

<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	288	0.0	1500	288	0	0.51	0	70.2	58.9	44.3	
1-2 AM	195	0.0	1500	195	0	0.50	0	70.2	59.1	44.7	
2-3 AM	211	0.0	1500	211	0	0.50	0	70.2	59.1	44.6	
3-4 AM	209	0.0	1500	209	0	0.50	0	70.2	59.1	44.6	
4-5 AM	382	0.0	1500	382	0	0.52	0	70.2	58.7	44.0	
5-6 AM	1146	0.0	1499	1146	0	0.75	0	69.3	54.2	37.8	
6-7 AM	2231	0.0	1499	1925	306	8.36+	240	67.9	16.8	30.8	
7-8 AM	3412	0.0	1500	1500	1912	16.28+	400	66.5	9.7	30.8	
8-9 AM	2387	0.0	1500	1500	887	16.33+	400	67.8	9.7	30.8	
9-10 AM	1974	0.0	1500	1500	474	16.35+	400	68.3	9.7	30.8	
10-11 AM	2080	0.0	1500	1500	580	16.35+	400	68.1	9.7	30.8	
11AM-NOON	2387	0.0	1500	1500	887	16.33+	400	67.8	9.7	30.8	
NOON-1PM	2655	0.0	1500	1500	1155	16.32+	400	67.4	9.7	30.8	
1-2 PM	2986	0.0	1500	1500	1486	16.30+	400	67.0	9.7	30.8	
2-3 PM	3100	0.0	1500	1500	1600	16.30+	400	66.9	9.7	30.8	
3-4 PM	3259	0.0	1500	1500	1759	16.29+	400	66.7	9.7	30.8	
4-5 PM	3629	0.0	1500	1500	2129	16.26+	400	66.1	9.7	30.8	
5-6 PM	3241	0.0	1500	1500	1741	16.29+	400	66.7	9.7	30.8	
6-7 PM	2163	0.0	1500	1500	663	16.34+	400	68.1	9.7	30.8	
7-8 PM	1632	0.0	1499	1467	164	16.23+	396	68.7	9.8	30.8	
8-9 PM	1554	0.0	1499	1508	47	16.33+	398	68.8	9.7	30.8	
9-10 PM	1431	0.0	1499	1431	0	15.61+	380	68.9	10.2	30.8	
10-11 PM	1060	0.0	1499	1060	0	3.98	146	69.4	27.9	36.7	
11PM-MID	636	0.0	1500	636	0	0.55	0	69.9	58.0	43.0	

+ 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

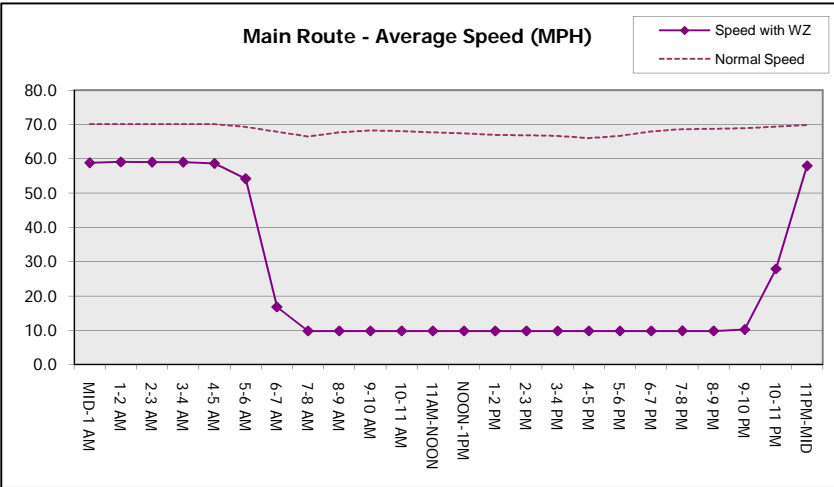
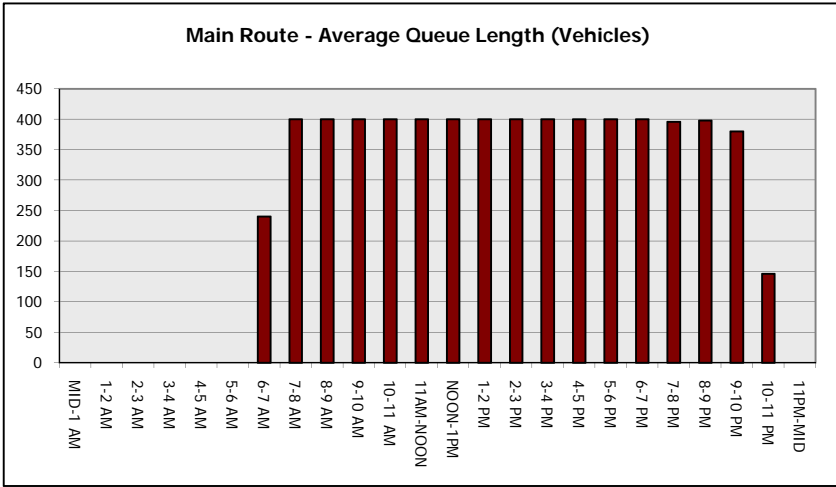
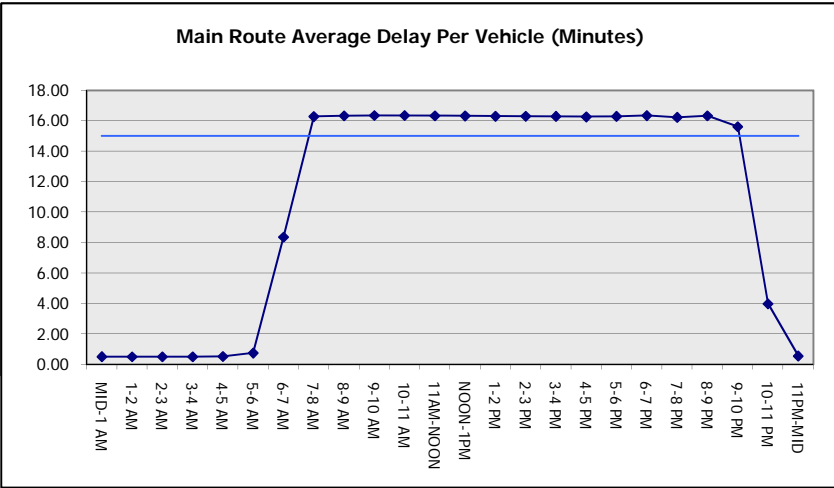
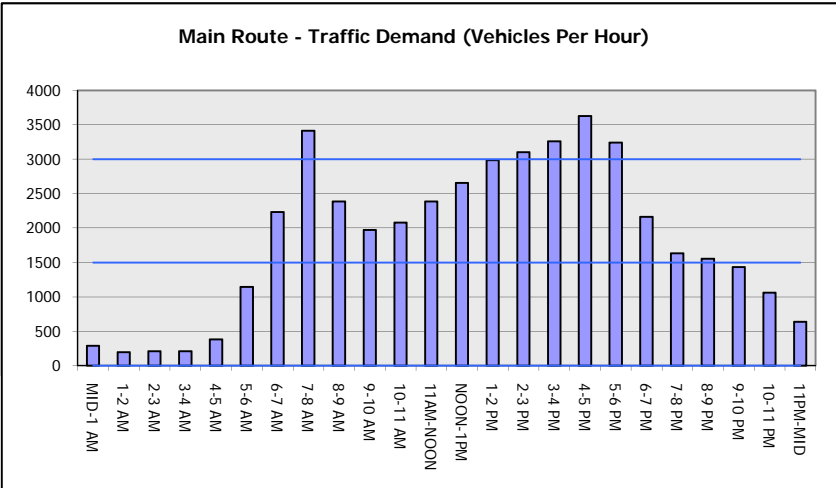
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0218
MAIN ROUTE WITH WORKS	0.0122
'DIVERSION'	0.0180
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$144,169
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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



