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| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 190 | 0.0 | OFF | 190 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 1-2 AM | 157 | 0.0 | OFF | 157 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 2-3 AM | 155 | 0.0 | OFF | 155 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 210 | 0.0 | OFF | 210 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 4-5 AM | 349 | 0.0 | OFF | 349 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 5-6 AM | 798 | 0.0 | OFF | 798 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 |
| 6-7 AM | 1491 | 0.0 | OFF | 1491 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 7-8 AM | 2169 | 0.0 | OFF | 2169 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 8-9 AM | 1871 | 0.0 | OFF | 1871 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 |
| 9-10 AM | 1609 | 0.0 | OFF | 1609 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 |
| 10-11 AM | 1669 | 0.0 | 1499 | 1669 | 0 | 3.58 | 80 | 63.3 | 17.9 | 30.8 |
| 11AM-NOON | 1736 | 0.0 | 1500 | 1736 | 0 | 11.13 | 279 | 63.2 | 9.5 | 30.8 |
| NOON-1PM | 1883 | 0.0 | 1499 | 1508 | 375 | 17.31+ | 440 | 62.9 | 7.8 | 30.8 |
| 1-2 PM | 2023 | 0.0 | 1500 | 1506 | 516 | 17.32+ | 440 | 62.6 | 7.8 | 30.8 |
| 2-3 PM | 2326 | 0.0 | 1500 | 1505 | 821 | 17.35+ | 441 | 62.0 | 7.8 | 30.8 |
| 3-4 PM | 2591 | 0.0 | OFF | 2591 | 0 | 1.07 | 63 | 59.9 | 34.0 | 34.0 |
| 4-5 PM | 2721 | 0.0 | OFF | 2721 | 0 | 0.00 | 0 | 58.6 | 58.6 | 58.6 |
| 5-6 PM | 2417 | 0.0 | OFF | 2417 | 0 | 0.00 | 0 | 61.7 | 61.7 | 61.7 |
| 6-7 PM | 1688 | 0.0 | OFF | 1688 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 7-8 PM | 1164 | 0.0 | OFF | 1164 | 0 | 0.00 | 0 | 64.2 | 64.2 | 64.2 |
| 8-9 PM | 947 | 0.0 | OFF | 947 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 |
| 9-10 PM | 813 | 0.0 | OFF | 813 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 |
| 10-11 PM | 722 | 0.0 | OFF | 722 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 11PM-MID | 500 | 0.0 | OFF | 500 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 |

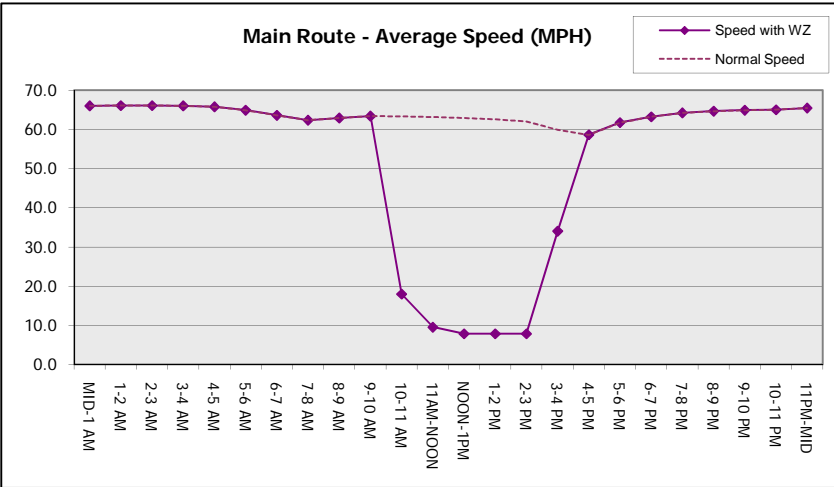
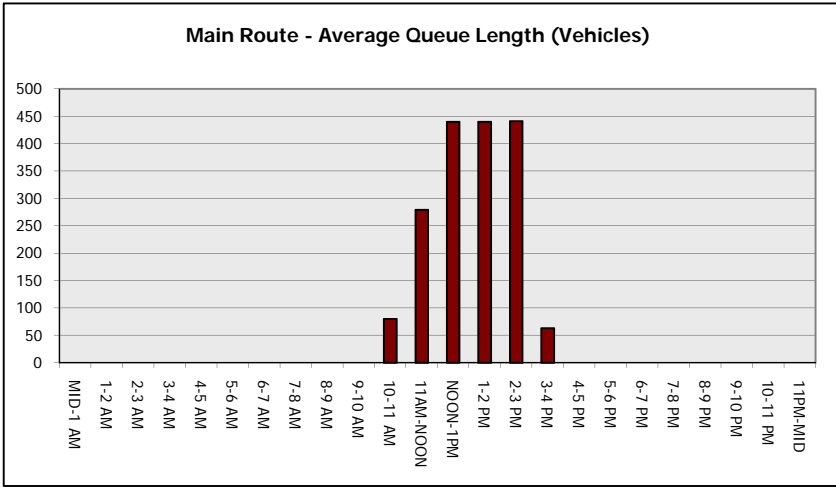
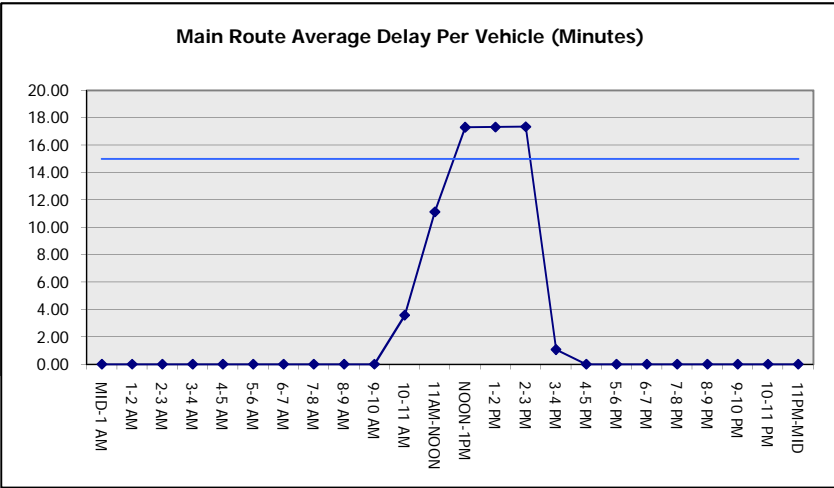
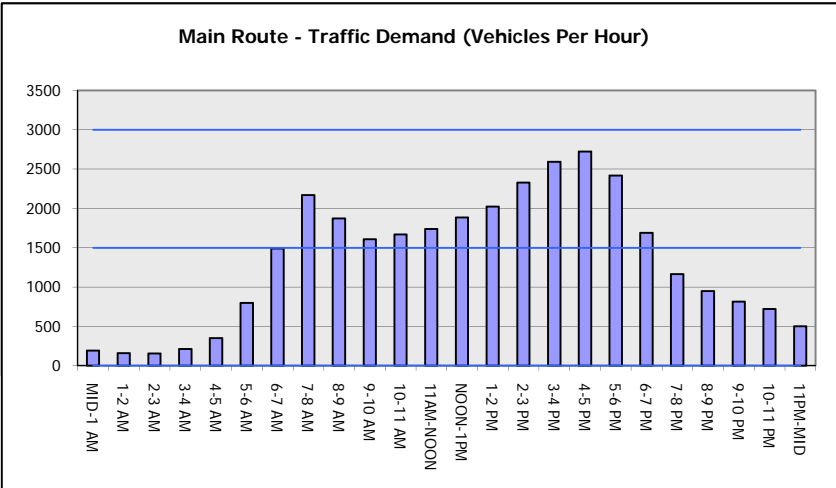
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0072 |
| MAIN ROUTE WITH WORKS | 0.0063 |
