

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	452	0.0	3000	452	0	0.36	0	70.2	61.8	49.7
1-2 AM	293	0.0	3000	293	0	0.36	0	70.2	61.8	49.7
2-3 AM	289	0.0	3000	289	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	164	0.0	3000	164	0	0.36	0	70.2	61.8	49.7
5-6 AM	218	0.0	3000	218	0	0.36	0	70.2	61.8	49.7
6-7 AM	345	0.0	3000	345	0	0.36	0	70.2	61.8	49.7
7-8 AM	443	0.0	3000	443	0	0.36	0	70.2	61.8	49.7
8-9 AM	764	0.0	3000	764	0	0.35	0	69.8	61.6	49.7
9-10 AM	1150	0.0	3000	1150	0	0.35	0	69.3	61.4	49.7
10-11 AM	1615	0.0	3000	1615	0	0.34	0	68.7	61.0	49.7
11AM-NOON	2083	0.0	3000	2083	0	0.33	0	68.1	60.7	49.7
NOON-1PM	2455	0.0	3000	2455	0	0.37	0	67.7	59.6	47.9
1-2 PM	2595	0.0	3000	2595	0	0.46	0	67.5	57.8	44.6
2-3 PM	2776	0.0	2999	2776	0	0.58	0	67.3	55.6	41.0
3-4 PM	3004	0.0	2999	3004	0	0.80	4	67.0	52.0	37.5
4-5 PM	3062	0.0	3000	3062	0	1.74	56	66.9	41.2	37.3
5-6 PM	2821	0.0	2999	2821	0	1.14	32	67.3	47.6	39.6
6-7 PM	2331	0.0	3000	2331	0	0.33	0	67.8	60.5	49.7
7-8 PM	1613	0.0	3000	1613	0	0.34	0	68.7	61.0	49.7
8-9 PM	1090	0.0	3000	1090	0	0.35	0	69.4	61.4	49.7
9-10 PM	786	0.0	3000	786	0	0.35	0	69.7	61.6	49.7
10-11 PM	556	0.0	3000	556	0	0.36	0	70.0	61.7	49.7
11PM-MID	685	0.0	3000	685	0	0.36	0	69.9	61.7	49.7

----- 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	0.0157
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,151
CONGESTED HOURS PER DAY*	0

*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)**

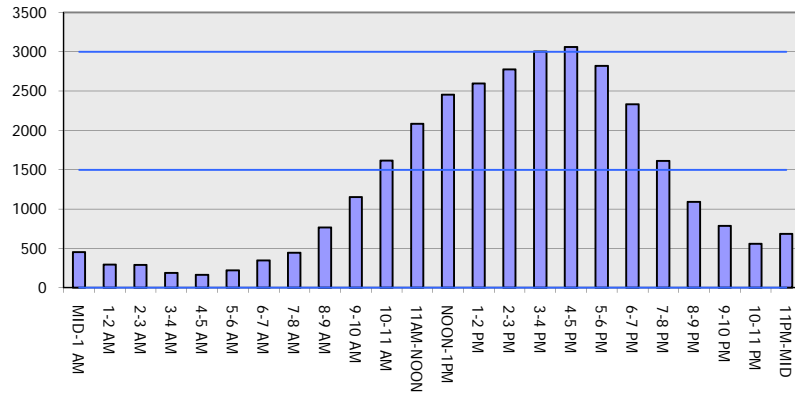
OCTOBER

Analyzed for 2009
Construction Season

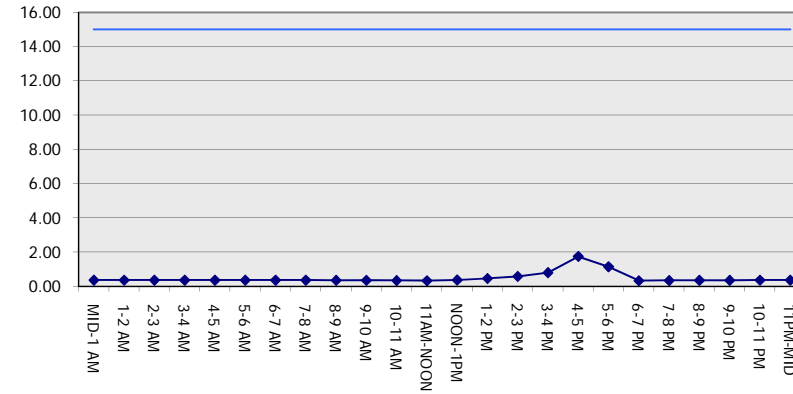
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

