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| 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

SATURDAY 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 | 395 | 0.0 | 1500 | 395 | 0 | 0.52 | 0 | 70.2 | 58.6 | 43.9 | |
| 1-2 AM | 259 | 0.0 | 1500 | 259 | 0 | 0.50 | 0 | 70.2 | 58.9 | 44.5 | |
| 2-3 AM | 247 | 0.0 | 1500 | 247 | 0 | 0.50 | 0 | 70.2 | 59.0 | 44.5 | |
| 3-4 AM | 174 | 0.0 | 1500 | 174 | 0 | 0.49 | 0 | 70.2 | 59.2 | 44.8 | |
| 4-5 AM | 231 | 0.0 | 1500 | 231 | 0 | 0.50 | 0 | 70.2 | 59.0 | 44.6 | |
| 5-6 AM | 405 | 0.0 | 1500 | 405 | 0 | 0.52 | 0 | 70.2 | 58.6 | 43.9 | |
| 6-7 AM | 728 | 0.0 | 1500 | 728 | 0 | 0.56 | 0 | 69.8 | 57.8 | 42.7 | |
| 7-8 AM | 1051 | 0.0 | 1500 | 1051 | 0 | 0.59 | 0 | 69.4 | 56.9 | 41.5 | |
| 8-9 AM | 1376 | 0.0 | 1499 | 1376 | 0 | 0.93 | 0 | 69.0 | 51.2 | 33.7 | |
| 9-10 AM | 1657 | 0.0 | 1499 | 1657 | 0 | 2.96 | 59 | 68.7 | 32.8 | 30.8 | |
| 10-11 AM | 2003 | 0.0 | 1500 | 1715 | 288 | 13.21+ | 332 | 68.2 | 11.7 | 30.8 | |
| 11AM-NOON | 2240 | 0.0 | 1500 | 1500 | 740 | 16.34+ | 400 | 67.9 | 9.7 | 30.8 | |
| NOON-1PM | 2512 | 0.0 | 1500 | 1500 | 1012 | 16.33+ | 400 | 67.6 | 9.7 | 30.8 | |
| 1-2 PM | 2493 | 0.0 | 1500 | 1500 | 993 | 16.33+ | 400 | 67.6 | 9.7 | 30.8 | |
| 2-3 PM | 2584 | 0.0 | 1500 | 1500 | 1084 | 16.32+ | 400 | 67.5 | 9.7 | 30.8 | |
| 3-4 PM | 2596 | 0.0 | 1500 | 1500 | 1096 | 16.32+ | 399 | 67.5 | 9.7 | 30.8 | |
| 4-5 PM | 2648 | 0.0 | 1500 | 1500 | 1148 | 16.32+ | 400 | 67.4 | 9.7 | 30.8 | |
| 5-6 PM | 2439 | 0.0 | 1500 | 1500 | 939 | 16.33+ | 400 | 67.7 | 9.7 | 30.8 | |
| 6-7 PM | 2113 | 0.0 | 1500 | 1500 | 613 | 16.35+ | 400 | 68.1 | 9.7 | 30.8 | |
| 7-8 PM | 1852 | 0.0 | 1500 | 1500 | 352 | 16.36+ | 400 | 68.4 | 9.7 | 30.8 | |
| 8-9 PM | 1655 | 0.0 | 1500 | 1525 | 130 | 16.25+ | 396 | 68.7 | 9.8 | 30.8 | |
| 9-10 PM | 1440 | 0.0 | 1499 | 1431 | 9 | 15.64+ | 381 | 68.9 | 10.1 | 30.8 | |
| 10-11 PM | 1030 | 0.0 | 1499 | 1030 | 0 | 3.53 | 134 | 69.4 | 30.0 | 37.3 | |
| 11PM-MID | 696 | 0.0 | 1500 | 696 | 0 | 0.55 | 0 | 69.9 | 57.8 | 42.8 | |

+ 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 | 0.0172 |
| MAIN ROUTE WITH WORKS | 0.0113 |
| 'DIVERSION' | 0.0096 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$122,099 |
| CONGESTED HOURS PER DAY* | 12 |

