0.50	0	64.9	46.8	42.4
9-10 AM	1194	0.0	1499	1194	0	0.65	0	64.1	42.9	38.3
10-11 AM	1765	0.0	1499	1765	0	3.95	102	63.1	17.3	30.8
11AM-NOON	2154	0.0	1500	1728	427	16.40+	418	62.3	8.0	30.8
NOON-1PM	2266	0.0	1499	1487	778	17.34+	441	62.2	7.8	30.8
1-2 PM	2312	0.0	1499	1491	821	17.35+	441	62.1	7.8	30.8
2-3 PM	2601	0.0	1499	1480	1122	17.39+	445	59.9	7.8	30.8
3-4 PM	2664	0.0	1499	1495	1169	17.35+	445	59.2	7.8	30.8
4-5 PM	2622	0.0	1500	1499	1122	17.32+	443	59.6	7.8	30.8
5-6 PM	2375	0.0	1500	1499	875	17.35+	442	62.0	7.8	30.8
6-7 PM	1966	0.0	1500	1499	467	17.32+	440	62.7	7.8	30.8
7-8 PM	1429	0.0	1500	1398	31	16.40+	415	63.7	8.0	30.8
8-9 PM	910	0.0	1499	910	0	2.31	116	64.7	25.8	39.0
9-10 PM	591	0.0	1500	591	0	0.48	0	65.3	47.5	43.2
10-11 PM	436	0.0	1500	436	0	0.46	0	65.6	48.1	43.8
11PM-MID	407	0.0	1500	407	0	0.46	0	65.6	48.2	43.8

+ 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	0.0063
MAIN ROUTE WITH WORKS	0.0034
'DIVERSION'	0.0035
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,697
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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

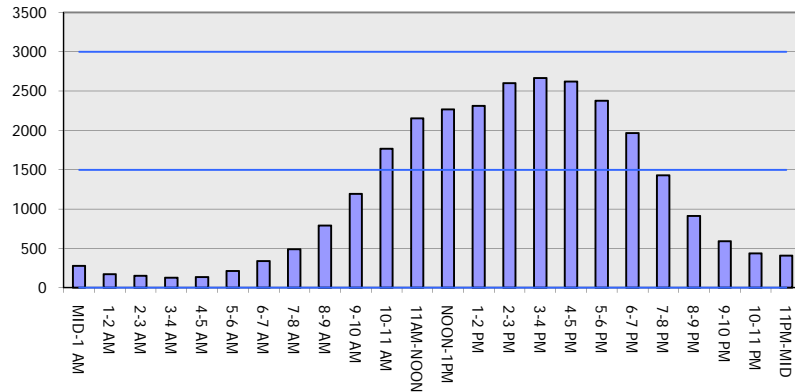
**OCTOBER**

Analyzed for 2009  
Construction Season

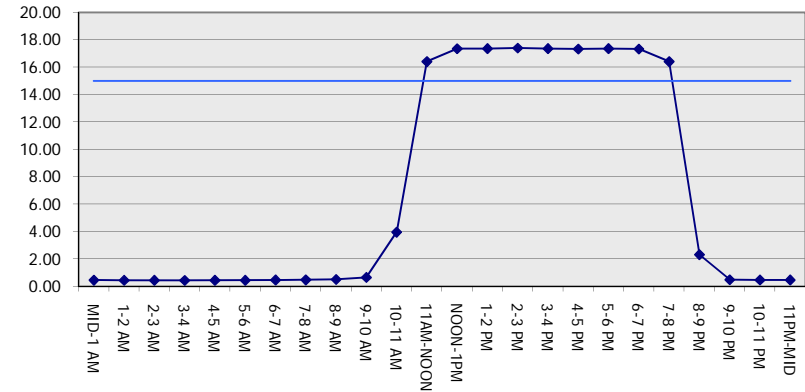
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

