

<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**

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	418	0.0	1500	418	0	0.52	0	70.2	58.6	43.8	
1-2 AM	264	0.0	1500	264	0	0.50	0	70.2	58.9	44.4	
2-3 AM	279	0.0	1500	279	0	0.51	0	70.2	59.2	44.8	
3-4 AM	155	0.0	1500	155	0	0.49	0	70.2	59.2	44.9	
4-5 AM	140	0.0	1500	140	0	0.49	0	70.2	59.1	44.6	
5-6 AM	224	0.0	1500	224	0	0.50	0	70.2	58.7	44.0	
6-7 AM	377	0.0	1500	377	0	0.52	0	70.0	57.2	43.3	
7-8 AM	557	0.0	1500	557	0	0.54	0	69.6	51.4	41.9	
8-9 AM	932	0.0	1500	932	0	0.58	0	69.1	26.1	33.8	
9-10 AM	1373	0.0	1499	1373	0	0.93	0	68.6	10.1	30.8	
10-11 AM	1763	0.0	1499	1763	0	4.40	108	68.1	9.7	30.8	
11AM-NOON	2118	0.0	1499	1680	438	15.64+	384	67.7	9.7	30.8	
NOON-1PM	2460	0.0	1500	1500	960	16.33+	400	67.7	9.7	30.8	
1-2 PM	2438	0.0	1500	1500	938	16.33+	400	67.7	9.7	30.8	
2-3 PM	2448	0.0	1500	1500	948	16.33+	400	67.7	9.7	30.8	
3-4 PM	2482	0.0	1500	1500	982	16.33+	400	67.6	9.7	30.8	
4-5 PM	2475	0.0	1500	1500	975	16.33+	400	67.7	9.7	30.8	
5-6 PM	2272	0.0	1500	1500	772	16.34+	400	67.9	9.7	30.8	
6-7 PM	1799	0.0	1499	1460	339	16.20+	395	68.5	9.8	30.8	
7-8 PM	1482	0.0	1499	1446	37	15.91+	388	68.9	10.0	30.8	
8-9 PM	1071	0.0	1499	1071	0	4.43	159	69.4	26.1	36.5	
9-10 PM	902	0.0	1500	902	0	0.58	0	69.6	57.3	42.0	
10-11 PM	607	0.0	1500	607	0	0.54	0	70.0	58.1	43.1	
11PM-MID	341	0.0	1500	341	0	0.51	0	70.2	58.7	44.2	

+ 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

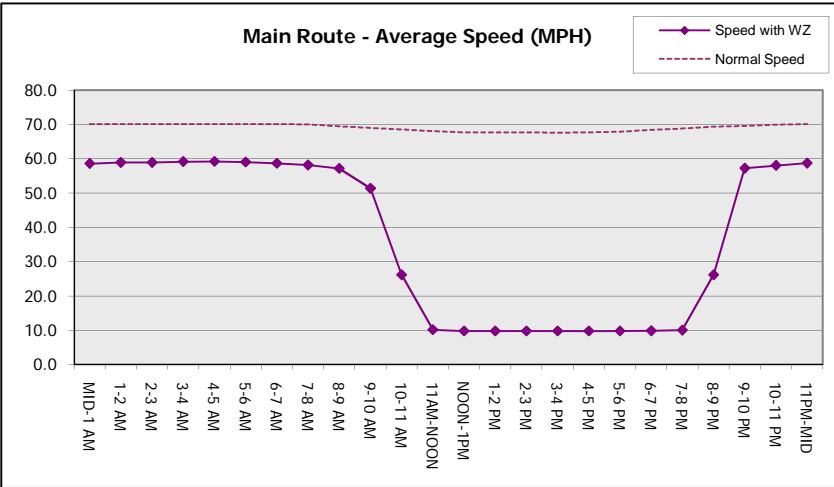
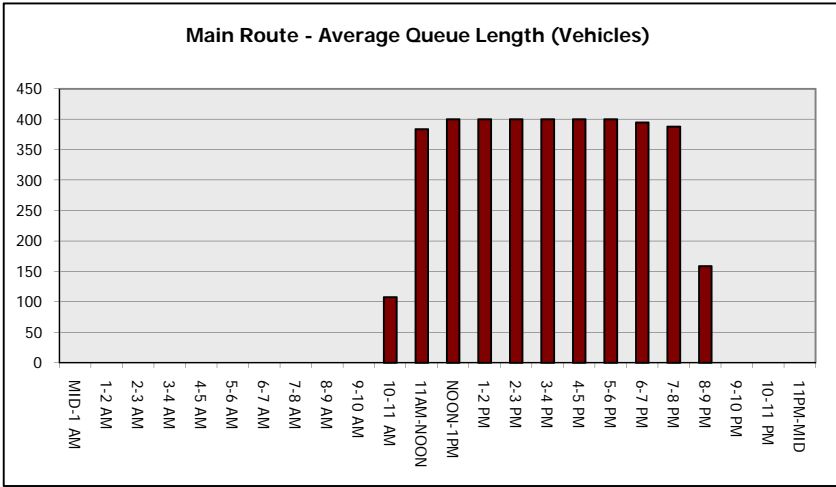
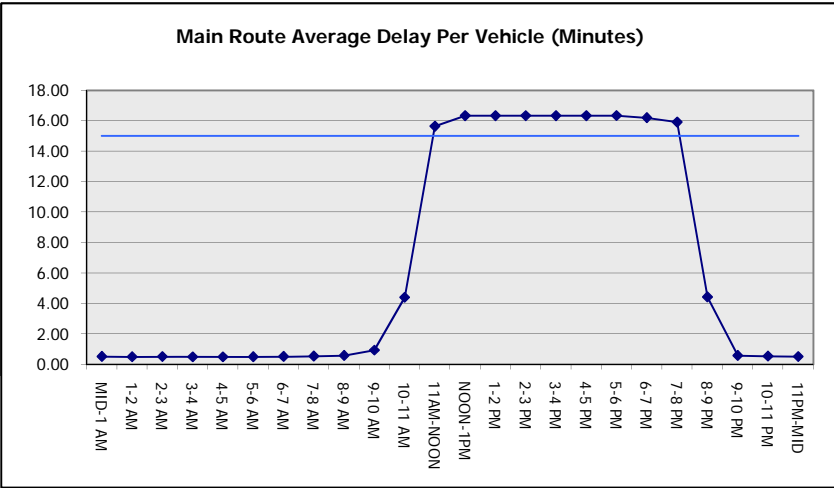
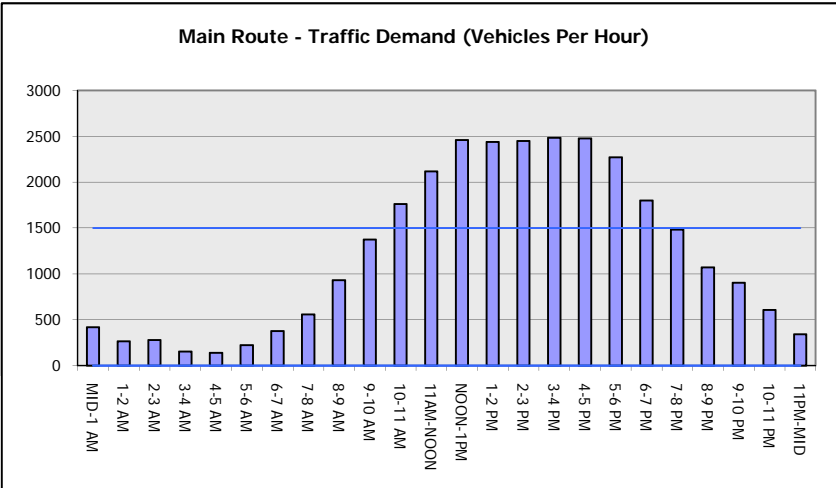
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0145
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0073
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$96,055
CONGESTED HOURS PER DAY*	9