*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)**

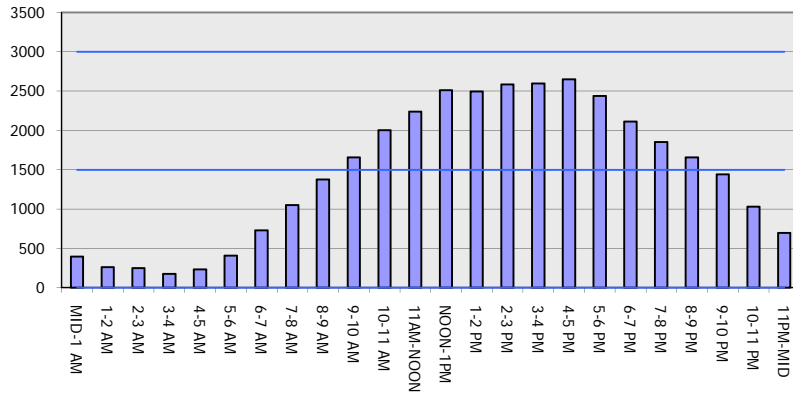
OCTOBER

Analyzed for 2009
 Construction Season

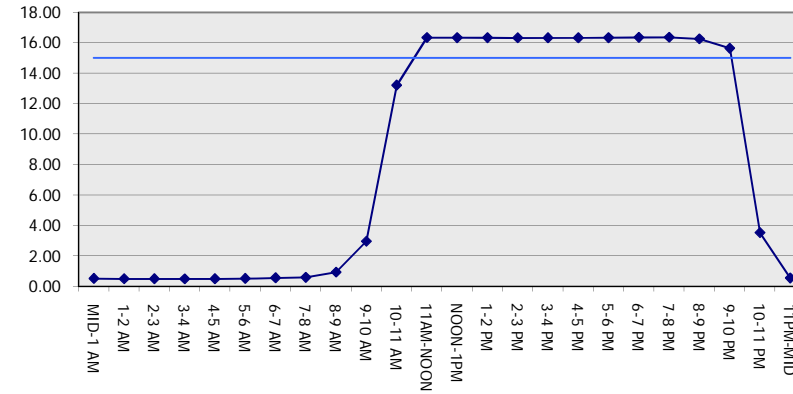
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

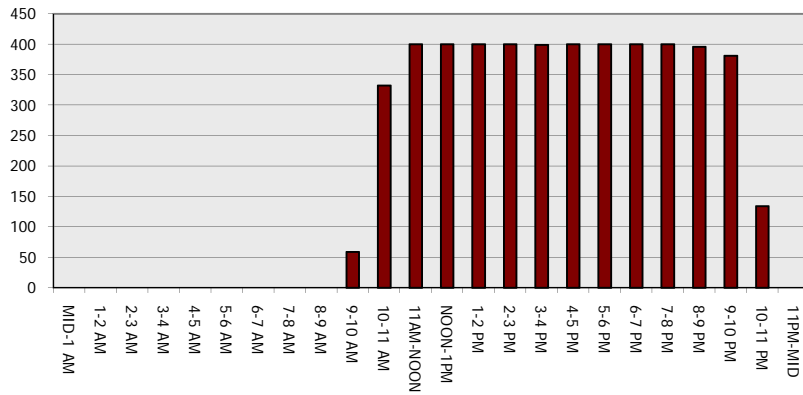
Main Route - Traffic Demand (Vehicles Per Hour)