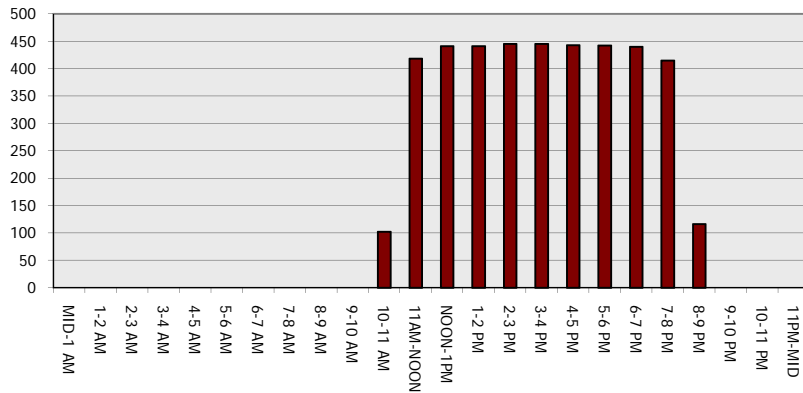
**Main Route - Traffic Demand (Vehicles Per Hour)**



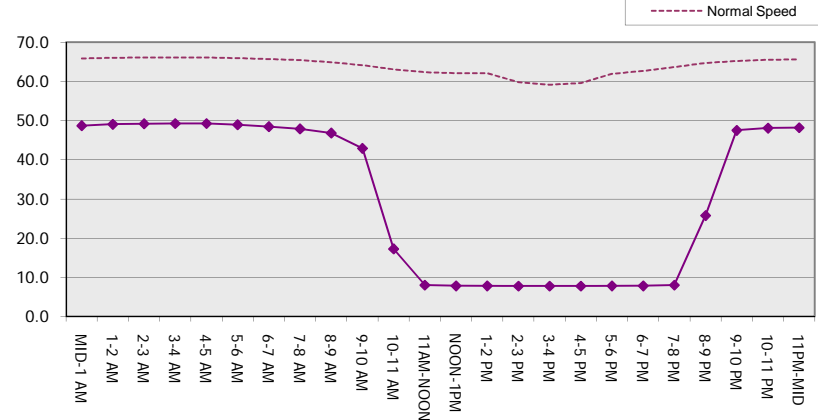
**Main Route Average Delay Per Vehicle (Minutes)**



**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	229	0.0	1500	229	0	0.44	0	66.0	48.9	44.6	
1-2 AM	153	0.0	1500	153	0	0.44	0	66.1	49.1	44.9	
2-3 AM	114	0.0	1500	114	0	0.43	0	66.2	49.3	45.0	
3-4 AM	85	0.0	1500	85	0	0.43	0	66.2	49.4	45.1	
4-5 AM	96	0.0	1500	96	0	0.43	0	66.2	49.4	45.1	
5-6 AM	217	0.0	1500	217	0	0.44	0	66.0	48.9	44.6	
6-7 AM	261	0.0	1500	261	0	0.45	0	65.9	48.7	44.5	
7-8 AM	417	0.0	1500	417	0	0.46	0	65.6	48.2	43.8	
8-9 AM	914	0.0	1500	914	0	0.51	0	64.7	46.4	42.0	
9-10 AM	1247	0.0	1500	1247	0	0.70	0	64.1	41.8	37.0	
10-11 AM	1390	0.0	1499	1390	0	0.88	0	63.8	38.2	33.2	
11AM-NOON	1562	0.0	1499	1562	0	1.69	20	63.5	27.8	30.8	
NOON-1PM	1707	0.0	1500	1707	0	6.61	160	63.2	12.4	30.8	
1-2 PM	1709	0.0	1499	1687	22	14.53+	368	63.2	8.4	30.8	
2-3 PM	1763	0.0	1500	1496	267	17.31+	439	63.1	7.8	30.8	
3-4 PM	1844	0.0	1499	1497	346	17.31+	440	63.0	7.8	30.8	
4-5 PM	1747	0.0	1499	1498	249	17.30+	439	63.2	7.8	30.8	
5-6 PM	1575	0.0	1499	1490	85	17.26+	438	63.5	7.8	30.8	
6-7 PM	1350	0.0	1499	1350	0	14.93+	376	63.9	8.3	30.8	
7-8 PM	1090	0.0	1499	1090	0	2.80	116	64.3	22.6	37.0	
8-9 PM	727	0.0	1500	727	0	0.49	0	65.0	47.1	42.7	
9-10 PM	539	0.0	1500	539	0	0.47	0	65.4	47.7	43.3	
10-11 PM	389	0.0	1500	389	0	0.46	0	65.6	48.3	43.9	
11PM-MID	221	0.0	1500	221	0	0.44	0	66.0	48.9	44.6	