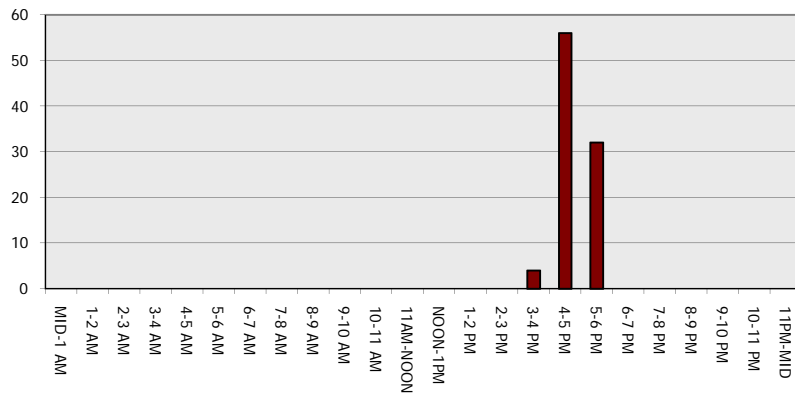
Main Route - Traffic Demand (Vehicles Per Hour)



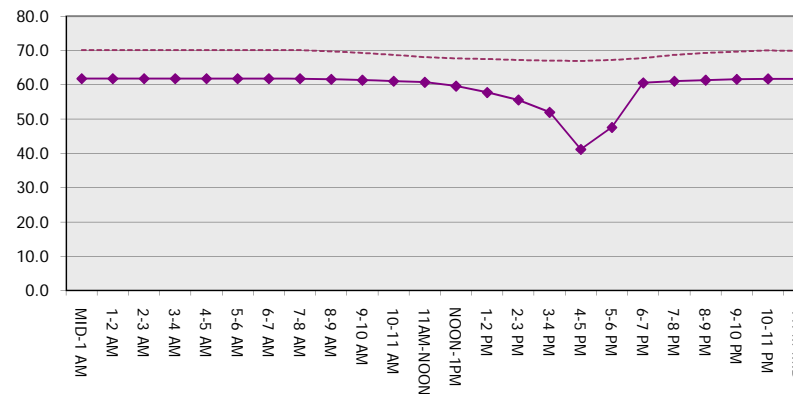
Main Route Average Delay Per Vehicle (Minutes)



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) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	360	0.0	3000	360	0	0.36	0	70.2	61.8	49.7
1-2 AM	247	0.0	3000	247	0	0.36	0	70.2	61.8	49.7
2-3 AM	196	0.0	3000	196	0	0.36	0	70.2	61.8	49.7
3-4 AM	132	0.0	3000	132	0	0.36	0	70.2	61.8	49.7
4-5 AM	122	0.0	3000	122	0	0.36	0	70.2	61.8	49.7
5-6 AM	222	0.0	3000	222	0	0.36	0	70.2	61.8	49.7
6-7 AM	324	0.0	3000	324	0	0.36	0	70.2	61.8	49.7
7-8 AM	551	0.0	3000	551	0	0.36	0	70.0	61.7	49.7
8-9 AM	1105	0.0	3000	1105	0	0.35	0	69.4	61.4	49.7
9-10 AM	1805	0.0	3000	1805	0	0.34	0	68.5	60.9	49.7
10-11 AM	2198	0.0	3000	2198	0	0.33	0	68.0	60.7	49.7
11AM-NOON	2323	0.0	3000	2323	0	0.33	0	67.9	60.5	49.7
NOON-1PM	2432	0.0	3000	2432	0	0.36	0	67.7	59.9	48.5
1-2 PM	2286	0.0	3000	2286	0	0.33	0	67.9	60.6	49.7
2-3 PM	2303	0.0	3000	2303	0	0.33	0	67.9	60.6	49.7
3-4 PM	2428	0.0	3000	2428	0	0.36	0	67.7	60.0	48.6
4-5 PM	2269	0.0	3000	2269	0	0.33	0	67.9	60.6	49.7
5-6 PM	1854	0.0	3000	1854	0	0.34	0	68.4	60.9	49.7
6-7 PM	1517	0.0	3000	1517	0	0.34	0	68.9	61.1	49.7
7-8 PM	1080	0.0	3000	1080	0	0.35	0	69.4	61.4	49.7
8-9 PM	811	0.0	3000	811	0	0.35	0	69.7	61.5	49.7
9-10 PM	606	0.0	3000	606	0	0.36	0	70.0	61.7	49.7
10-11 PM	455	0.0	3000	455	0	0.36	0	70.2	61.8	49.7
11PM-MID	266	0.0	3000	266	0	0.36	0	70.2	61.8	49.7

