

<b>USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	233	0.0	1500	233	0	0.45	0	66.0	48.9	44.5
1-2 AM	161	0.0	1500	161	0	0.44	0	66.1	49.1	44.8
2-3 AM	144	0.0	1500	144	0	0.44	0	66.1	49.2	44.9
3-4 AM	134	0.0	1500	134	0	0.44	0	66.1	49.2	45.0
4-5 AM	216	0.0	1500	216	0	0.44	0	66.0	48.9	44.6
5-6 AM	378	0.0	1500	378	0	0.46	0	65.7	48.3	44.0
6-7 AM	702	0.0	1500	702	0	0.49	0	65.1	47.1	42.7
7-8 AM	1216	0.0	1499	1216	0	0.65	0	64.1	42.8	38.2
8-9 AM	1448	0.0	OFF	1448	0	0.00	0	63.7	63.7	63.7
9-10 AM	1644	0.0	OFF	1644	0	0.00	0	63.3	63.3	63.3
10-11 AM	1825	0.0	OFF	1825	0	0.00	0	63.0	63.0	63.0
11AM-NOON	1809	0.0	OFF	1809	0	0.00	0	63.0	63.0	63.0
NOON-1PM	1836	0.0	OFF	1836	0	0.00	0	63.0	63.0	63.0
1-2 PM	1725	0.0	OFF	1725	0	0.00	0	63.2	63.2	63.2
2-3 PM	1733	0.0	OFF	1733	0	0.00	0	63.2	63.2	63.2
3-4 PM	1721	0.0	OFF	1721	0	0.00	0	63.2	63.2	63.2
4-5 PM	1725	0.0	OFF	1725	0	0.00	0	63.2	63.2	63.2
5-6 PM	1590	0.0	OFF	1590	0	0.00	0	63.4	63.4	63.4
6-7 PM	1377	0.0	1500	1377	0	0.87	0	63.8	38.4	33.5
7-8 PM	1133	0.0	1500	1133	0	0.55	0	64.3	45.2	40.7
8-9 PM	938	0.0	1500	938	0	0.51	0	64.6	46.3	41.9
9-10 PM	809	0.0	1500	809	0	0.50	0	64.9	46.8	42.4
10-11 PM	644	0.0	1500	644	0	0.48	0	65.2	47.3	43.0
11PM-MID	420	0.0	1500	420	0	0.46	0	65.6	48.1	43.8

"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	0.0057
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,178
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)**

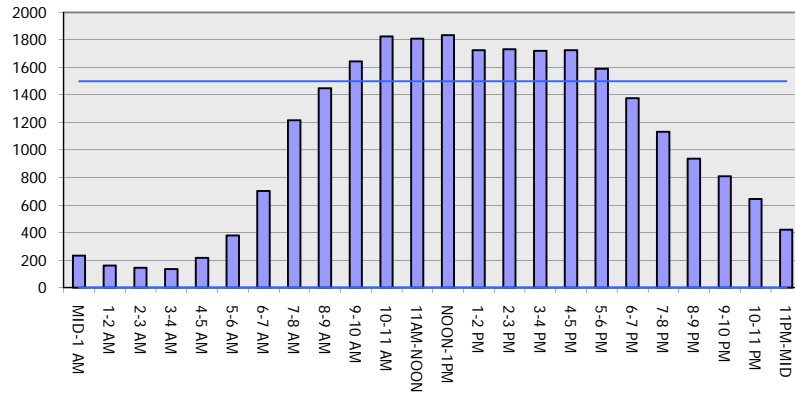
**OCTOBER**

Analyzed for 2009  
Construction Season

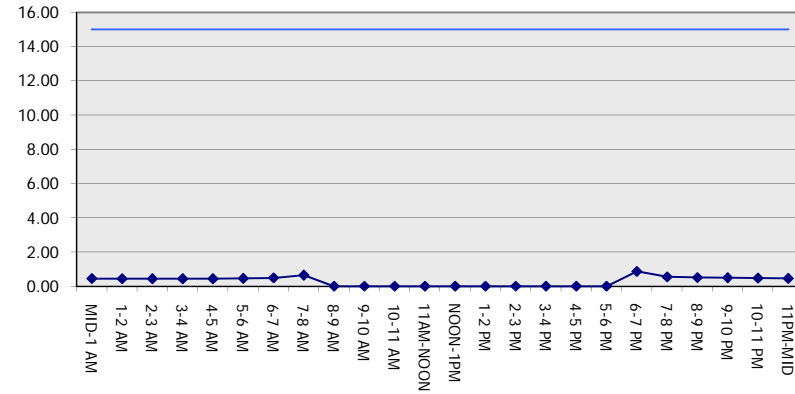
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

