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| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) NIGHTTIME 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 | 1500 | 172 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 1-2 AM | 147 | 0.0 | 1500 | 147 | 0 | 0.44 | 0 | 66.1 | 49.2 | 44.9 |
| 2-3 AM | 162 | 0.0 | 1500 | 162 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 3-4 AM | 206 | 0.0 | 1500 | 206 | 0 | 0.44 | 0 | 66.0 | 48.9 | 44.6 |
| 4-5 AM | 376 | 0.0 | 1500 | 376 | 0 | 0.46 | 0 | 65.7 | 48.3 | 44.0 |
| 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 | OFF | 1754 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 |
| 11AM-NOON | 1885 | 0.0 | OFF | 1885 | 0 | 0.00 | 0 | 62.8 | 62.8 | 62.8 |
| NOON-1PM | 2041 | 0.0 | OFF | 2041 | 0 | 0.00 | 0 | 62.6 | 62.6 | 62.6 |
| 1-2 PM | 2170 | 0.0 | OFF | 2170 | 0 | 0.00 | 0 | 62.3 | 62.3 | 62.3 |
| 2-3 PM | 2373 | 0.0 | OFF | 2373 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 |
| 3-4 PM | 2658 | 0.0 | OFF | 2658 | 0 | 0.00 | 0 | 59.2 | 59.2 | 59.2 |
| 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 | 1500 | 1160 | 0 | 0.59 | 0 | 64.2 | 44.3 | 39.7 |
| 8-9 PM | 933 | 0.0 | 1500 | 933 | 0 | 0.51 | 0 | 64.6 | 46.3 | 41.9 |
| 9-10 PM | 794 | 0.0 | 1500 | 794 | 0 | 0.50 | 0 | 64.9 | 46.8 | 42.4 |
| 10-11 PM | 646 | 0.0 | 1500 | 646 | 0 | 0.49 | 0 | 65.2 | 47.3 | 43.0 |
| 11PM-MID | 400 | 0.0 | 1500 | 400 | 0 | 0.46 | 0 | 65.6 | 48.3 | 43.9 |

"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 | 0.0073 |
| MAIN ROUTE WITH WORKS | 0.0070 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$641 |
| 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)**

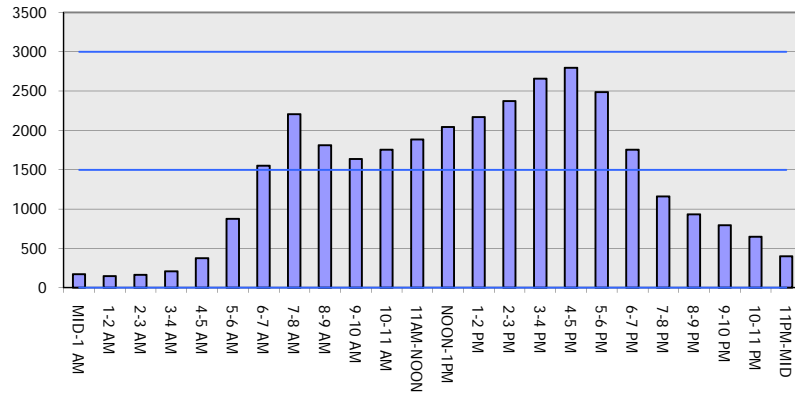
OCTOBER

Analyzed for 2009
Construction Season

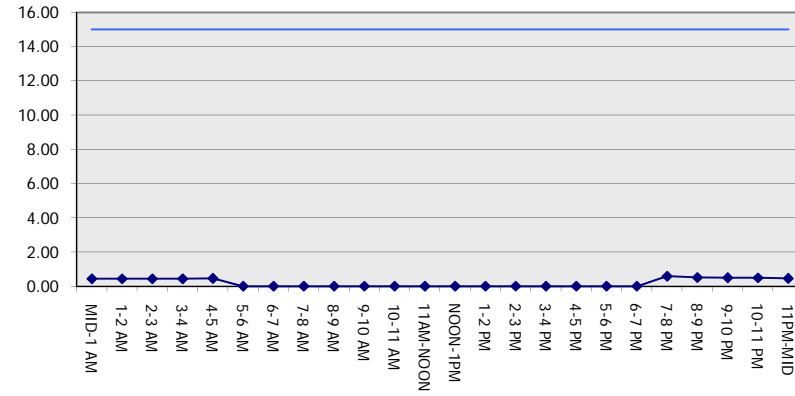
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

