

<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	326	0.0	3000	326	0	0.36	0	70.2	61.8	49.7
1-2 AM	207	0.0	3000	207	0	0.36	0	70.2	61.8	49.7
2-3 AM	212	0.0	3000	212	0	0.36	0	70.2	61.8	49.7
3-4 AM	187	0.0	3000	187	0	0.36	0	70.2	61.8	49.7
4-5 AM	406	0.0	3000	406	0	0.36	0	70.2	61.8	49.7
5-6 AM	1085	0.0	3000	1085	0	0.35	0	69.4	61.4	49.7
6-7 AM	2067	0.0	2999	2067	0	0.33	0	68.2	60.7	49.7
7-8 AM	3140	0.0	2999	3140	0	1.71	59	66.8	41.4	37.3
8-9 AM	2401	0.0	3000	2401	0	0.67	21	67.8	54.4	47.0
9-10 AM	2053	0.0	3000	2053	0	0.33	0	68.2	60.7	49.7
10-11 AM	2324	0.0	3000	2324	0	0.33	0	67.9	60.5	49.7
11AM-NOON	2708	0.0	2999	2708	0	0.54	0	67.4	56.4	42.4
NOON-1PM	3032	0.0	2999	3032	0	0.97	15	66.9	49.6	37.8
1-2 PM	3477	0.0	3000	3477	0	5.36	288	66.4	22.8	37.3
2-3 PM	3464	0.0	2999	3278	186	14.05+	742	66.4	12.5	37.3
3-4 PM	3718	0.0	3000	3009	709	16.08+	850	65.5	11.7	37.3
4-5 PM	4098	0.0	3000	3022	1076	16.01+	854	62.8	11.7	37.3
5-6 PM	3671	0.0	3000	3000	671	16.10+	850	65.8	11.7	37.3
6-7 PM	2632	0.0	2999	2632	0	13.65+	719	67.4	12.7	37.3
7-8 PM	1974	0.0	2999	1974	0	1.58	125	68.3	43.2	48.8
8-9 PM	1820	0.0	3000	1820	0	0.34	0	68.5	60.9	49.7
9-10 PM	1633	0.0	3000	1633	0	0.34	0	68.7	61.0	49.7
10-11 PM	1053	0.0	3000	1053	0	0.35	0	69.4	61.4	49.7
11PM-MID	678	0.0	3000	678	0	0.36	0	69.9	61.7	49.7

+ 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	0.0239
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0030
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$70,187
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

**USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

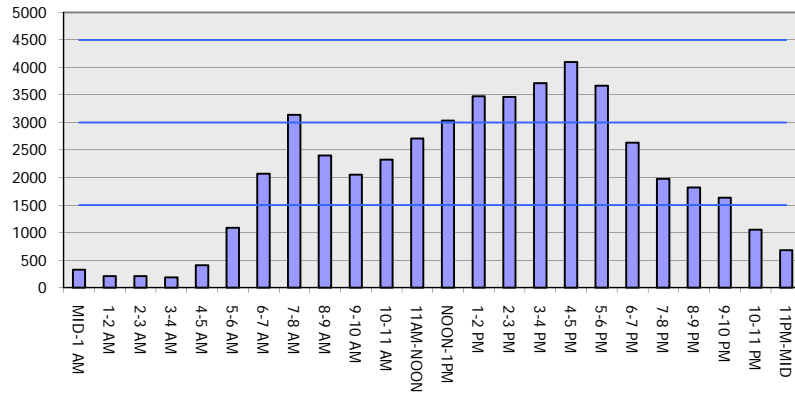
**OCTOBER**

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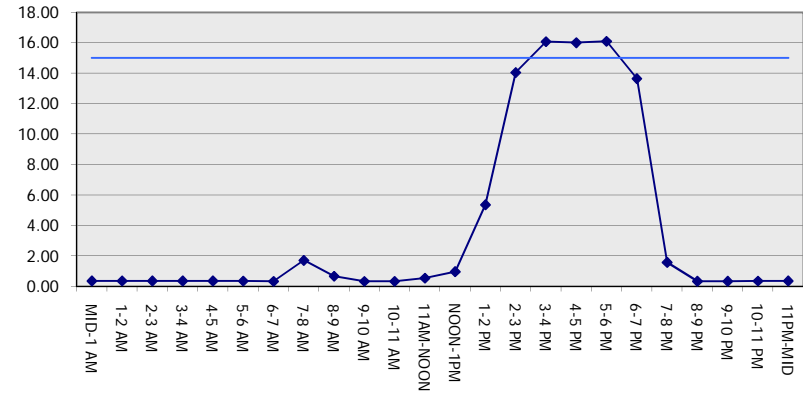
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

