

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

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	376	0.0	1500	376	0	0.52	0	70.2	58.7	44.0	
1-2 AM	211	0.0	1500	211	0	0.50	0	70.2	59.1	44.6	
2-3 AM	161	0.0	1500	161	0	0.49	0	70.2	59.2	44.8	
3-4 AM	198	0.0	1500	198	0	0.50	0	70.2	59.1	44.7	
4-5 AM	413	0.0	1500	413	0	0.52	0	70.2	58.6	43.8	
5-6 AM	1214	0.0	1499	1214	0	0.79	0	69.2	53.5	36.9	
6-7 AM	2240	0.0	1499	1916	324	8.46+	242	67.9	16.6	30.8	
7-8 AM	3479	0.0	1500	1500	1979	16.28+	400	66.4	9.7	30.8	
8-9 AM	2527	0.0	1500	1500	1027	16.33+	400	67.6	9.7	30.8	
9-10 AM	1991	0.0	1500	1500	491	16.35+	400	68.2	9.7	30.8	
10-11 AM	2073	0.0	1500	1500	573	16.35+	400	68.2	9.7	30.8	
11AM-NOON	2345	0.0	1500	1500	845	16.33+	400	67.8	9.7	30.8	
NOON-1PM	2561	0.0	1500	1500	1061	16.32+	400	67.6	9.7	30.8	
1-2 PM	2794	0.0	1500	1500	1294	16.31+	400	67.3	9.7	30.8	
2-3 PM	3090	0.0	1500	1500	1590	16.30+	400	66.9	9.7	30.8	
3-4 PM	3251	0.0	1500	1500	1751	16.29+	400	66.7	9.7	30.8	
4-5 PM	3824	0.0	1500	1500	2324	16.20+	400	64.7	9.7	30.8	
5-6 PM	3502	0.0	1500	1500	2002	16.28+	400	66.4	9.7	30.8	
6-7 PM	2304	0.0	1500	1500	804	16.34+	400	67.9	9.7	30.8	
7-8 PM	1770	0.0	1500	1500	270	16.36+	400	68.6	9.7	30.8	
8-9 PM	1607	0.0	1500	1480	127	16.28+	397	68.7	9.8	30.8	
9-10 PM	1311	0.0	1499	1311	0	13.28+	326	69.1	11.6	30.8	
10-11 PM	802	0.0	1500	802	0	1.28	36	69.7	47.1	42.2	
11PM-MID	447	0.0	1500	447	0	0.53	0	70.2	58.5	43.7	

+ 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	0.0220
MAIN ROUTE WITH WORKS	0.0120
'DIVERSION'	0.0188
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$141,456
CONGESTED HOURS PER DAY*	16

*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)**

OCTOBER

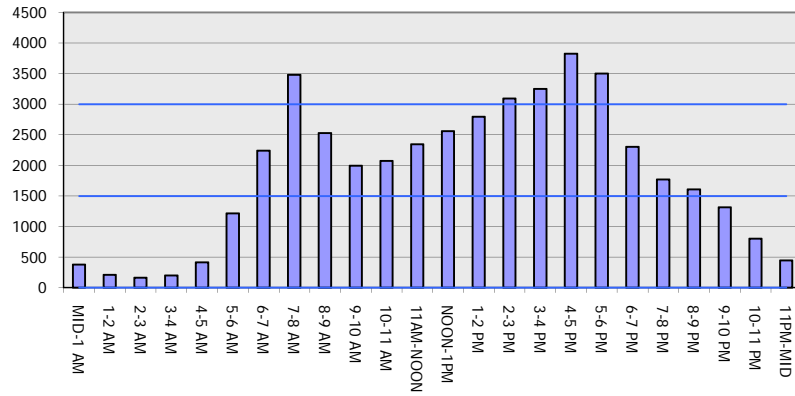
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