| 'DIVERSION' | 0.0009 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$29,717 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

**USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 215 | 0.0 | OFF | 215 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 1-2 AM | 169 | 0.0 | OFF | 169 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 2-3 AM | 149 | 0.0 | OFF | 149 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 188 | 0.0 | OFF | 188 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 4-5 AM | 269 | 0.0 | OFF | 269 | 0 | 0.00 | 0 | 65.9 | 65.9 | 65.9 |
| 5-6 AM | 730 | 0.0 | OFF | 730 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 6-7 AM | 1399 | 0.0 | OFF | 1399 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 7-8 AM | 2015 | 0.0 | OFF | 2015 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| 8-9 AM | 1598 | 0.0 | OFF | 1598 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 |
| 9-10 AM | 1614 | 0.0 | OFF | 1614 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 |
| 10-11 AM | 1745 | 0.0 | 1499 | 1745 | 0 | 4.66 | 115 | 63.2 | 15.3 | 30.8 |
| 11AM-NOON | 1831 | 0.0 | 1500 | 1659 | 172 | 14.94+ | 381 | 63.0 | 8.3 | 30.8 |
| NOON-1PM | 1924 | 0.0 | 1500 | 1508 | 416 | 17.32+ | 440 | 62.8 | 7.8 | 30.8 |
| 1-2 PM | 2109 | 0.0 | 1500 | 1507 | 603 | 17.33+ | 441 | 62.5 | 7.8 | 30.8 |
| 2-3 PM | 2314 | 0.0 | 1500 | 1505 | 809 | 17.35+ | 441 | 62.1 | 7.8 | 30.8 |
| 3-4 PM | 2469 | 0.0 | OFF | 2469 | 0 | 0.99 | 58 | 61.2 | 35.6 | 35.6 |
| 4-5 PM | 2696 | 0.0 | OFF | 2696 | 0 | 0.00 | 0 | 58.9 | 58.9 | 58.9 |
| 5-6 PM | 2707 | 0.0 | OFF | 2707 | 0 | 0.00 | 0 | 58.7 | 58.7 | 58.7 |
| 6-7 PM | 2250 | 0.0 | OFF | 2250 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 7-8 PM | 1786 | 0.0 | OFF | 1786 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 8-9 PM | 1370 | 0.0 | OFF | 1370 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 9-10 PM | 1008 | 0.0 | OFF | 1008 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 10-11 PM | 709 | 0.0 | OFF | 709 | 0 | 0.00 | 0 | 65.1 | 65.1 | 65.1 |
| 11PM-MID | 509 | 0.0 | OFF | 509 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0075 |
| MAIN ROUTE WITH WORKS | 0.0065 |
| 'DIVERSION' | 0.0010 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$32,315 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