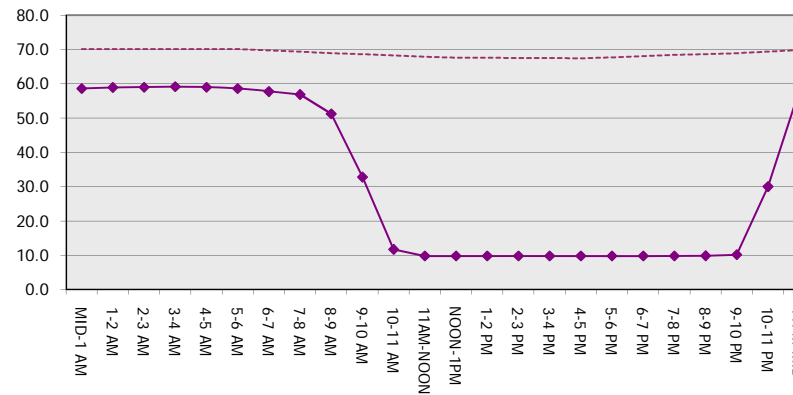
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|---|--|
| 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

SATURDAY 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 | 375 | 0.0 | 1500 | 375 | 0 | 0.52 | 0 | 70.2 | 58.7 | 44.0 |
| 1-2 AM | 215 | 0.0 | 1500 | 215 | 0 | 0.50 | 0 | 70.2 | 59.1 | 44.6 |
| 2-3 AM | 206 | 0.0 | 1500 | 206 | 0 | 0.50 | 0 | 70.2 | 59.1 | 44.6 |
| 3-4 AM | 162 | 0.0 | 1500 | 162 | 0 | 0.49 | 0 | 70.2 | 59.2 | 44.8 |
| 4-5 AM | 232 | 0.0 | 1500 | 232 | 0 | 0.50 | 0 | 70.2 | 59.0 | 44.5 |
| 5-6 AM | 351 | 0.0 | 1500 | 351 | 0 | 0.52 | 0 | 70.2 | 58.7 | 44.1 |
| 6-7 AM | 601 | 0.0 | 1500 | 601 | 0 | 0.54 | 0 | 70.0 | 58.1 | 43.1 |
| 7-8 AM | 1141 | 0.0 | 1499 | 1141 | 0 | 0.69 | 0 | 69.3 | 55.1 | 39.0 |
| 8-9 AM | 1645 | 0.0 | 1499 | 1645 | 0 | 2.42 | 44 | 68.7 | 36.3 | 30.8 |
| 9-10 AM | 2051 | 0.0 | 1500 | 1715 | 335 | 12.88+ | 326 | 68.2 | 11.9 | 30.8 |
| 10-11 AM | 2606 | 0.0 | 1500 | 1500 | 1106 | 16.32+ | 400 | 67.5 | 9.7 | 30.8 |
| 11AM-NOON | 2847 | 0.0 | 1500 | 1500 | 1347 | 16.31+ | 400 | 67.2 | 9.7 | 30.8 |
| NOON-1PM | 2882 | 0.0 | 1500 | 1500 | 1382 | 16.31+ | 400 | 67.1 | 9.7 | 30.8 |
| 1-2 PM | 2773 | 0.0 | 1500 | 1500 | 1273 | 16.31+ | 400 | 67.3 | 9.7 | 30.8 |
| 2-3 PM | 2612 | 0.0 | 1500 | 1500 | 1112 | 16.32+ | 400 | 67.5 | 9.7 | 30.8 |
| 3-4 PM | 2513 | 0.0 | 1500 | 1500 | 1013 | 16.33+ | 400 | 67.6 | 9.7 | 30.8 |
| 4-5 PM | 2483 | 0.0 | 1500 | 1500 | 983 | 16.33+ | 400 | 67.6 | 9.7 | 30.8 |
| 5-6 PM | 2317 | 0.0 | 1500 | 1500 | 817 | 16.34+ | 400 | 67.9 | 9.7 | 30.8 |
| 6-7 PM | 2028 | 0.0 | 1500 | 1500 | 528 | 16.35+ | 400 | 68.2 | 9.7 | 30.8 |
| 7-8 PM | 1471 | 0.0 | 1500 | 1471 | 0 | 15.37+ | 374 | 68.9 | 10.3 | 30.8 |
| 8-9 PM | 1118 | 0.0 | 1499 | 1118 | 0 | 4.86 | 160 | 69.4 | 24.7 | 35.5 |
| 9-10 PM | 915 | 0.0 | 1500 | 915 | 0 | 0.58 | 0 | 69.6 | 57.2 | 42.0 |
| 10-11 PM | 734 | 0.0 | 1500 | 734 | 0 | 0.56 | 0 | 69.8 | 57.7 | 42.6 |
| 11PM-MID | 555 | 0.0 | 1500 | 555 | 0 | 0.54 | 0 | 70.0 | 58.2 | 43.3 |

