

USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	172	0.0	OFF	172	0	0.00	0	66.1	66.1	66.1	
1-2 AM	147	0.0	OFF	147	0	0.00	0	66.1	66.1	66.1	
2-3 AM	162	0.0	OFF	162	0	0.00	0	66.1	66.1	66.1	
3-4 AM	206	0.0	OFF	206	0	0.00	0	66.0	66.0	66.0	
4-5 AM	376	0.0	OFF	376	0	0.00	0	65.7	65.7	65.7	
5-6 AM	876	0.0	OFF	876	0	0.00	0	64.8	64.8	64.8	
6-7 AM	1550	0.0	OFF	1550	0	0.00	0	63.5	63.5	63.5	
7-8 AM	2204	0.0	OFF	2204	0	0.00	0	62.3	62.3	62.3	
8-9 AM	1810	0.0	OFF	1810	0	0.00	0	63.0	63.0	63.0	
9-10 AM	1636	0.0	OFF	1636	0	0.00	0	63.3	63.3	63.3	
10-11 AM	1754	0.0	1499	1754	0	4.76	119	63.1	15.2	30.8	
11AM-NOON	1885	0.0	1500	1676	209	15.34+	390	62.8	8.3	30.8	
NOON-1PM	2041	0.0	1500	1502	539	17.33+	440	62.6	7.8	30.8	
1-2 PM	2170	0.0	1500	1502	668	17.34+	441	62.3	7.8	30.8	
2-3 PM	2373	0.0	1500	1502	871	17.35+	442	62.0	7.8	30.8	
3-4 PM	2658	0.0	OFF	2658	0	1.18	70	59.2	32.4	32.4	
4-5 PM	2795	0.0	OFF	2795	0	0.00	0	57.9	57.9	57.9	
5-6 PM	2487	0.0	OFF	2487	0	0.00	0	61.0	61.0	61.0	
6-7 PM	1754	0.0	OFF	1754	0	0.00	0	63.1	63.1	63.1	
7-8 PM	1160	0.0	OFF	1160	0	0.00	0	64.2	64.2	64.2	
8-9 PM	933	0.0	OFF	933	0	0.00	0	64.6	64.6	64.6	
9-10 PM	794	0.0	OFF	794	0	0.00	0	64.9	64.9	64.9	
10-11 PM	646	0.0	OFF	646	0	0.00	0	65.2	65.2	65.2	
11PM-MID	400	0.0	OFF	400	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	0.0073
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0012
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,703
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

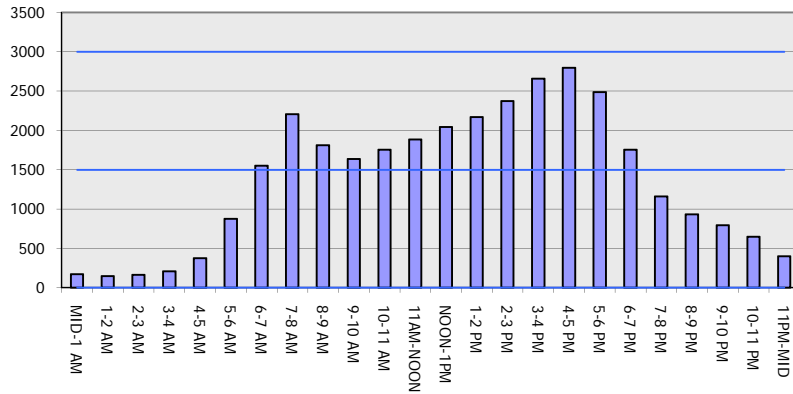
OCTOBER

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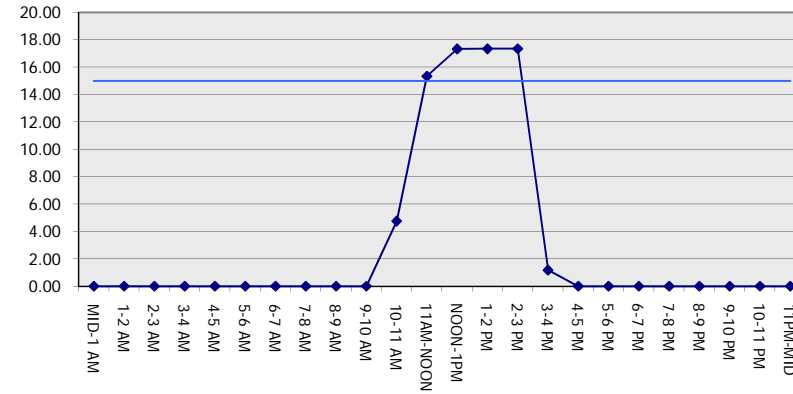
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

