

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

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	OFF	232	0	0.00	0	66.0	66.0	66.0	
1-2 AM	179	0.0	OFF	179	0	0.00	0	66.1	66.1	66.1	
2-3 AM	134	0.0	OFF	134	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	407	0.0	OFF	407	0	0.00	0	65.6	65.6	65.6	
5-6 AM	968	0.0	OFF	968	0	0.00	0	64.6	64.6	64.6	
6-7 AM	1722	0.0	OFF	1722	0	0.00	0	63.2	63.2	63.2	
7-8 AM	2397	0.0	OFF	2397	0	0.00	0	61.9	61.9	61.9	
8-9 AM	1824	0.0	OFF	1824	0	0.00	0	63.0	63.0	63.0	
9-10 AM	1537	0.0	OFF	1537	0	0.00	0	63.5	63.5	63.5	
10-11 AM	1522	0.0	1499	1522	0	1.36	9	63.5	31.3	30.8	
11AM-NOON	1593	0.0	1500	1593	0	3.29	65	63.4	18.6	30.8	
NOON-1PM	1650	0.0	1500	1650	0	7.77	186	63.3	11.3	30.8	
1-2 PM	1743	0.0	1500	1678	65	14.52+	368	63.2	8.4	30.8	
2-3 PM	2001	0.0	1499	1499	502	17.32+	440	62.7	7.8	30.8	
3-4 PM	2271	0.0	OFF	2271	0	0.93	56	62.2	36.8	36.8	
4-5 PM	2469	0.0	OFF	2469	0	0.00	0	61.2	61.2	61.2	
5-6 PM	2128	0.0	OFF	2128	0	0.00	0	62.4	62.4	62.4	
6-7 PM	1345	0.0	OFF	1345	0	0.00	0	63.9	63.9	63.9	
7-8 PM	932	0.0	OFF	932	0	0.00	0	64.6	64.6	64.6	
8-9 PM	805	0.0	OFF	805	0	0.00	0	64.9	64.9	64.9	
9-10 PM	634	0.0	OFF	634	0	0.00	0	65.2	65.2	65.2	
10-11 PM	474	0.0	OFF	474	0	0.00	0	65.5	65.5	65.5	
11PM-MID	294	0.0	OFF	294	0	0.00	0	65.8	65.8	65.8	

"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	0.0066
MAIN ROUTE WITH WORKS	0.0059
'DIVERSION'	0.0003
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,531
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

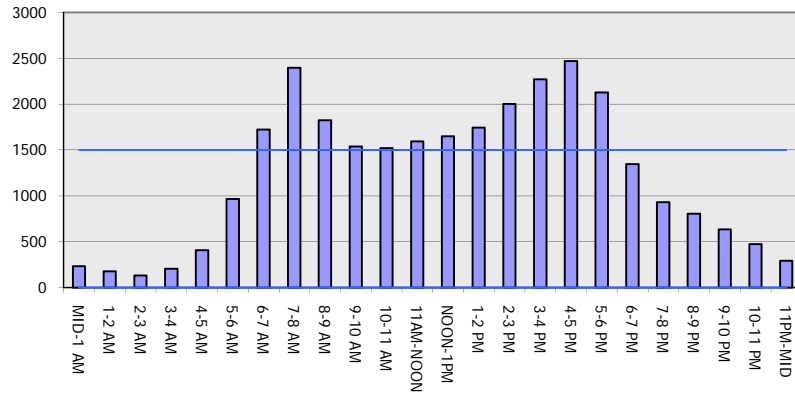
OCTOBER

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Construction Season

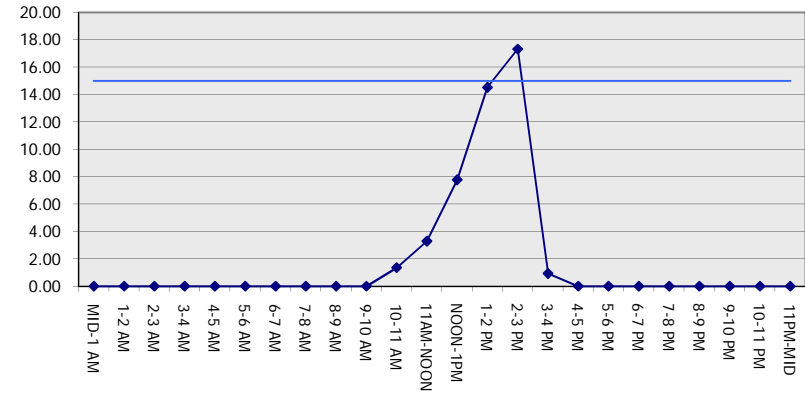
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