+ 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	0.0047
MAIN ROUTE WITH WORKS	0.0032
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,745
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

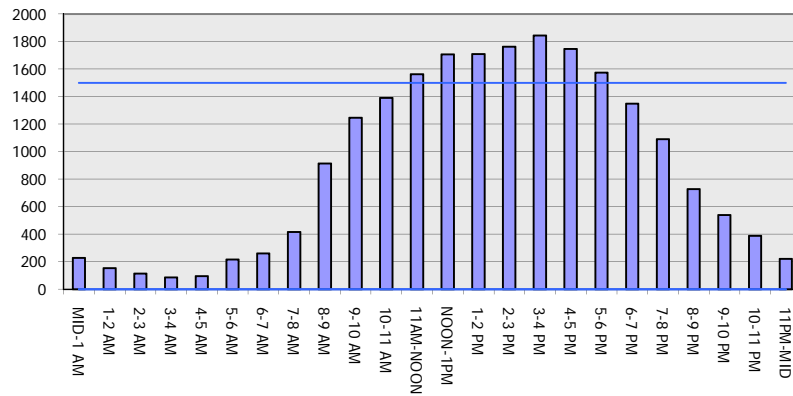
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**OCTOBER**

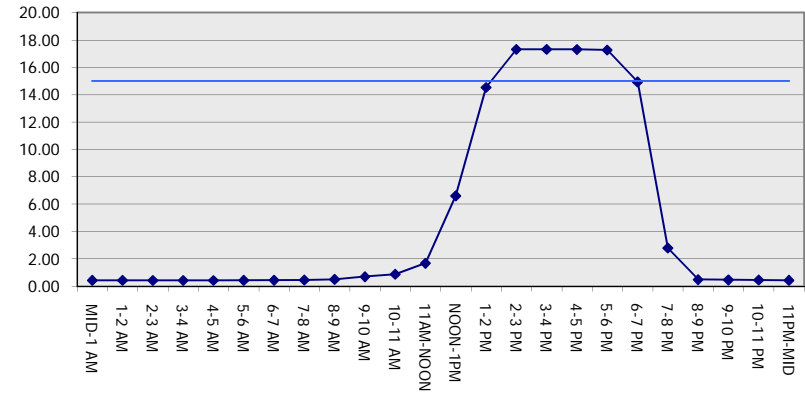
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

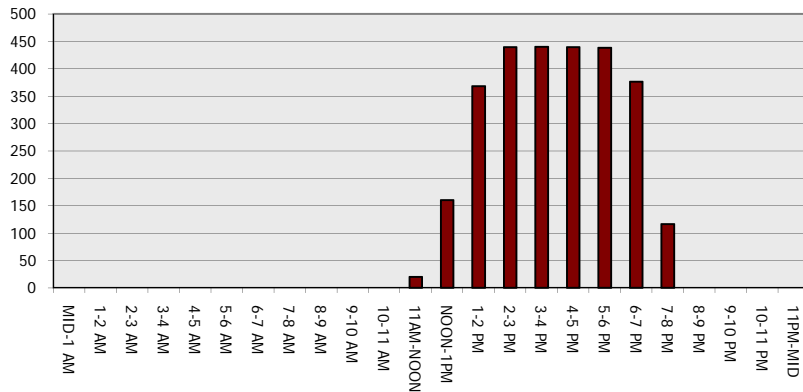
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