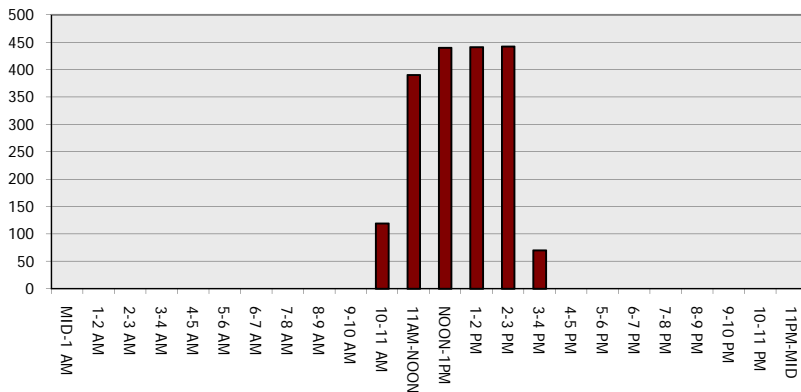
Main Route - Traffic Demand (Vehicles Per Hour)



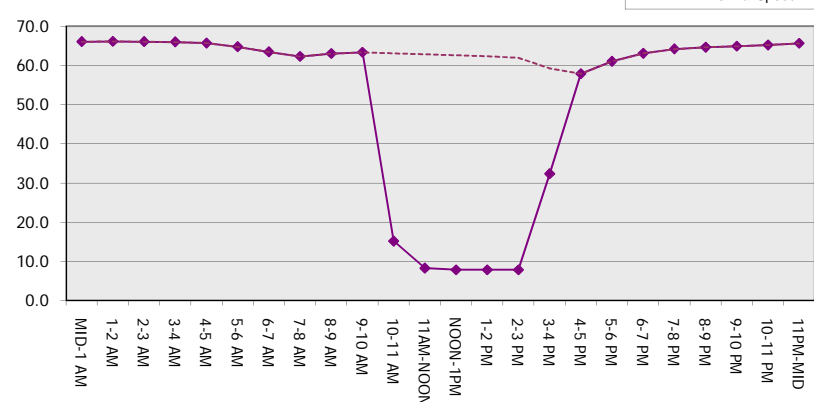
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	202	0.0	OFF	202	0	0.00	0	66.0	66.0	66.0
1-2 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
2-3 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1
3-4 AM	179	0.0	OFF	179	0	0.00	0	66.1	66.1	66.1
4-5 AM	294	0.0	OFF	294	0	0.00	0	65.8	65.8	65.8
5-6 AM	747	0.0	OFF	747	0	0.00	0	65.0	65.0	65.0
6-7 AM	1392	0.0	OFF	1392	0	0.00	0	63.8	63.8	63.8
7-8 AM	1989	0.0	OFF	1989	0	0.00	0	62.7	62.7	62.7
8-9 AM	1535	0.0	OFF	1535	0	0.00	0	63.5	63.5	63.5
9-10 AM	1599	0.0	OFF	1599	0	0.00	0	63.4	63.4	63.4
10-11 AM	1759	0.0	1499	1759	0	4.69	118	63.1	15.3	30.8
11AM-NOON	1960	0.0	1500	1708	252	15.82+	403	62.7	8.1	30.8
NOON-1PM	2040	0.0	1499	1494	547	17.33+	440	62.6	7.8	30.8
1-2 PM	2234	0.0	1499	1495	738	17.34+	441	62.2	7.8	30.8
2-3 PM	2461	0.0	1499	1497	965	17.34+	442	61.3	7.8	30.8