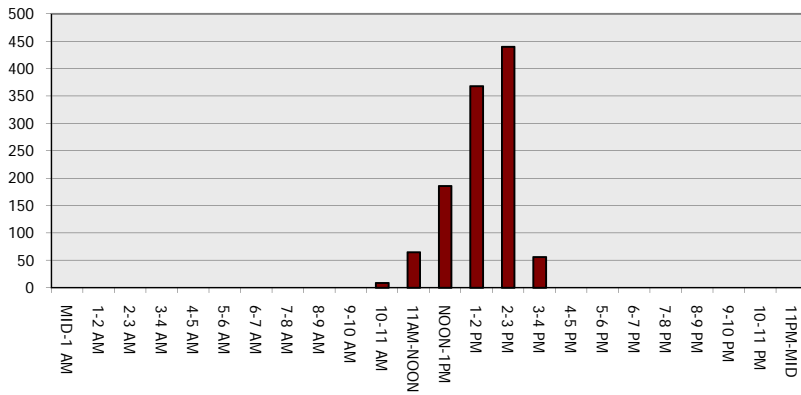
Main Route - Traffic Demand (Vehicles Per Hour)



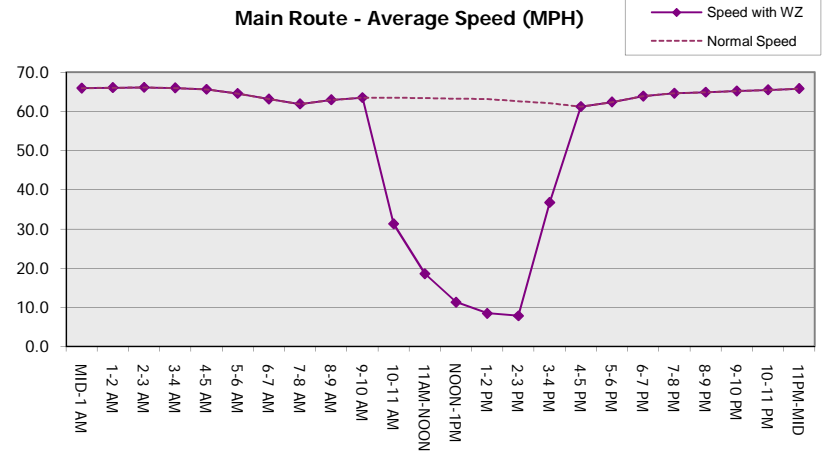
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	165	0	0.00	0	66.1	66.1	66.1
1-2 AM	126	0.0	OFF	126	0	0.00	0	66.1	66.1	66.1
2-3 AM	121	0.0	OFF	121	0	0.00	0	66.1	66.1	66.1
3-4 AM	160	0.0	OFF	160	0	0.00	0	66.1	66.1	66.1
4-5 AM	281	0.0	OFF	281	0	0.00	0	65.9	65.9	65.9
5-6 AM	789	0.0	OFF	789	0	0.00	0	64.9	64.9	64.9
6-7 AM	1467	0.0	OFF	1467	0	0.00	0	63.7	63.7	63.7
7-8 AM	2088	0.0	OFF	2088	0	0.00	0	62.5	62.5	62.5
8-9 AM	1487	0.0	OFF	1487	0	0.00	0	63.6	63.6	63.6
9-10 AM	1405	0.0	OFF	1405	0	0.00	0	63.8	63.8	63.8
10-11 AM	1408	0.0	1500	1408	0	0.91	0	63.8	37.8	32.8
11AM-NOON	1444	0.0	1499	1444	0	0.95	0	63.7	36.9	32.0
NOON-1PM	1496	0.0	1499	1496	0	1.06	1	63.6	35.3	31.0
1-2 PM	1561	0.0	1500	1561	0	1.92	26	63.5	25.9	30.8
2-3 PM	1771	0.0	1500	1771	0	7.44	187	63.1	11.7	30.8
3-4 PM	1991	0.0	OFF	1991	0	0.44	28	62.7	47.3	47.3
4-5 PM	2280	0.0	OFF	2280	0	0.00	0	62.2	62.2	62.2
5-6 PM	2113	0.0	OFF	2113	0	0.00	0	62.5	62.5	62.5
6-7 PM	1397	0.0	OFF	1397	0	0.00	0	63.8	63.8	63.8
7-8 PM	924	0.0	OFF	924	0	0.00	0	64.6	64.6	64.6
8-9 PM	752	0.0	OFF	752	0	0.00	0	65.0	65.0	65.0
9-10 PM	590	0.0	OFF	590	0	0.00	0	65.3	65.3	65.3
10-11 PM	432	0.0	OFF	432	0	0.00	0	65.6	65.6	65.6
11PM-MID	297	0.0	OFF	297	0	0.00	0	65.8	65.8	65.8

