

| | |
|---|--|
| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 219 | 0.0 | 1500 | 219 | 0 | 0.44 | 0 | 66.0 | 48.9 | 44.6 |
| 1-2 AM | 156 | 0.0 | 1500 | 156 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 2-3 AM | 140 | 0.0 | 1500 | 140 | 0 | 0.44 | 0 | 66.1 | 49.2 | 44.9 |
| 3-4 AM | 106 | 0.0 | 1500 | 106 | 0 | 0.43 | 0 | 66.2 | 49.3 | 45.1 |
| 4-5 AM | 111 | 0.0 | 1500 | 111 | 0 | 0.43 | 0 | 66.2 | 49.3 | 45.0 |
| 5-6 AM | 206 | 0.0 | 1500 | 206 | 0 | 0.44 | 0 | 66.0 | 48.9 | 44.6 |
| 6-7 AM | 363 | 0.0 | 1500 | 363 | 0 | 0.46 | 0 | 65.7 | 48.4 | 44.0 |
| 7-8 AM | 515 | 0.0 | 1500 | 515 | 0 | 0.47 | 0 | 65.5 | 47.8 | 43.5 |
| 8-9 AM | 917 | 0.0 | 1499 | 917 | 0 | 0.51 | 0 | 64.6 | 46.4 | 42.0 |
| 9-10 AM | 1407 | 0.0 | OFF | 1407 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 10-11 AM | 1834 | 0.0 | OFF | 1834 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 11AM-NOON | 1987 | 0.0 | OFF | 1987 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| NOON-1PM | 2159 | 0.0 | OFF | 2159 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 1-2 PM | 2139 | 0.0 | OFF | 2139 | 0 | 0.00 | 0 | 62.4 | 62.4 | 62.4 |
| 2-3 PM | 2269 | 0.0 | OFF | 2269 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 3-4 PM | 2283 | 0.0 | OFF | 2283 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 4-5 PM | 2237 | 0.0 | OFF | 2237 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 5-6 PM | 2077 | 0.0 | OFF | 2077 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 |
| 6-7 PM | 1621 | 0.0 | OFF | 1621 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 7-8 PM | 1335 | 0.0 | 1500 | 1335 | 0 | 0.81 | 0 | 63.9 | 39.5 | 34.6 |
| 8-9 PM | 960 | 0.0 | 1500 | 960 | 0 | 0.52 | 0 | 64.6 | 46.3 | 41.8 |
| 9-10 PM | 661 | 0.0 | 1500 | 661 | 0 | 0.49 | 0 | 65.1 | 47.3 | 42.9 |
| 10-11 PM | 499 | 0.0 | 1500 | 499 | 0 | 0.47 | 0 | 65.5 | 47.9 | 43.5 |
| 11PM-MID | 261 | 0.0 | 1500 | 261 | 0 | 0.45 | 0 | 65.9 | 48.7 | 44.5 |

