

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	1500	326	0	0.51	0	70.2	58.8	44.2	
1-2 AM	207	0.0	1500	207	0	0.50	0	70.2	59.1	44.6	
2-3 AM	212	0.0	1500	212	0	0.50	0	70.2	59.1	44.6	
3-4 AM	187	0.0	1500	187	0	0.50	0	70.2	59.1	44.7	
4-5 AM	406	0.0	1500	406	0	0.52	0	70.2	58.6	43.8	
5-6 AM	1085	0.0	1499	1085	0	0.70	0	69.4	55.1	38.9	
6-7 AM	2067	0.0	1499	2060	8	6.91+	217	68.2	19.3	30.8	
7-8 AM	3140	0.0	1500	1384	1756	15.84+	392	66.8	10.0	33.6	
8-9 AM	2401	0.0	1500	1500	901	16.33+	400	67.8	9.7	30.8	
9-10 AM	2053	0.0	1500	1500	553	16.35+	400	68.2	9.7	30.8	
10-11 AM	2324	0.0	1500	1500	824	16.34+	400	67.9	9.7	30.8	
11AM-NOON	2708	0.0	1500	1500	1208	16.32+	400	67.4	9.7	30.8	
NOON-1PM	3032	0.0	1500	1500	1532	16.30+	400	66.9	9.7	30.8	
1-2 PM	3477	0.0	1500	1500	1977	16.28+	400	66.4	9.7	30.8	
2-3 PM	3464	0.0	1500	1500	1964	16.28+	400	66.4	9.7	30.8	
3-4 PM	3718	0.0	1500	1500	2218	16.24+	400	65.5	9.7	30.8	
4-5 PM	4098	0.0	1500	1500	2598	16.12+	400	62.8	9.7	30.8	
5-6 PM	3671	0.0	1500	1500	2171	16.25+	400	65.8	9.7	30.8	
6-7 PM	2632	0.0	1500	1500	1132	16.32+	400	67.4	9.7	30.8	
7-8 PM	1974	0.0	1500	1490	485	16.31+	398	68.3	9.7	30.8	
8-9 PM	1820	0.0	1499	1493	327	16.33+	399	68.5	9.7	30.8	
9-10 PM	1633	0.0	1499	1459	174	16.19+	395	68.7	9.8	30.8	
10-11 PM	1053	0.0	1499	1053	0	5.48	193	69.4	22.8	36.1	
11PM-MID	678	0.0	1500	678	0	0.55	0	69.9	57.9	42.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0122
'DIVERSION'	0.0227
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,677
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

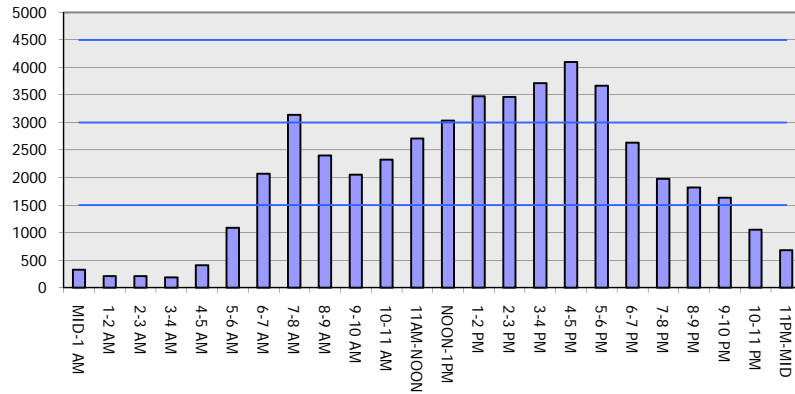
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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

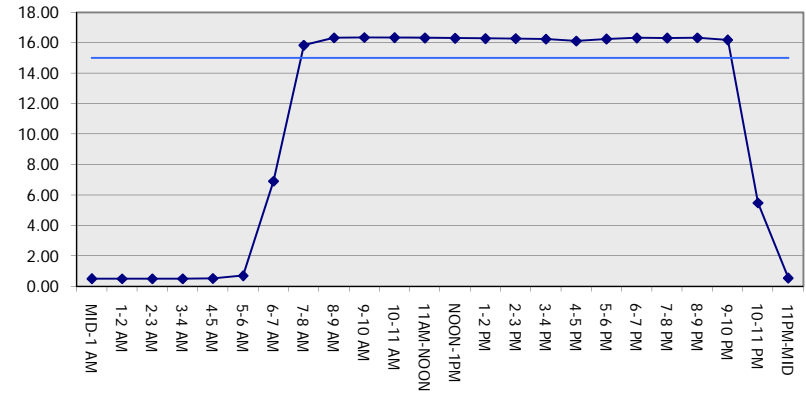
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