----- 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	0.0138
MAIN ROUTE WITH WORKS	0.0119
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,483
CONGESTED HOURS PER DAY*	0

*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

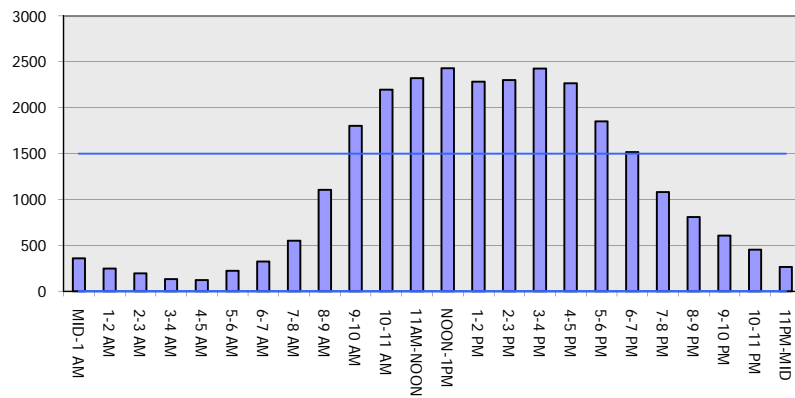
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

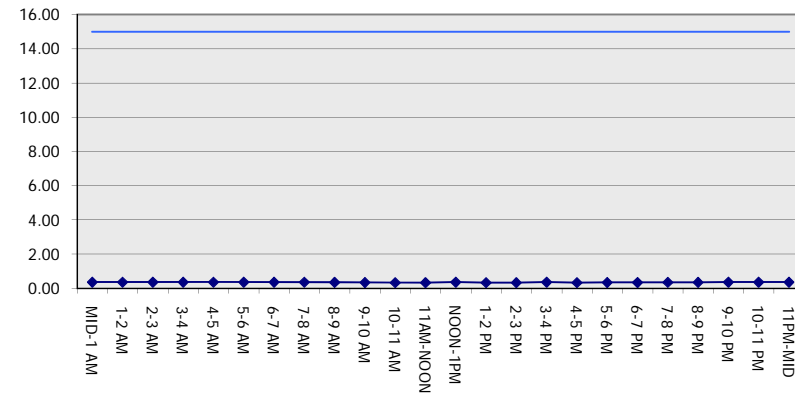
SUNDAY

NORTHBOUND DIRECTION

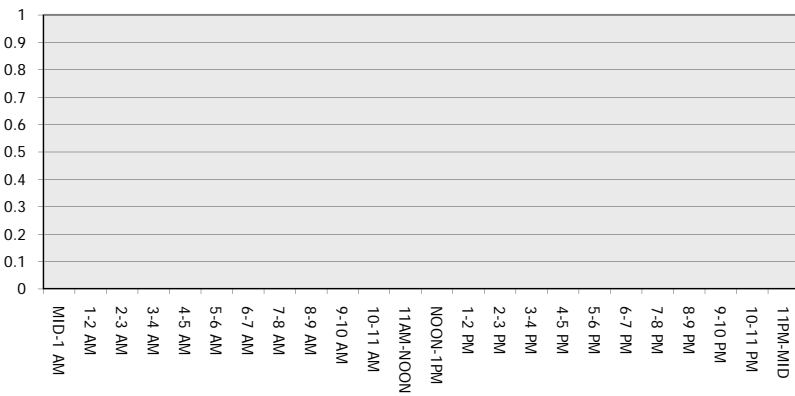
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