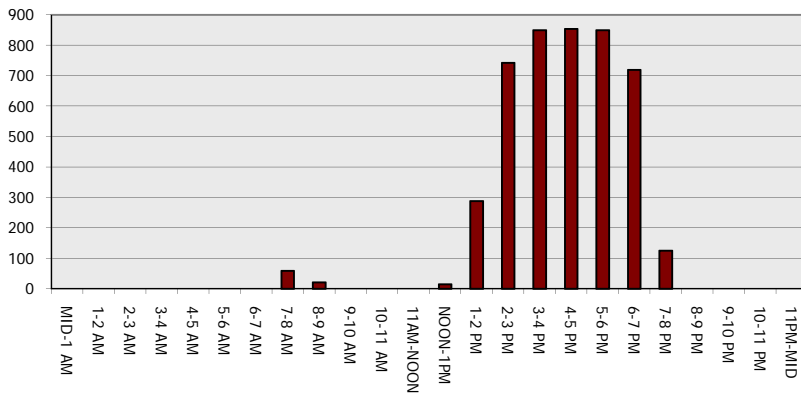
**Main Route - Traffic Demand (Vehicles Per Hour)**



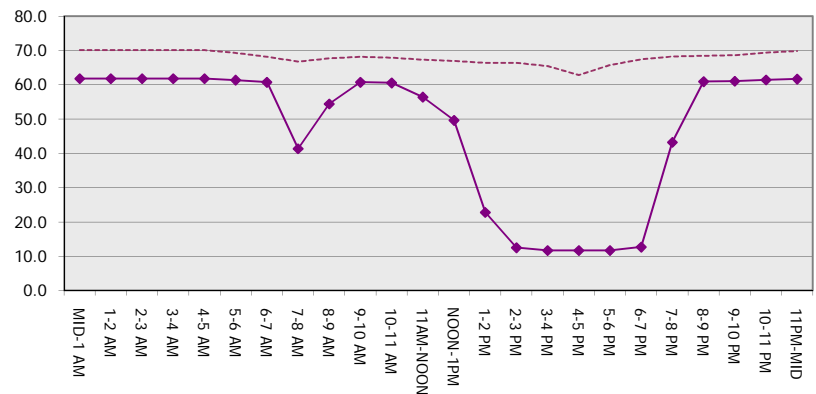
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	257	0.0	3000	257	0	0.36	0	70.2	61.8	49.7
1-2 AM	209	0.0	3000	209	0	0.36	0	70.2	61.8	49.7
2-3 AM	199	0.0	3000	199	0	0.36	0	70.2	61.8	49.7
3-4 AM	216	0.0	3000	216	0	0.36	0	70.2	61.8	49.7
4-5 AM	457	0.0	3000	457	0	0.36	0	70.2	61.8	49.7
5-6 AM	897	0.0	3000	897	0	0.35	0	69.6	61.5	49.7
6-7 AM	1885	0.0	2999	1885	0	0.34	0	68.4	60.9	49.7
7-8 AM	3268	0.0	2999	3268	0	2.42	109	66.7	35.6	37.3
8-9 AM	2681	0.0	2999	2681	0	2.62	137	67.4	34.5	40.1
9-10 AM	2435	0.0	3000	2435	0	0.36	0	67.7	59.9	48.4
10-11 AM	2705	0.0	2999	2705	0	0.54	0	67.4	56.4	42.4
11AM-NOON	3063	0.0	2999	3063	0	1.06	19	66.9	48.4	37.3
NOON-1PM	3098	0.0	2999	3098	0	2.68	109	66.9	34.1	37.3
1-2 PM	3164	0.0	3000	3164	0	4.88	233	66.8	24.3	37.3
2-3 PM	3434	0.0	3000	3434	0	9.84	519	66.4	15.2	37.3
3-4 PM	3923	0.0	2999	3071	852	16.13+	857	64.0	11.7	37.3
4-5 PM	4315	0.0	3000	3033	1282	16.08+	863	61.4	11.6	37.3
5-6 PM	3892	0.0	3000	2995	897	16.04+	851	64.3	11.7	37.3
6-7 PM	3090	0.0	3000	2922	168	15.85+	834	66.9	11.8	37.3
7-8 PM	1943	0.0	2999	1943	0	3.76	337	68.3	29.2	44.8
8-9 PM	1329	0.0	3000	1329	0	0.35	0	69.1	61.2	49.7
9-10 PM	1115	0.0	3000	1115	0	0.35	0	69.4	61.4	49.7
10-11 PM	872	0.0	3000	872	0	0.35	0	69.7	61.5	49.7
11PM-MID	594	0.0	3000	594	0	0.36	0	70.0	61.7	49.7