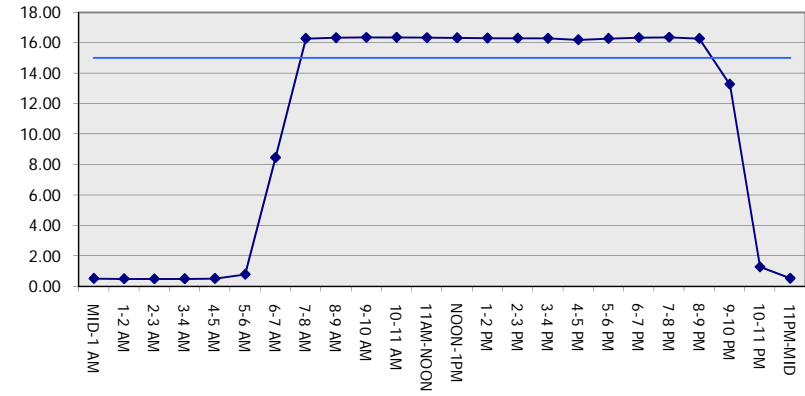
MON-THUR

SOUTHBOUND DIRECTION

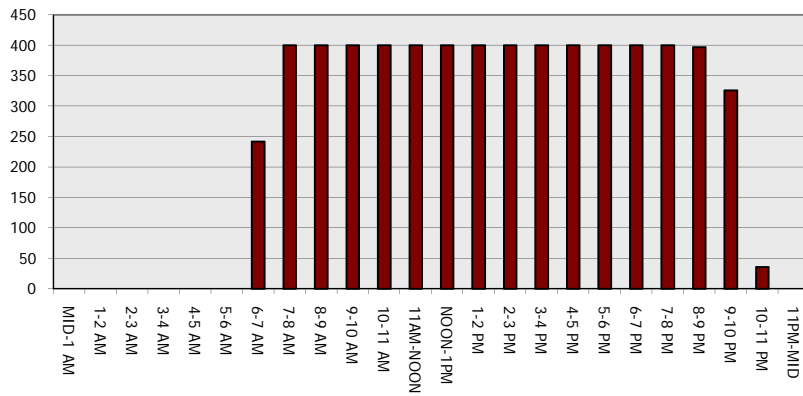
Main Route - Traffic Demand (Vehicles Per Hour)



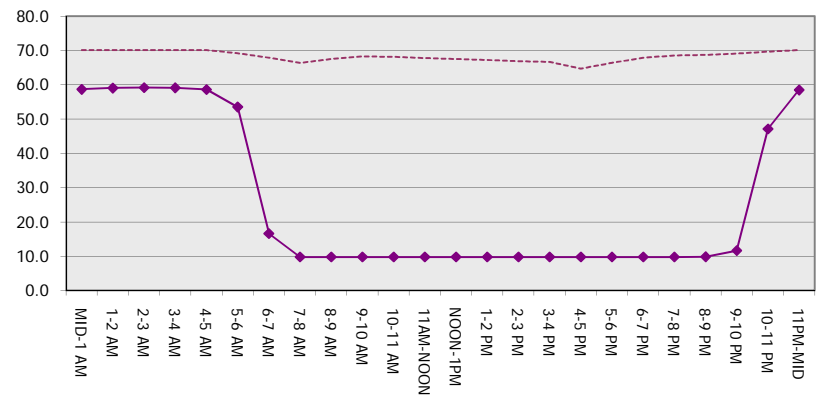
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	204	0.0	1500	204	0	0.50	0	70.2	59.1	44.6
1-2 AM	160	0.0	1500	160	0	0.49	0	70.2	59.2	44.8
2-3 AM	138	0.0	1500	138	0	0.49	0	70.2	59.2	45.0
3-4 AM	172	0.0	1500	172	0	0.49	0	70.2	59.2	44.8
4-5 AM	367	0.0	1500	367	0	0.52	0	70.2	58.7	44.0
5-6 AM	1067	0.0	1499	1067	0	0.68	0	69.4	55.3	39.2
6-7 AM	2046	0.0	1499	2046	0	6.20	199	68.2	20.8	30.8
7-8 AM	3420	0.0	1500	1456	1963	15.99+	397	66.5	9.9	33.9
8-9 AM	2702	0.0	1500	1468	1234	16.12+	397	67.4	9.9	32.4
9-10 AM	2253	0.0	1499	1488	766	16.30+	398	67.9	9.7	30.8
10-11 AM	2283	0.0	1499	1500	783	16.34+	399	67.9	9.7	30.8
11AM-NOON	2521	0.0	1500	1500	1021	16.33+	400	67.6	9.7	30.8
NOON-1PM	2537	0.0	1500	1500	1037	16.33+	400	67.6	9.7	30.8
1-2 PM	2515	0.0	1500	1500	1015	16.33+	400	67.6	9.7	30.8
2-3 PM	2731	0.0	1500	1500	1231	16.32+	400	67.3	9.7	30.8
3-4 PM	3392	0.0	1500	1500	1892	16.28+	400	66.5	9.7	30.8
4-5 PM	3984	0.0	1500	1500	2484	16.15+	400	63.7	9.7	30.8
5-6 PM	3581	0.0	1500	1500	2081	16.27+	400	66.3	9.7	30.8
6-7 PM	2269	0.0	1500	1477	792	16.25+	397	67.9	9.8	30.8
7-8 PM	1340	0.0	1499	1270	70	13.55+	334	69.1	11.4	30.9
8-9 PM	1024	0.0	1499	1024	0	1.78	51	69.5	41.7	39.3
9-10 PM	813	0.0	1500	813	0	0.57	0	69.7	57.5	42.4
10-11 PM	634	0.0	1500	634	0	0.55	0	69.9	58.0	43.0
11PM-MID	392	0.0	1500	392	0	0.52	0	70.2	58.6	43.9

