

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	310	0.0	1500	310	0	0.51	0	70.2	58.9	44.2	
1-2 AM	190	0.0	1500	190	0	0.50	0	70.2	59.1	44.7	
2-3 AM	178	0.0	1500	178	0	0.49	0	70.2	59.1	44.8	
3-4 AM	218	0.0	1500	218	0	0.50	0	70.2	59.1	44.6	
4-5 AM	421	0.0	1500	421	0	0.52	0	70.2	58.6	43.8	
5-6 AM	1249	0.0	1499	1249	0	0.81	0	69.2	53.2	36.5	
6-7 AM	2252	0.0	1499	1887	366	8.85+	250	67.9	16.0	30.8	
7-8 AM	3320	0.0	1499	1500	1820	16.29+	399	66.6	9.7	30.8	
8-9 AM	2394	0.0	1500	1500	894	16.33+	400	67.8	9.7	30.8	
9-10 AM	2027	0.0	1500	1500	527	16.35+	400	68.2	9.7	30.8	
10-11 AM	2166	0.0	1500	1500	666	16.34+	400	68.1	9.7	30.8	
11AM-NOON	2431	0.0	1500	1500	931	16.33+	400	67.7	9.7	30.8	
NOON-1PM	2674	0.0	1500	1500	1174	16.32+	400	67.4	9.7	30.8	
1-2 PM	2969	0.0	1500	1500	1469	16.30+	400	67.1	9.7	30.8	
2-3 PM	3239	0.0	1500	1500	1739	16.29+	400	66.7	9.7	30.8	
3-4 PM	3384	0.0	1500	1500	1884	16.28+	400	66.5	9.7	30.8	
4-5 PM	3907	0.0	1500	1500	2407	16.18+	400	64.1	9.7	30.8	
5-6 PM	3663	0.0	1500	1500	2163	16.25+	400	65.8	9.7	30.8	
6-7 PM	2397	0.0	1500	1500	897	16.33+	400	67.8	9.7	30.8	
7-8 PM	1835	0.0	1500	1500	335	16.36+	400	68.4	9.7	30.8	
8-9 PM	1757	0.0	1500	1500	257	16.36+	400	68.6	9.7	30.8	
9-10 PM	1496	0.0	1500	1453	42	15.66+	382	68.9	10.1	30.8	
10-11 PM	995	0.0	1499	995	0	3.46	136	69.5	30.3	37.5	
11PM-MID	628	0.0	1500	628	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