\*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**  
**SUNDAY 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**

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	312	0.0	1500	312	0	0.51	0	70.2	58.8	44.2
1-2 AM	217	0.0	1500	217	0	0.50	0	70.2	59.1	44.6
2-3 AM	174	0.0	1500	174	0	0.49	0	70.2	59.2	44.8
3-4 AM	111	0.0	1500	111	0	0.49	0	70.2	59.3	45.0
4-5 AM	107	0.0	1500	107	0	0.49	0	70.2	59.3	45.1
5-6 AM	226	0.0	1500	226	0	0.50	0	70.2	59.1	44.6
6-7 AM	306	0.0	1500	306	0	0.51	0	70.2	58.9	44.3
7-8 AM	570	0.0	1500	570	0	0.54	0	70.0	58.2	43.2
8-9 AM	798	0.0	1500	798	0	0.57	0	69.7	57.6	42.4
9-10 AM	1344	0.0	1499	1344	0	0.89	0	69.1	52.0	34.7
10-11 AM	1881	0.0	1499	1881	0	5.98	164	68.4	21.4	30.8
11AM-NOON	2183	0.0	1499	1500	683	16.34+	399	68.0	9.7	30.8
NOON-1PM	2220	0.0	1500	1500	720	16.34+	400	68.0	9.7	30.8
1-2 PM	2135	0.0	1500	1500	635	16.35+	400	68.1	9.7	30.8
2-3 PM	1998	0.0	1500	1500	498	16.35+	400	68.2	9.7	30.8
3-4 PM	2017	0.0	1500	1500	517	16.35+	400	68.2	9.7	30.8
4-5 PM	1930	0.0	1500	1500	430	16.36+	399	68.3	9.7	30.8
5-6 PM	1780	0.0	1500	1500	280	16.36+	400	68.5	9.7	30.8
6-7 PM	1616	0.0	1500	1525	91	16.25+	396	68.7	9.8	30.8
7-8 PM	1270	0.0	1499	1270	0	12.49+	309	69.2	12.2	31.1
8-9 PM	1020	0.0	1500	1020	0	1.45	37	69.5	45.1	40.1
9-10 PM	773	0.0	1500	773	0	0.56	0	69.8	57.6	42.5
10-11 PM	528	0.0	1500	528	0	0.54	0	70.0	58.3	43.4
11PM-MID	309	0.0	1500	309	0	0.51	0	70.2	58.9	44.3

+ 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	0.0127
MAIN ROUTE WITH WORKS	0.0094
'DIVERSION'	0.0044

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,269
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