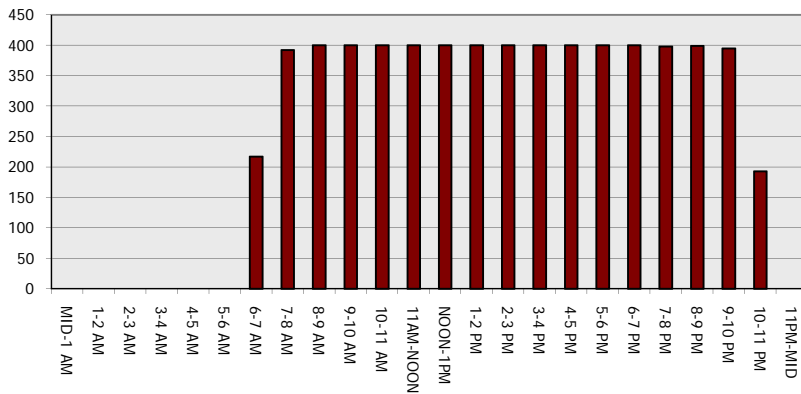
Main Route - Traffic Demand (Vehicles Per Hour)



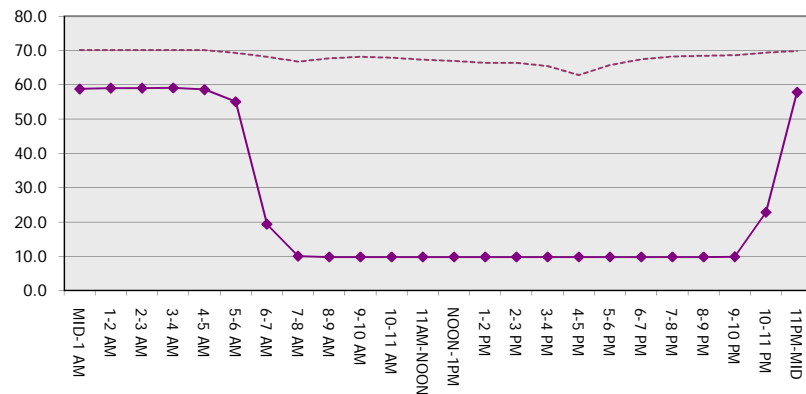
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1500	257	0	0.50	0	70.2	58.9	44.5
1-2 AM	209	0.0	1500	209	0	0.50	0	70.2	59.1	44.6
2-3 AM	199	0.0	1500	199	0	0.50	0	70.2	59.1	44.7
3-4 AM	216	0.0	1500	216	0	0.50	0	70.2	59.1	44.6
4-5 AM	457	0.0	1500	457	0	0.53	0	70.2	58.5	43.7
5-6 AM	897	0.0	1500	897	0	0.58	0	69.6	57.3	42.0
6-7 AM	1885	0.0	1499	1885	0	3.92	118	68.4	28.0	30.8
7-8 AM	3268	0.0	1499	1500	1768	16.29+	399	66.7	9.7	30.8
8-9 AM	2681	0.0	1500	1500	1181	16.32+	400	67.4	9.7	30.8
9-10 AM	2435	0.0	1500	1500	935	16.33+	400	67.7	9.7	30.8
10-11 AM	2705	0.0	1500	1500	1205	16.32+	400	67.4	9.7	30.8
11AM-NOON	3063	0.0	1500	1500	1563	16.30+	400	66.9	9.7	30.8
NOON-1PM	3098	0.0	1500	1500	1598	16.30+	400	66.9	9.7	30.8
1-2 PM	3164	0.0	1500	1500	1664	16.29+	400	66.8	9.7	30.8
2-3 PM	3434	0.0	1500	1500	1934	16.28+	400	66.4	9.7	30.8
3-4 PM	3923	0.0	1500	1500	2423	16.17+	400	64.0	9.7	30.8
4-5 PM	4315	0.0	1500	1500	2815	16.05+	400	61.4	9.7	30.8
5-6 PM	3892	0.0	1500	1500	2392	16.18+	400	64.3	9.7	30.8
6-7 PM	3090	0.0	1500	1500	1590	16.30+	400	66.9	9.7	30.8
7-8 PM	1943	0.0	1500	1500	443	16.35+	400	68.3	9.7	30.8
8-9 PM	1329	0.0	1500	1329	0	13.29	325	69.1	11.6	30.8
9-10 PM	1115	0.0	1499	1115	0	2.20	68	69.4	38.1	37.8
10-11 PM	872	0.0	1500	872	0	0.57	0	69.7	57.3	42.1
11PM-MID	594	0.0	1500	594	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	0.0242
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0246

