

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	395	0.0	1500	395	0	0.52	0	70.2	58.6	43.9	
1-2 AM	254	0.0	1500	254	0	0.50	0	70.2	59.0	44.5	
2-3 AM	225	0.0	1500	225	0	0.50	0	70.2	59.1	44.6	
3-4 AM	154	0.0	1500	154	0	0.49	0	70.2	59.2	44.8	
4-5 AM	226	0.0	1500	226	0	0.50	0	70.2	59.1	44.6	
5-6 AM	392	0.0	1500	392	0	0.52	0	70.2	58.6	43.9	
6-7 AM	667	0.0	1500	667	0	0.55	0	69.9	57.9	42.8	
7-8 AM	1082	0.0	1499	1082	0	0.63	0	69.4	56.1	40.4	
8-9 AM	1472	0.0	1499	1472	0	1.24	5	68.9	47.3	31.9	
9-10 AM	1690	0.0	1500	1690	0	4.53	102	68.6	25.7	30.8	
10-11 AM	2018	0.0	1500	1735	283	14.78+	365	68.2	10.6	30.8	
11AM-NOON	2077	0.0	1500	1500	577	16.35+	400	68.1	9.7	30.8	
NOON-1PM	2235	0.0	1500	1500	735	16.34+	400	67.9	9.7	30.8	
1-2 PM	2202	0.0	1500	1500	702	16.34+	400	68.0	9.7	30.8	
2-3 PM	2283	0.0	1500	1500	783	16.34+	400	67.9	9.7	30.8	
3-4 PM	2304	0.0	1500	1500	804	16.34+	400	67.9	9.7	30.8	
4-5 PM	2174	0.0	1500	1500	674	16.34+	400	68.1	9.7	30.8	
5-6 PM	2117	0.0	1500	1500	617	16.35+	400	68.1	9.7	30.8	
6-7 PM	1704	0.0	1499	1460	244	16.21+	395	68.6	9.8	30.8	
7-8 PM	1459	0.0	1499	1441	17	15.72+	383	68.9	10.1	30.8	
8-9 PM	1372	0.0	1499	1372	0	12.07	290	69.1	12.6	30.8	
9-10 PM	1319	0.0	1500	1319	0	6.13	144	69.1	21.1	31.8	
10-11 PM	957	0.0	1500	957	0	0.64	1	69.6	56.1	41.8	
11PM-MID	583	0.0	1500	583	0	0.54	0	70.0	58.1	43.2	

+ 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

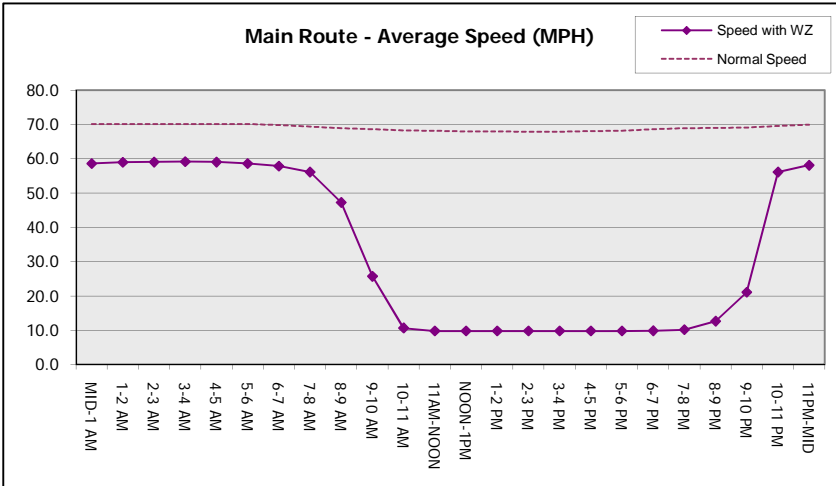
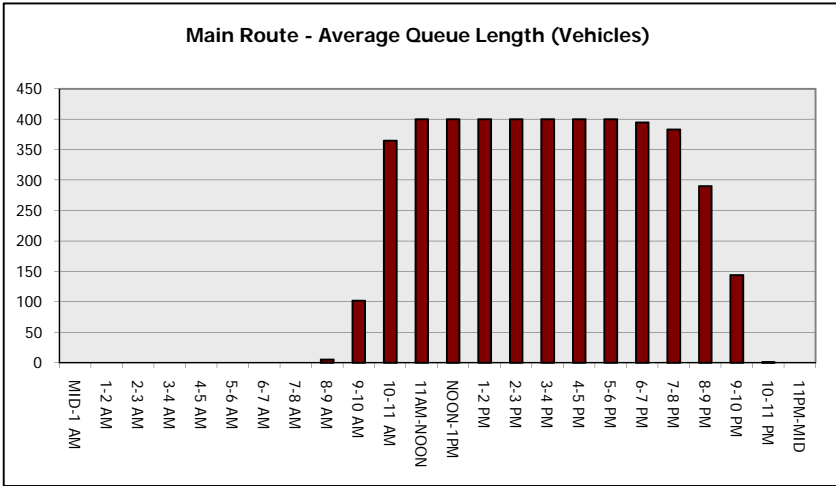
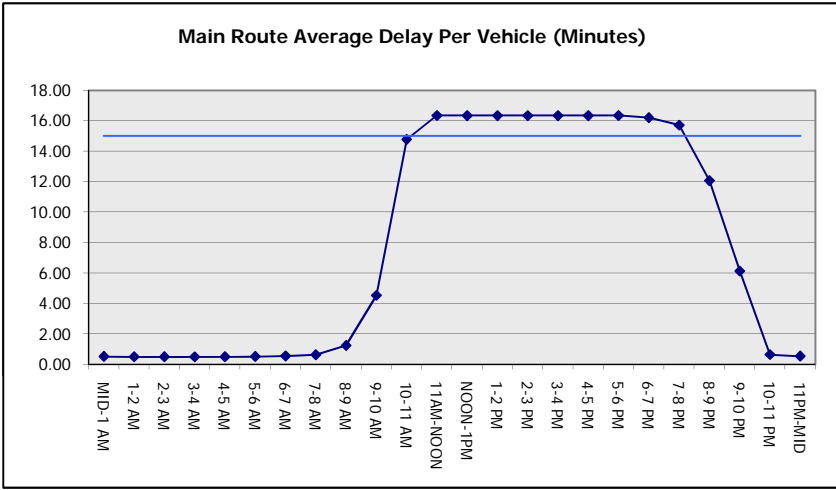
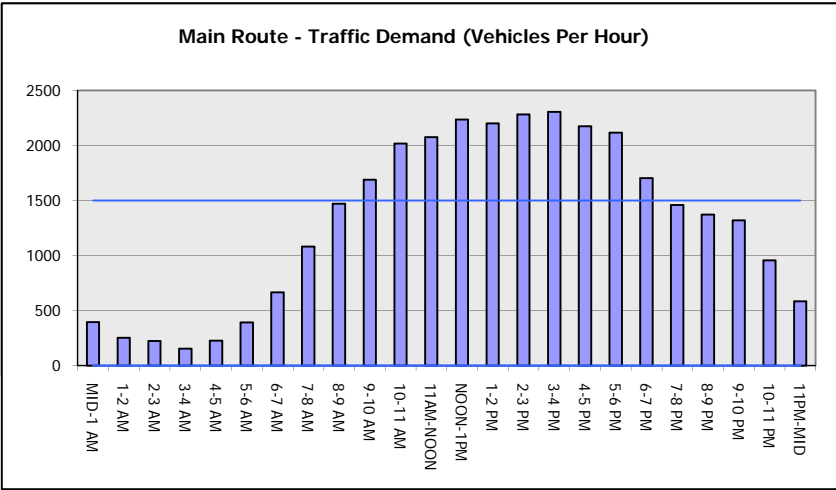
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0155
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0062
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$102,686
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

**USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)
 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
SATURDAY SOUTHBOUND DIRECTION



USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

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	409	0.0	1500	409	0	0.52	0	70.2	58.6	43.8
1-2 AM	278	0.0	1500	278	0	0.51	0	70.2	58.9	44.4
2-3 AM	231	0.0	1500	231	0	0.50	0	70.2	59.0	44.6
3-4 AM	152	0.0	1500	152	0	0.49	0	70.2	59.2	44.9
4-5 AM	186	0.0	1500	186	0	0.50	0	70.2	59.1	44.7
5-6 AM	328	0.0	1500	328	0	0.51	0	70.2	58.8	44.2
6-7 AM	657	0.0	1500	657	0	0.55	0	69.9	57.9	42.9
7-8 AM	1135	0.0	1499	1135	0	0.68	0	69.3	55.3	39.2
8-9 AM	1624	0.0	1499	1624	0	2.17	35	68.7	38.1	30.8
9-10 AM	1991	0.0	1500	1726	265	12.06+	309	68.2	12.6	30.8
10-11 AM	2359	0.0	1499	1500	859	16.33+	399	67.8	9.7	30.8
11AM-NOON	2603	0.0	1500	1500	1103	16.32+	400	67.5	9.7	30.8
NOON-1PM	2640	0.0	1500	1500	1140	16.32+	400	67.4	9.7	30.8
1-2 PM	2509	0.0	1500	1500	1009	16.33+	400	67.6	9.7	30.8
2-3 PM	2484	0.0	1499	1500	984	16.33+	400	67.6	9.7	30.8
3-4 PM	2347	0.0	1500	1500	847	16.33+	400	67.8	9.7	30.8
4-5 PM	2311	0.0	1500	1500	811	16.34+	400	67.9	9.7	30.8
5-6 PM	2160	0.0	1500	1500	660	16.34+	400	68.1	9.7	30.8
6-7 PM	1813	0.0	1500	1546	267	16.15+	394	68.5	9.9	30.8
7-8 PM	1366	0.0	1499	1366	0	14.43+	352	69.1	10.9	30.8
8-9 PM	1057	0.0	1499	1057	0	2.49	87	69.4	36.0	38.1
9-10 PM	902	0.0	1500	902	0	0.58	0	69.6	57.3	42.0
10-11 PM	772	0.0	1500	772	0	0.56	0	69.8	57.6	42.5
11PM-MID	539	0.0	1500	539	0	0.54	0	70.0	58.2	43.3

+ 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	0.0162
MAIN ROUTE WITH WORKS	0.0106
'DIVERSION'	0.0091

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,171
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

**USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)
 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
SATURDAY NORTHBOUND DIRECTION