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

----- 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	0.0059
MAIN ROUTE WITH WORKS	0.0054
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,281
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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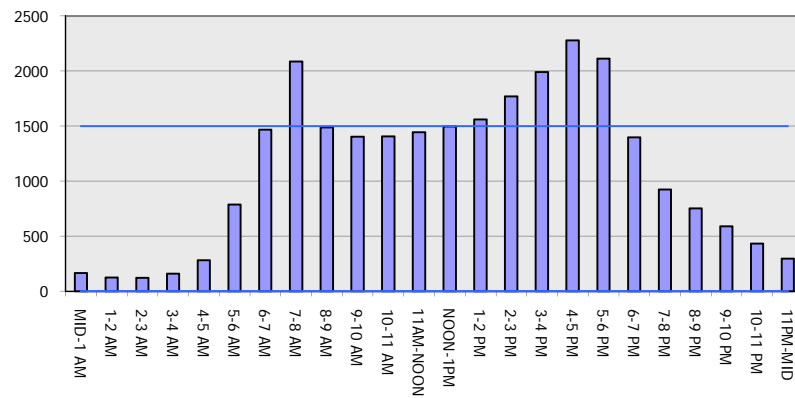
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

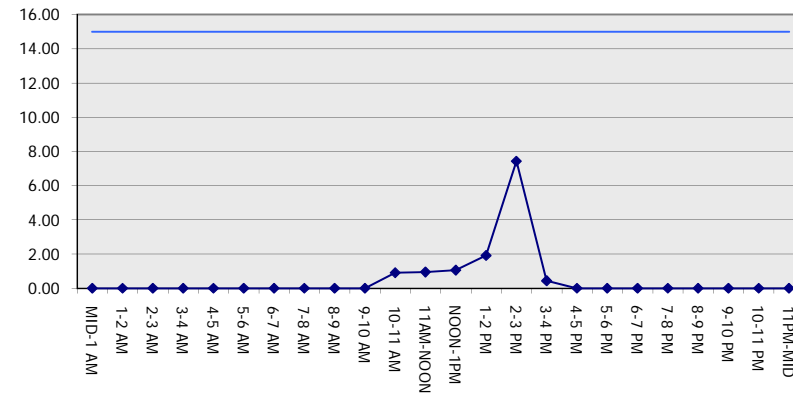
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NORTHBOUND DIRECTION

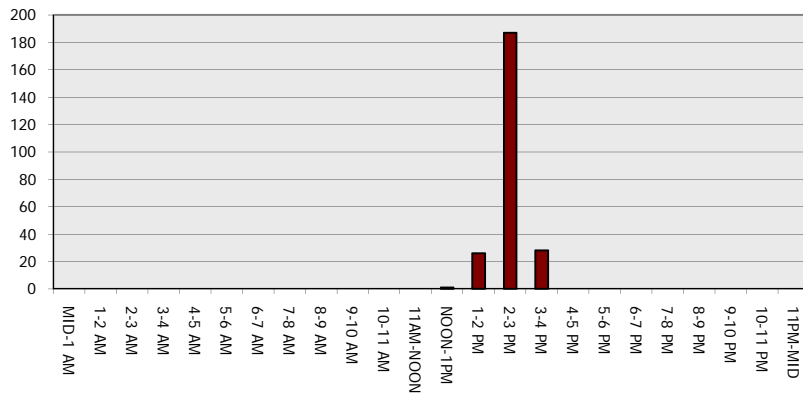
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