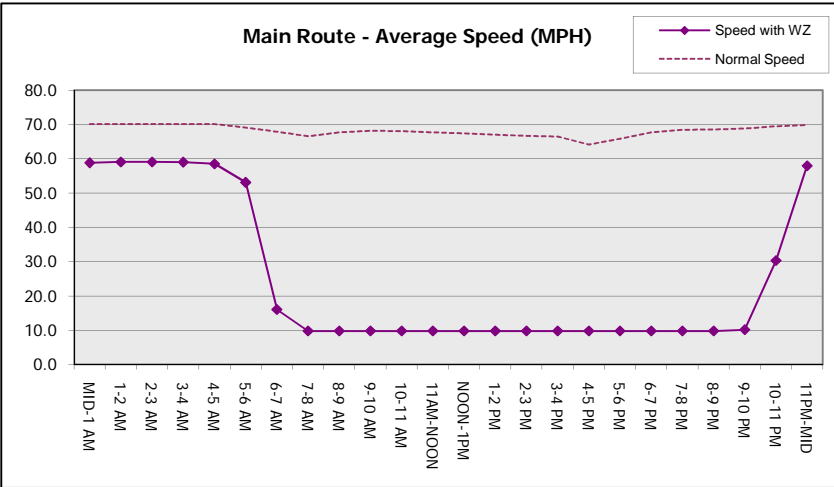
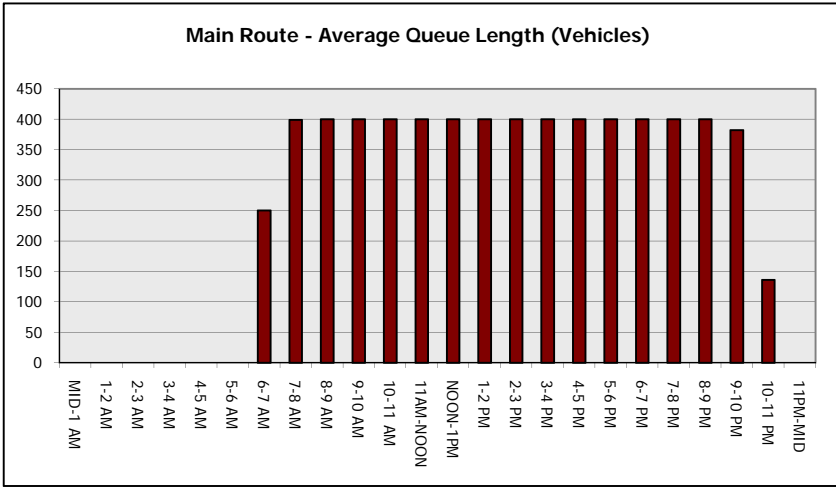
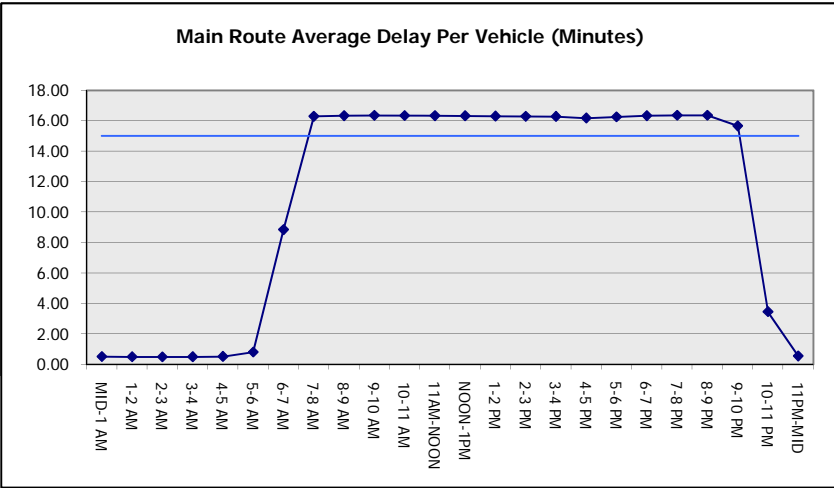
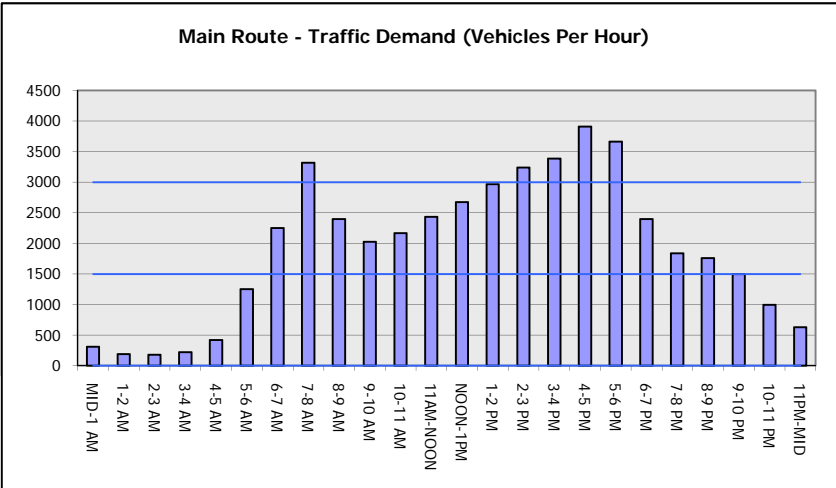
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0227
MAIN ROUTE WITH WORKS	0.0122
'DIVERSION'	0.0201
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,733
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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AUGUST
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR 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)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	248	0.0	1500	248	0	0.50	0	70.2	59.0	44.5
1-2 AM	184	0.0	1500	184	0	0.49	0	70.2	59.1	44.8
2-3 AM	164	0.0	1500	164	0	0.49	0	70.2	59.2	44.8
3-4 AM	179	0.0	1500	179	0	0.49	0	70.2	59.1	44.8
4-5 AM	388	0.0	1500	388	0	0.52	0	70.2	58.7	44.0
5-6 AM	1077	0.0	1499	1077	0	0.69	0	69.4	55.2	39.1
6-7 AM	2025	0.0	1499	2025	0	6.24	196	68.2	20.7	30.8
7-8 AM	3192	0.0	1500	1495	1697	16.11+	399	66.8	9.8	33.7
8-9 AM	2520	0.0	1499	1435	1085	16.04+	394	67.6	9.9	32.2
9-10 AM	2282	0.0	1500	1500	782	16.34+	400	67.9	9.7	30.8
10-11 AM	2441	0.0	1500	1500	941	16.33+	400	67.7	9.7	30.8
11AM-NOON	2660	0.0	1500	1500	1160	16.32+	400	67.4	9.7	30.8
NOON-1PM	2707	0.0	1500	1500	1207	16.32+	400	67.4	9.7	30.8
1-2 PM	2742	0.0	1500	1500	1242	16.31+	400	67.3	9.7	30.8
2-3 PM	2967	0.0	1500	1500	1467	16.30+	400	67.1	9.7	30.8
3-4 PM	3361	0.0	1500	1500	1861	16.28+	400	66.6	9.7	30.8
4-5 PM	3978	0.0	1500	1500	2478	16.16+	400	63.7	9.7	30.8
5-6 PM	3564	0.0	1500	1500	2064	16.27+	400	66.3	9.7	30.8
6-7 PM	2397	0.0	1500	1500	897	16.33+	400	67.8	9.7	30.8
7-8 PM	1532	0.0	1499	1368	164	15.14+	368	68.8	10.4	30.8
8-9 PM	1190	0.0	1499	1190	0	6.92	186	69.2	19.4	33.4
9-10 PM	902	0.0	1500	902	0	0.58	0	69.6	57.2	42.0
10-11 PM	738	0.0	1500	738	0	0.56	0	69.8	57.7	42.6
11PM-MID	478	0.0	1500	478	0	0.53	0	70.1	58.4	43.6

+ 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	0.0217
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0195

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,873
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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