<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	315	0.0	1500	315	0	0.51	0	70.2	58.8	44.2
1-2 AM	241	0.0	1500	241	0	0.50	0	70.2	59.0	44.5
2-3 AM	202	0.0	1500	202	0	0.50	0	70.2	59.1	44.6
3-4 AM	185	0.0	1500	185	0	0.49	0	70.2	59.1	44.7
4-5 AM	384	0.0	1500	384	0	0.52	0	70.2	58.7	44.0
5-6 AM	868	0.0	1500	868	0	0.57	0	69.7	57.4	42.2
6-7 AM	1780	0.0	1499	1780	0	2.74	72	68.5	34.1	30.8
7-8 AM	3042	0.0	1499	1500	1542	16.09+	399	66.9	9.9	34.6
8-9 AM	2449	0.0	1500	1545	904	16.14+	395	67.7	9.9	31.1
9-10 AM	2259	0.0	1500	1500	759	16.30+	400	67.9	9.7	31.4
10-11 AM	2487	0.0	1500	1500	987	16.29+	400	67.6	9.7	31.4
11AM-NOON	2728	0.0	1500	1500	1228	16.27+	400	67.3	9.7	31.4
NOON-1PM	2809	0.0	1500	1500	1309	16.27+	400	67.3	9.7	31.4
1-2 PM	2789	0.0	1500	1500	1289	16.27+	400	67.3	9.7	31.4
2-3 PM	3287	0.0	1500	1500	1787	16.25+	400	66.6	9.7	31.4
3-4 PM	3755	0.0	1500	1500	2255	16.18+	400	65.2	9.7	31.4
4-5 PM	4186	0.0	1500	1500	2686	16.05+	400	62.2	9.7	31.4
5-6 PM	3620	0.0	1500	1500	2120	16.22+	400	66.1	9.7	31.4
6-7 PM	2792	0.0	1500	1500	1292	16.27+	400	67.3	9.7	31.4
7-8 PM	2144	0.0	1500	1542	602	16.14+	395	68.1	9.9	31.1
8-9 PM	1619	0.0	1500	1511	108	15.88+	387	68.7	10.0	30.8
9-10 PM	1225	0.0	1499	1225	0	10.25	260	69.2	14.3	32.0
10-11 PM	983	0.0	1500	983	0	0.88	11	69.5	52.4	41.6
11PM-MID	696	0.0	1500	696	0	0.55	0	69.9	57.8	42.8

+ 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	0.0231
MAIN ROUTE WITH WORKS	0.0120
'DIVERSION'	0.0216

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,886
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