+ 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	0.0242
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0037

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,954
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

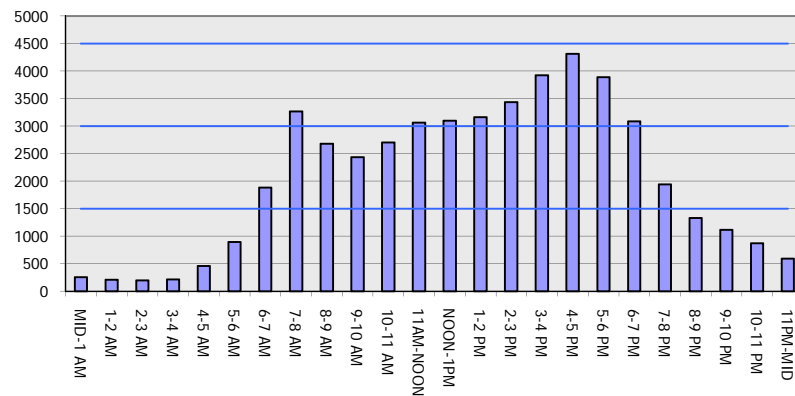
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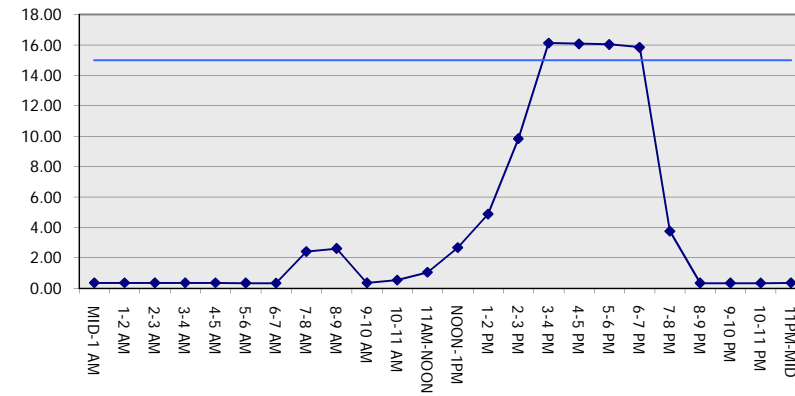
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY NORTHBOUND DIRECTION**

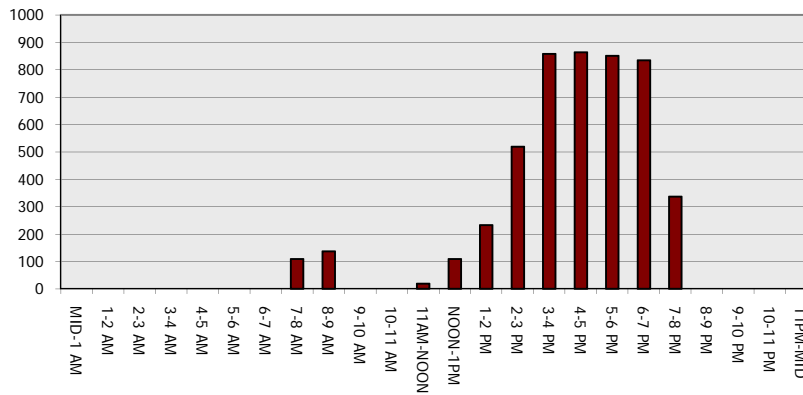
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

