

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	286	0.0	OFF	286	0	0.00	0	65.8	65.8	65.8
1-2 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1
2-3 AM	150	0.0	OFF	150	0	0.00	0	66.1	66.1	66.1
3-4 AM	121	0.0	OFF	121	0	0.00	0	66.1	66.1	66.1
4-5 AM	210	0.0	OFF	210	0	0.00	0	66.0	66.0	66.0
5-6 AM	340	0.0	OFF	340	0	0.00	0	65.8	65.8	65.8
6-7 AM	610	0.0	OFF	610	0	0.00	0	65.3	65.3	65.3
7-8 AM	997	0.0	OFF	997	0	0.00	0	64.5	64.5	64.5
8-9 AM	1531	0.0	1499	1531	0	1.44	16	63.5	30.4	31.5
9-10 AM	1814	0.0	1500	1814	0	7.99	205	63.0	11.4	30.8
10-11 AM	2092	0.0	1499	1514	578	17.33+	440	62.5	7.8	30.8
11AM-NOON	2163	0.0	1500	1511	652	17.33+	441	62.3	7.8	30.8
NOON-1PM	2136	0.0	1500	1508	628	17.33+	441	62.4	7.8	30.8
1-2 PM	2036	0.0	1500	1506	530	17.32+	440	62.6	7.8	30.8
2-3 PM	2006	0.0	1500	1505	501	17.32+	440	62.7	7.8	30.8
3-4 PM	1846	0.0	1500	1504	342	17.31+	440	63.0	7.8	30.8
4-5 PM	1751	0.0	1500	1503	248	17.30+	439	63.1	7.8	30.8
5-6 PM	1533	0.0	1500	1486	47	17.02+	431	63.5	7.9	30.8
6-7 PM	1247	0.0	OFF	1247	0	0.49	31	64.1	46.6	46.6
7-8 PM	1105	0.0	OFF	1105	0	0.00	0	64.3	64.3	64.3
8-9 PM	954	0.0	OFF	954	0	0.00	0	64.6	64.6	64.6
9-10 PM	917	0.0	OFF	917	0	0.00	0	64.6	64.6	64.6
10-11 PM	1018	0.0	OFF	1018	0	0.00	0	64.5	64.5	64.5
11PM-MID	1039	0.0	OFF	1039	0	0.00	0	64.5	64.5	64.5

"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

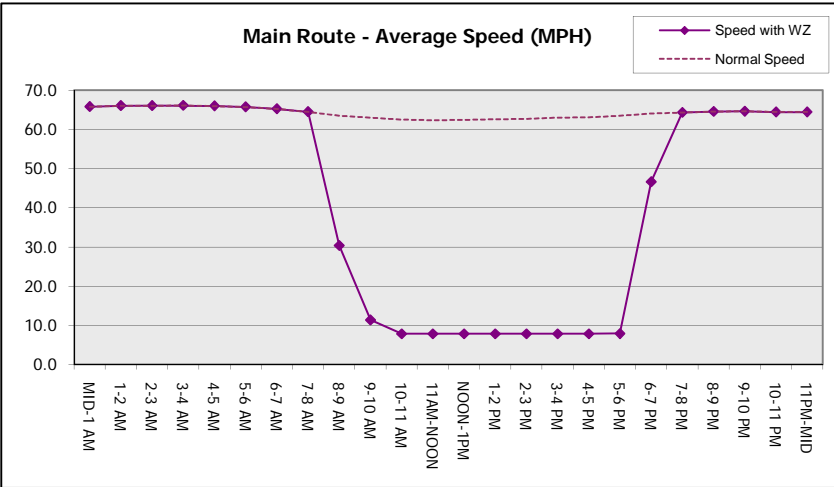
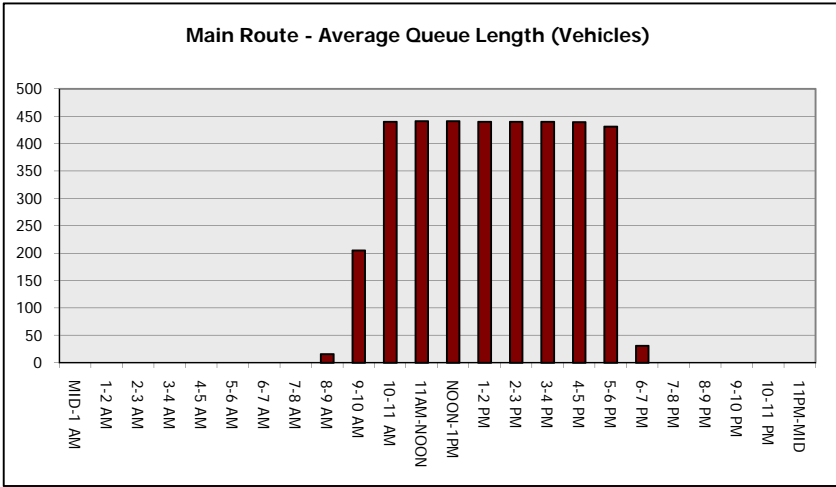
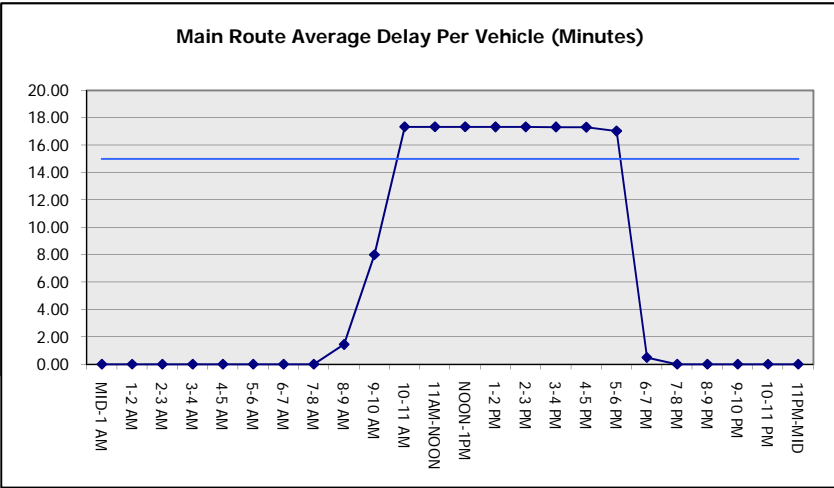
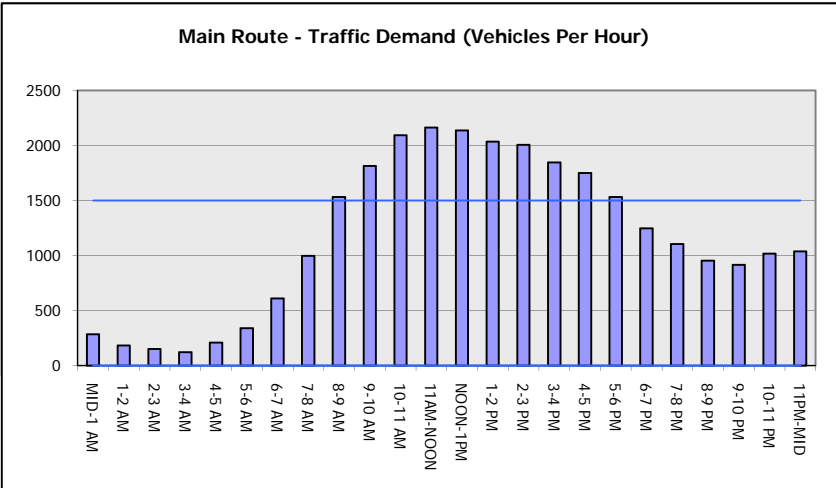
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0062
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0018
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,757
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY SOUTHBOUND DIRECTION**