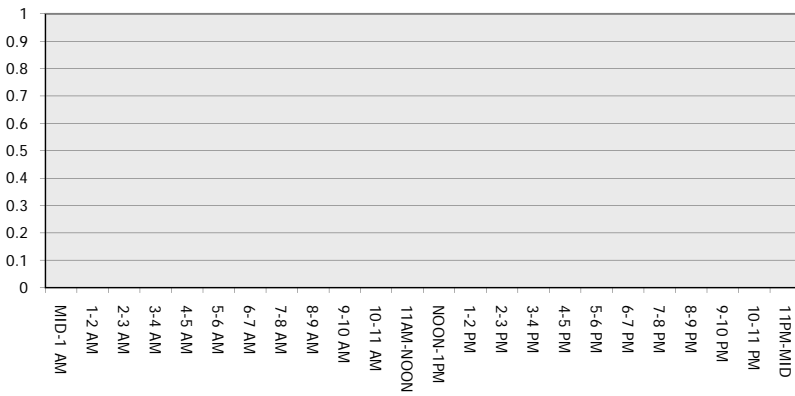
Main Route - Traffic Demand (Vehicles Per Hour)



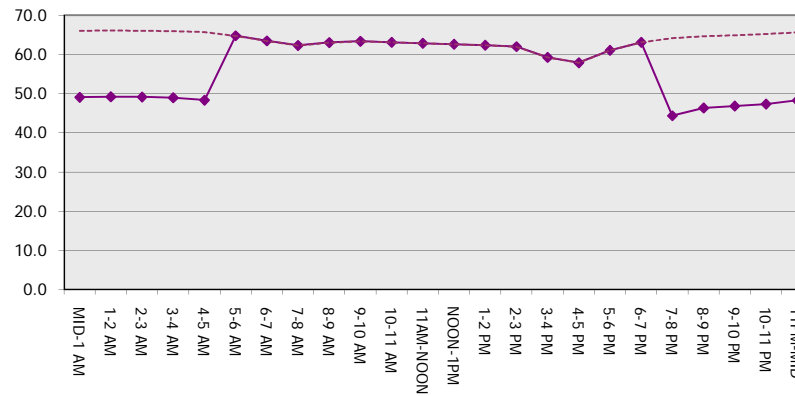
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|---|--|
| USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 202 | 0.0 | 1500 | 202 | 0 | 0.44 | 0 | 66.0 | 49.0 | 44.6 |
| 1-2 AM | 154 | 0.0 | 1500 | 154 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 2-3 AM | 154 | 0.0 | 1500 | 154 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 3-4 AM | 179 | 0.0 | 1500 | 179 | 0 | 0.44 | 0 | 66.1 | 49.1 | 44.8 |
| 4-5 AM | 294 | 0.0 | 1500 | 294 | 0 | 0.45 | 0 | 65.8 | 48.6 | 44.3 |
| 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 | OFF | 1759 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 |
| 11AM-NOON | 1960 | 0.0 | OFF | 1960 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 |
| NOON-1PM | 2040 | 0.0 | OFF | 2040 | 0 | 0.00 | 0 | 62.6 | 62.6 | 62.6 |
| 1-2 PM | 2234 | 0.0 | OFF | 2234 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 2-3 PM | 2461 | 0.0 | OFF | 2461 | 0 | 0.00 | 0 | 61.3 | 61.3 | 61.3 |
| 3-4 PM | 2697 | 0.0 | OFF | 2697 | 0 | 0.00 | 0 | 58.9 | 58.9 | 58.9 |
| 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 | 1499 | 1657 | 0 | 4.95 | 112 | 63.3 | 14.5 | 30.8 |
| 8-9 PM | 1191 | 0.0 | 1499 | 1191 | 0 | 1.70 | 54 | 64.1 | 28.6 | 36.8 |
| 9-10 PM | 934 | 0.0 | 1500 | 934 | 0 | 0.51 | 0 | 64.6 | 46.3 | 41.9 |
| 10-11 PM | 625 | 0.0 | 1500 | 625 | 0 | 0.48 | 0 | 65.2 | 47.4 | 43.0 |
| 11PM-MID | 447 | 0.0 | 1500 | 447 | 0 | 0.47 | 0 | 65.6 | 48.1 | 43.7 |

"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 | 0.0076 |
| MAIN ROUTE WITH WORKS | 0.0072 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,947 |
| 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)**

OCTOBER

Analyzed for 2009
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION**