**Main Route - Traffic Demand (Vehicles Per Hour)**



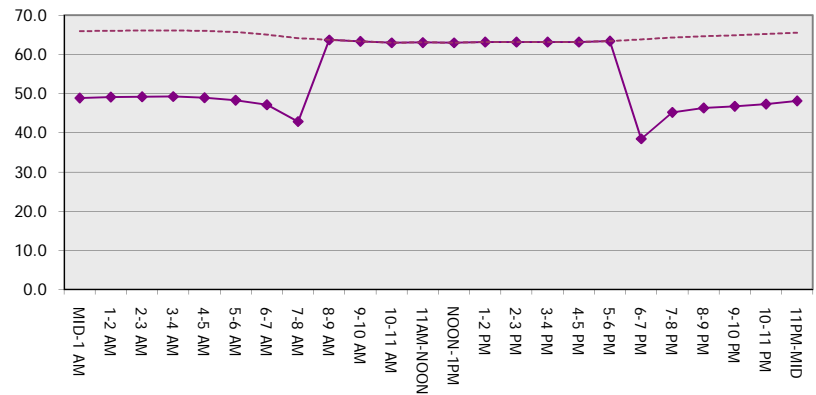
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 41: 9TH AVE TO STH 44 (WINNEBAGO COUNTY)                  NIGHTTIME CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
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**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	270	0.0	1500	270	0	0.45	0	65.9	48.7	44.4
1-2 AM	170	0.0	1500	170	0	0.44	0	66.1	49.1	44.8
2-3 AM	144	0.0	1500	144	0	0.44	0	66.1	49.2	44.9
3-4 AM	135	0.0	1500	135	0	0.44	0	66.1	49.2	45.0
4-5 AM	178	0.0	1500	178	0	0.44	0	66.1	49.1	44.8
5-6 AM	367	0.0	1500	367	0	0.46	0	65.7	48.3	44.0
6-7 AM	512	0.0	1500	512	0	0.47	0	65.5	47.8	43.5
7-8 AM	839	0.0	1500	839	0	0.50	0	64.8	46.6	42.2
8-9 AM	1121	0.0	OFF	1121	0	0.00	0	64.3	64.3	64.3
9-10 AM	1497	0.0	OFF	1497	0	0.00	0	63.6	63.6	63.6
10-11 AM	1838	0.0	OFF	1838	0	0.00	0	63.0	63.0	63.0
11AM-NOON	1950	0.0	OFF	1950	0	0.00	0	62.8	62.8	62.8
NOON-1PM	1894	0.0	OFF	1894	0	0.00	0	62.8	62.8	62.8
1-2 PM	1853	0.0	OFF	1853	0	0.00	0	62.9	62.9	62.9
2-3 PM	1770	0.0	OFF	1770	0	0.00	0	63.1	63.1	63.1
3-4 PM	1784	0.0	OFF	1784	0	0.00	0	63.0	63.0	63.0
4-5 PM	1789	0.0	OFF	1789	0	0.00	0	63.0	63.0	63.0
5-6 PM	1717	0.0	OFF	1717	0	0.00	0	63.2	63.2	63.2
6-7 PM	1442	0.0	1499	1442	0	0.99	1	63.7	36.3	32.2
7-8 PM	1164	0.0	1500	1164	0	0.59	0	64.2	44.2	39.6
8-9 PM	962	0.0	1500	962	0	0.52	0	64.6	46.2	41.8
9-10 PM	790	0.0	1500	790	0	0.50	0	64.9	46.8	42.4
10-11 PM	552	0.0	1500	552	0	0.48	0	65.3	47.7	43.3
11PM-MID	381	0.0	1500	381	0	0.46	0	65.7	48.3	44.0

"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	0.0056
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,122
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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 NIGHTTIME CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

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 Construction Season

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