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

| *----- 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 |

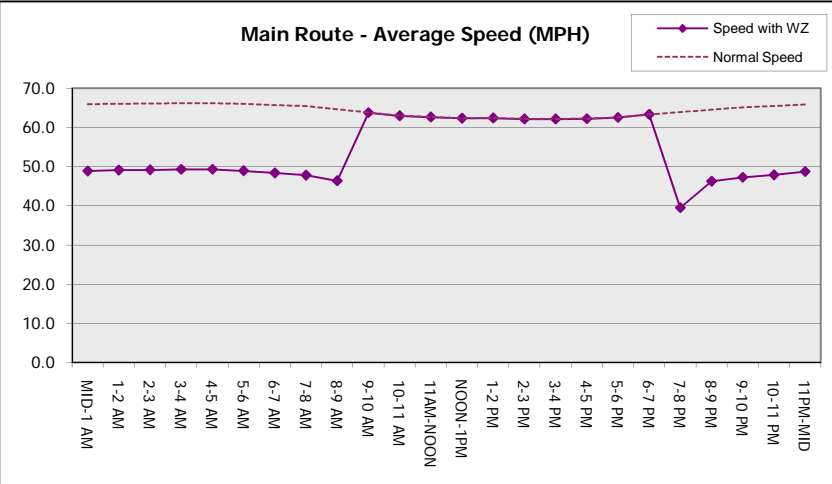
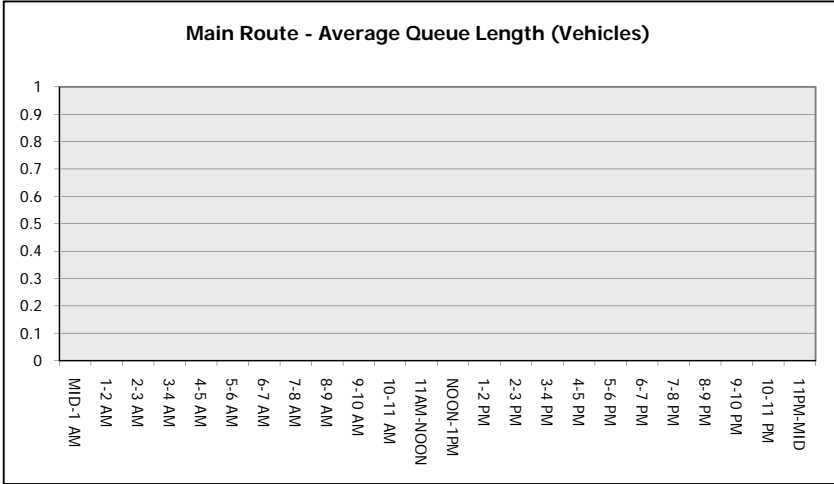
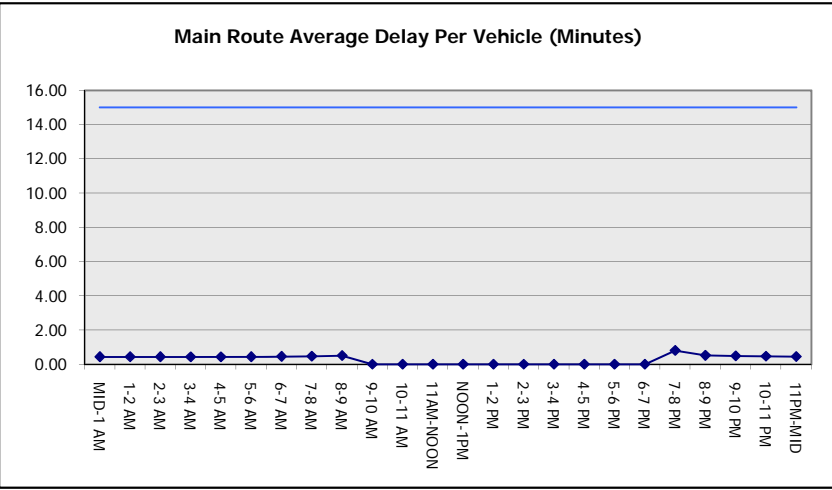
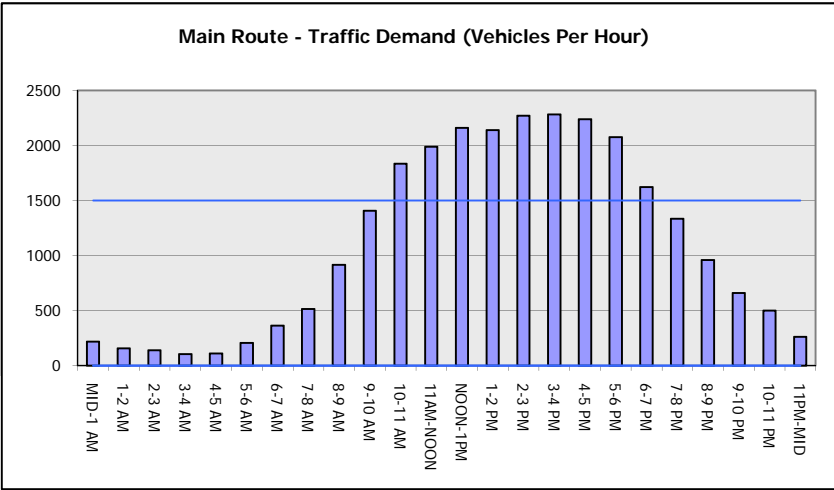
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0059 |
| MAIN ROUTE WITH WORKS | 0.0055 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$846 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 211 | 0.0 | 1500 | 211 | 0 | 0.44 | 0 | 66.0 | 48.9 | 44.6 |
| 1-2 AM | 131 | 0.0 | 1500 | 131 | 0 | 0.44 | 0 | 66.1 | 49.2 | 45.0 |
| 2-3 AM | 111 | 0.0 | 1500 | 111 | 0 | 0.43 | 0 | 66.2 | 49.3 | 45.0 |
| 3-4 AM | 68 | 0.0 | 1500 | 68 | 0 | 0.43 | 0 | 66.3 | 49.5 | 45.2 |
| 4-5 AM | 89 | 0.0 | 1500 | 89 | 0 | 0.43 | 0 | 66.2 | 49.4 | 45.1 |
| 5-6 AM | 234 | 0.0 | 1500 | 234 | 0 | 0.45 | 0 | 66.0 | 48.9 | 44.5 |
| 6-7 AM | 289 | 0.0 | 1500 | 289 | 0 | 0.45 | 0 | 65.8 | 48.6 | 44.3 |
| 7-8 AM | 470 | 0.0 | 1500 | 470 | 0 | 0.47 | 0 | 65.5 | 47.9 | 43.6 |
| 8-9 AM | 679 | 0.0 | 1500 | 679 | 0 | 0.49 | 0 | 65.1 | 47.2 | 42.8 |
| 9-10 AM | 1014 | 0.0 | OFF | 1014 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 10-11 AM | 1308 | 0.0 | OFF | 1308 | 0 | 0.00 | 0 | 64.0 | 64.0 | 64.0 |
| 11AM-NOON | 1530 | 0.0 | OFF | 1530 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| NOON-1PM | 1657 | 0.0 | OFF | 1657 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 1-2 PM | 1583 | 0.0 | OFF | 1583 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 2-3 PM | 1509 | 0.0 | OFF | 1509 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 3-4 PM | 1495 | 0.0 | OFF | 1495 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 4-5 PM | 1506 | 0.0 | OFF | 1506 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 5-6 PM | 1527 | 0.0 | OFF | 1527 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 6-7 PM | 1372 | 0.0 | OFF | 1372 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 7-8 PM | 1100 | 0.0 | 1500 | 1100 | 0 | 0.53 | 0 | 64.3 | 45.8 | 41.4 |
| 8-9 PM | 882 | 0.0 | 1500 | 882 | 0 | 0.51 | 0 | 64.8 | 46.5 | 42.1 |
| 9-10 PM | 669 | 0.0 | 1500 | 669 | 0 | 0.49 | 0 | 65.1 | 47.3 | 42.8 |
| 10-11 PM | 462 | 0.0 | 1500 | 462 | 0 | 0.47 | 0 | 65.5 | 48.0 | 43.7 |
| 11PM-MID | 272 | 0.0 | 1500 | 272 | 0 | 0.45 | 0 | 65.9 | 48.7 | 44.4 |

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

| *----- 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 | 0.0045 |
| MAIN ROUTE WITH WORKS | 0.0041 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$658 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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