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

**SATURDAY 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	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
1-2 AM	221	0.0	OFF	221	0	0.00	0	66.0	66.0	66.0
2-3 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1
3-4 AM	141	0.0	OFF	141	0	0.00	0	66.1	66.1	66.1
4-5 AM	172	0.0	OFF	172	0	0.00	0	66.1	66.1	66.1
5-6 AM	350	0.0	OFF	350	0	0.00	0	65.8	65.8	65.8
6-7 AM	515	0.0	OFF	515	0	0.00	0	65.5	65.5	65.5
7-8 AM	807	0.0	OFF	807	0	0.00	0	64.9	64.9	64.9
8-9 AM	1144	0.0	1499	1144	0	0.60	0	64.3	44.0	39.4
9-10 AM	1565	0.0	1499	1565	0	1.57	21	63.5	29.0	31.2
10-11 AM	1992	0.0	1500	1889	103	11.20+	297	62.7	9.7	30.8
11AM-NOON	2145	0.0	1500	1492	653	17.34+	441	62.4	7.8	30.8
NOON-1PM	2166	0.0	1499	1494	672	17.34+	441	62.3	7.8	30.8
1-2 PM	2185	0.0	1499	1496	690	17.34+	441	62.3	7.8	30.8
2-3 PM	2125	0.0	1499	1497	628	17.33+	441	62.4	7.8	30.8
3-4 PM	2073	0.0	1499	1497	576	17.33+	440	62.5	7.8	30.8
4-5 PM	1976	0.0	1499	1498	479	17.32+	440	62.7	7.8	30.8
5-6 PM	1785	0.0	1499	1498	287	17.31+	439	63.0	7.8	30.8
6-7 PM	1359	0.0	OFF	1359	0	0.58	37	63.8	44.3	44.3
7-8 PM	1035	0.0	OFF	1035	0	0.00	0	64.5	64.5	64.5
8-9 PM	904	0.0	OFF	904	0	0.00	0	64.7	64.7	64.7
9-10 PM	776	0.0	OFF	776	0	0.00	0	65.0	65.0	65.0
10-11 PM	636	0.0	OFF	636	0	0.00	0	65.2	65.2	65.2
11PM-MID	443	0.0	OFF	443	0	0.00	0	65.6	65.6	65.6

"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	0.0060
MAIN ROUTE WITH WORKS	0.0041
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$76,102
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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