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,354
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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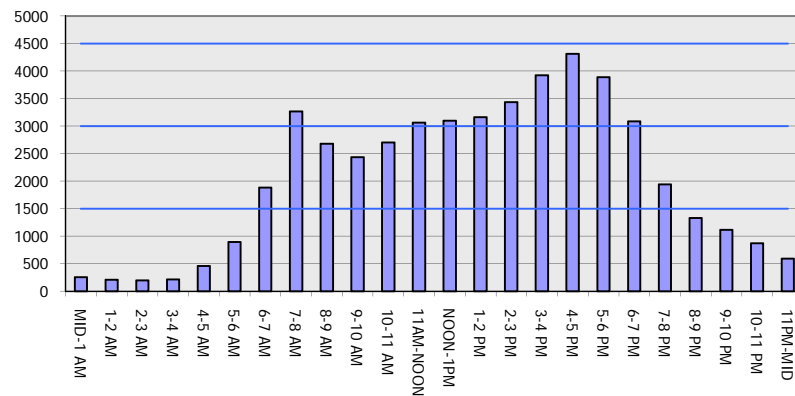
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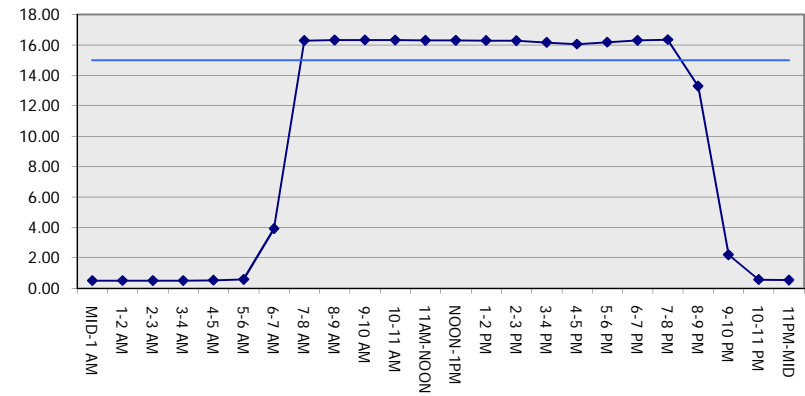
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

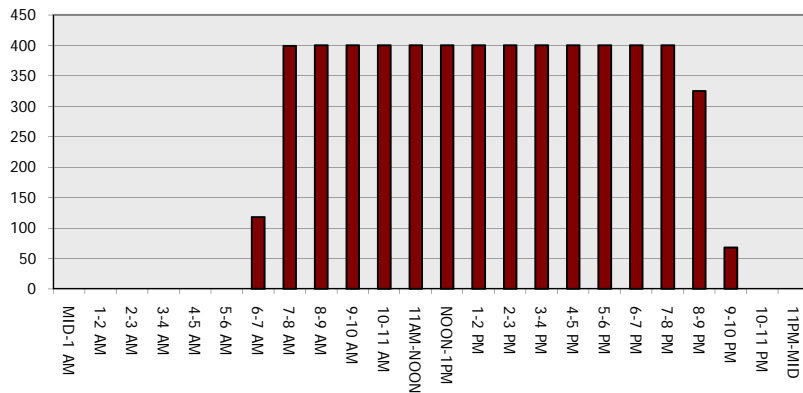
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