3-4 PM	2697	0.0	OFF	2697	0	1.30	78	58.9	30.7	30.7
4-5 PM	2873	0.0	OFF	2873	0	0.00	0	57.1	57.1	57.1
5-6 PM	2857	0.0	OFF	2857	0	0.00	0	57.3	57.3	57.3
6-7 PM	2282	0.0	OFF	2282	0	0.00	0	62.2	62.2	62.2
7-8 PM	1657	0.0	OFF	1657	0	0.00	0	63.3	63.3	63.3
8-9 PM	1191	0.0	OFF	1191	0	0.00	0	64.1	64.1	64.1
9-10 PM	934	0.0	OFF	934	0	0.00	0	64.6	64.6	64.6
10-11 PM	625	0.0	OFF	625	0	0.00	0	65.2	65.2	65.2
11PM-MID	447	0.0	OFF	447	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	0.0076
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$34,783
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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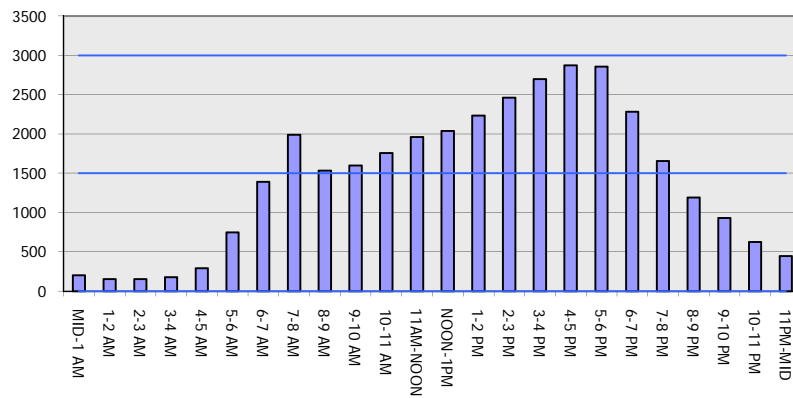
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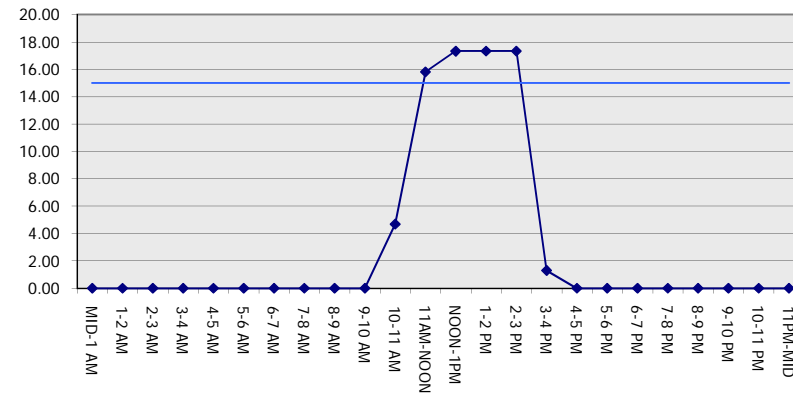
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FRIDAY NORTHBOUND DIRECTION

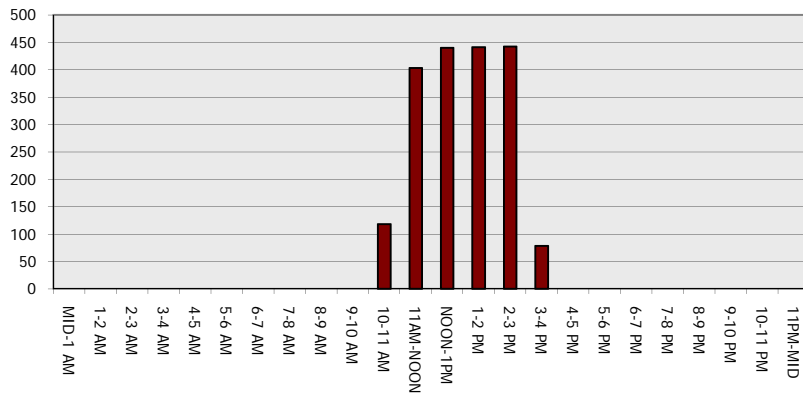
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