+ 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	0.0210
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0187

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$129,556
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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OCTOBER

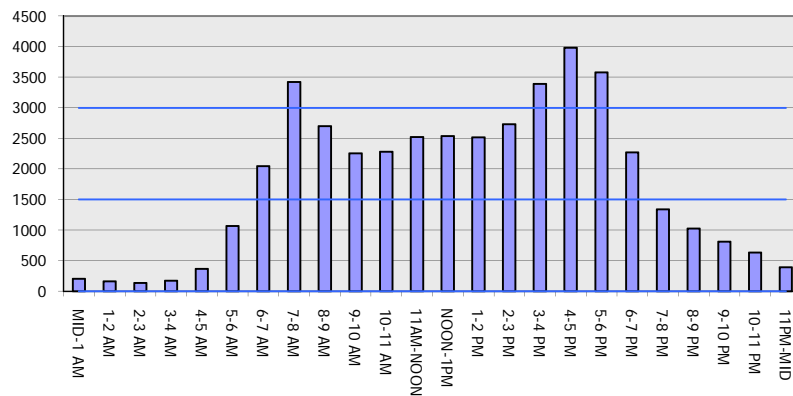
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

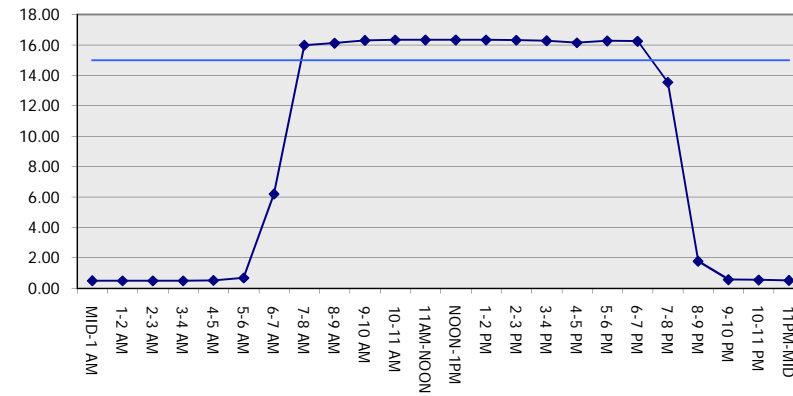
MON-THUR

NORTHBOUND DIRECTION

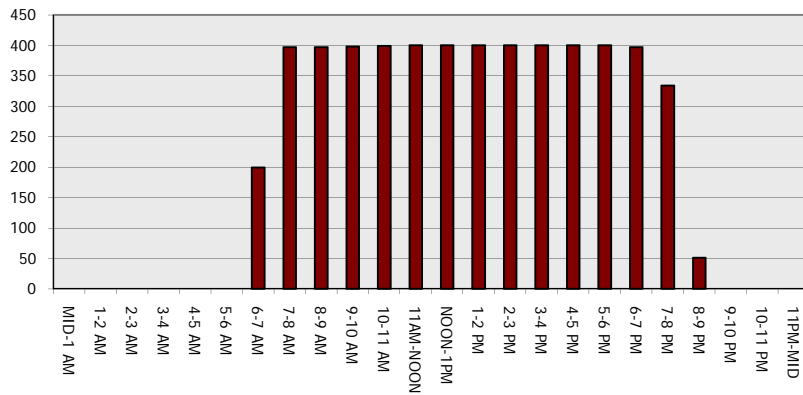
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