+ 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 | 0.0172 |
| MAIN ROUTE WITH WORKS | 0.0107 |
| 'DIVERSION' | 0.0113 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$121,895 |
| CONGESTED HOURS PER DAY* | 11 |

*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)**

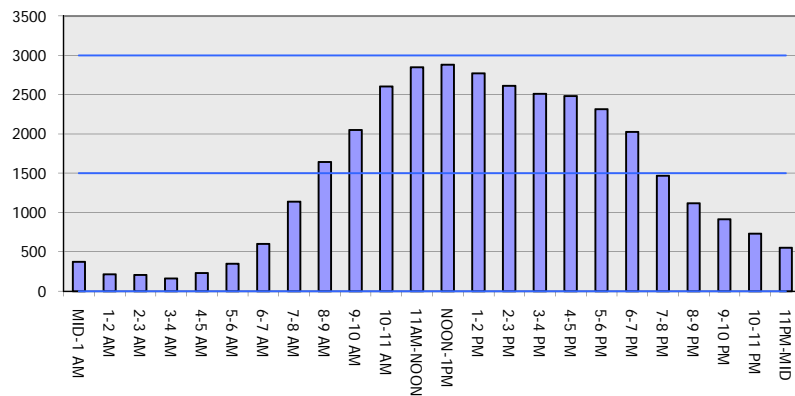
OCTOBER

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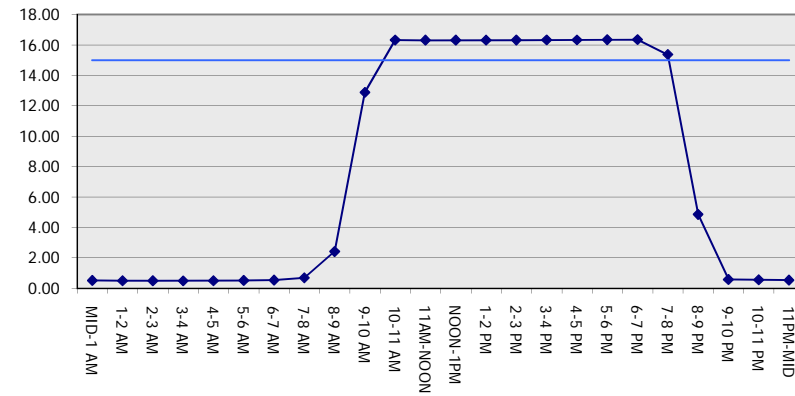
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

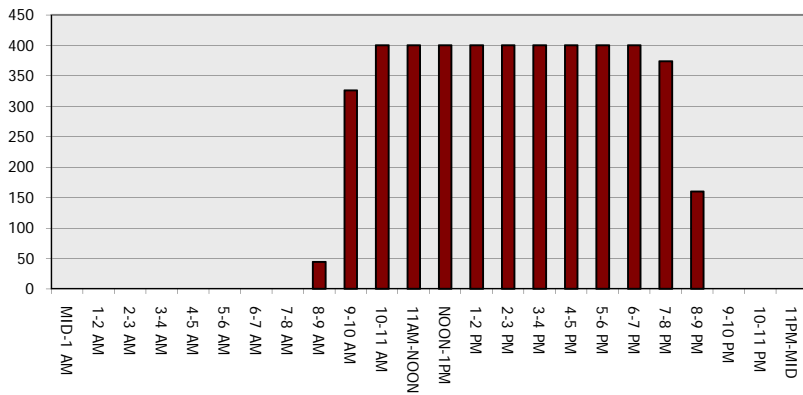
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

