

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	288	0.0	OFF	288	0	0.00	0	70.2	70.2	70.2
1-2 AM	195	0.0	OFF	195	0	0.00	0	70.2	70.2	70.2
2-3 AM	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2
3-4 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2
4-5 AM	382	0.0	OFF	382	0	0.00	0	70.2	70.2	70.2
5-6 AM	1146	0.0	OFF	1146	0	0.00	0	69.3	69.3	69.3
6-7 AM	2231	0.0	OFF	2231	0	0.00	0	67.9	67.9	67.9
7-8 AM	3412	0.0	OFF	3412	0	0.00	0	66.5	66.5	66.5
8-9 AM	2387	0.0	OFF	2387	0	0.00	0	67.8	67.8	67.8
9-10 AM	1974	0.0	OFF	1974	0	0.00	0	68.3	68.3	68.3
10-11 AM	2080	0.0	1499	1924	156	9.11+	252	68.1	15.7	30.8
11AM-NOON	2387	0.0	1500	1500	887	16.33+	400	67.8	9.7	30.8
NOON-1PM	2655	0.0	1500	1500	1155	16.32+	400	67.4	9.7	30.8
1-2 PM	2986	0.0	1500	1500	1486	16.30+	400	67.0	9.7	30.8
2-3 PM	3100	0.0	1500	1500	1600	16.30+	400	66.9	9.7	30.8
3-4 PM	3259	0.0	OFF	3259	0	0.37	32	66.7	58.9	58.9
4-5 PM	3629	0.0	OFF	3629	0	0.00	0	66.1	66.1	66.1
5-6 PM	3241	0.0	OFF	3241	0	0.00	0	66.7	66.7	66.7
6-7 PM	2163	0.0	OFF	2163	0	0.00	0	68.1	68.1	68.1
7-8 PM	1632	0.0	OFF	1632	0	0.00	0	68.7	68.7	68.7
8-9 PM	1554	0.0	OFF	1554	0	0.00	0	68.8	68.8	68.8
9-10 PM	1431	0.0	OFF	1431	0	0.00	0	68.9	68.9	68.9
10-11 PM	1060	0.0	OFF	1060	0	0.00	0	69.4	69.4	69.4
11PM-MID	636	0.0	OFF	636	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

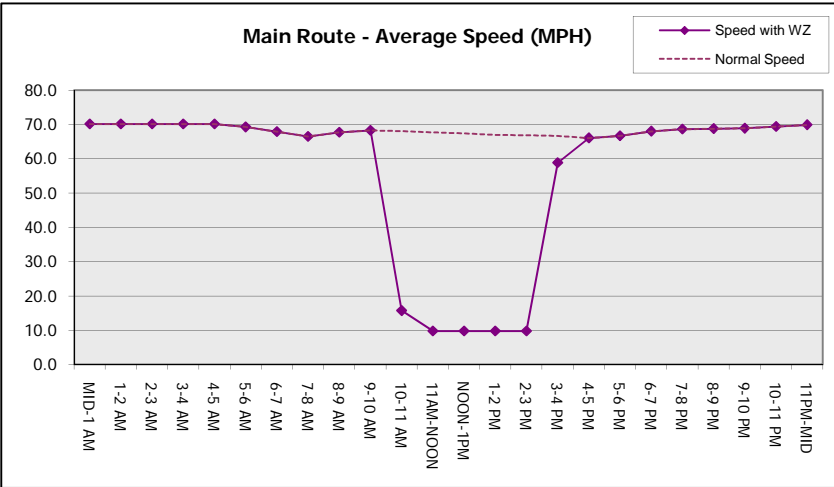
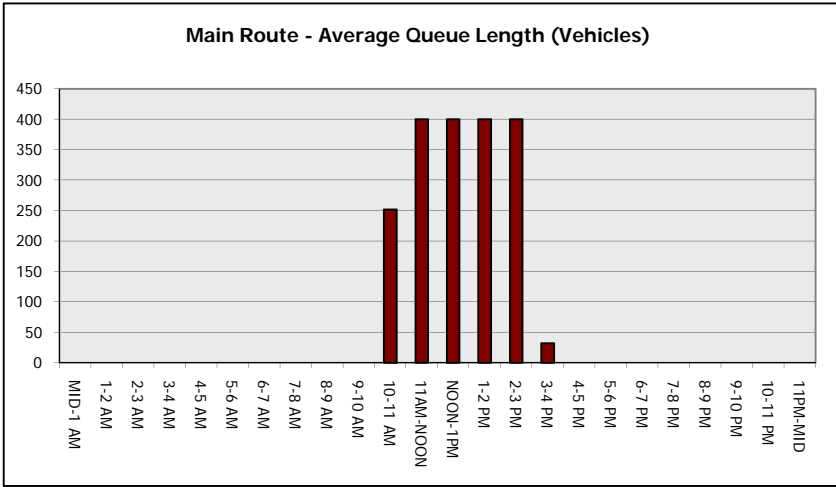
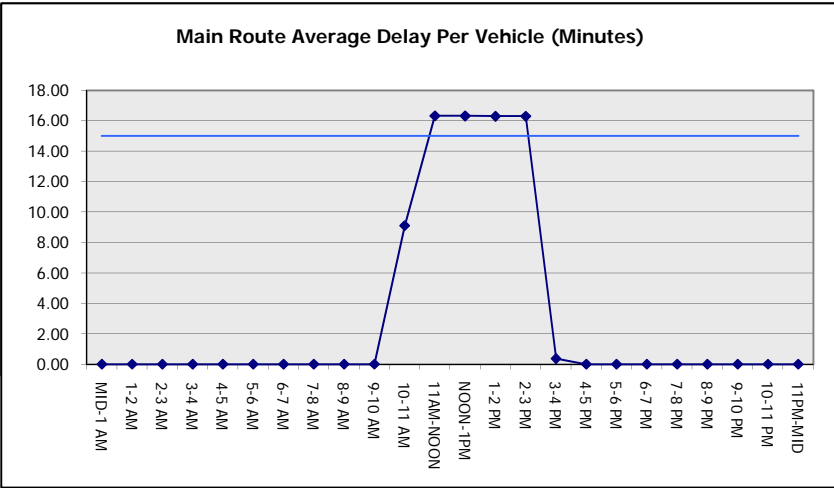
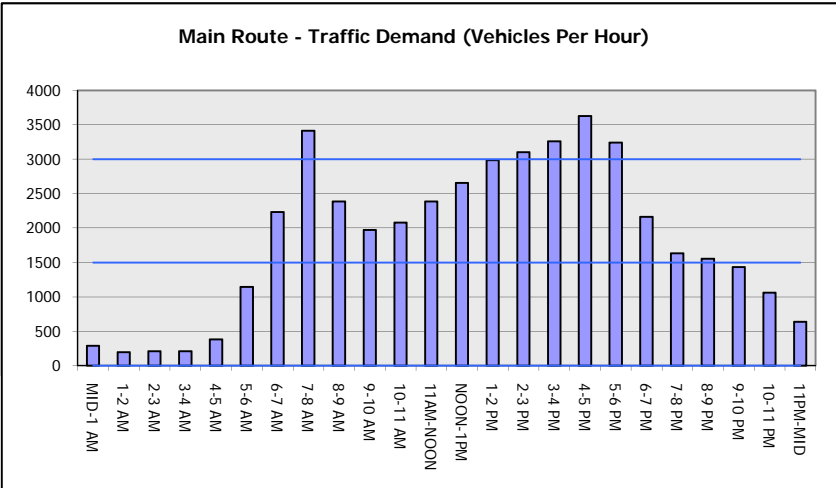
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0218
MAIN ROUTE WITH WORKS	0.0187
'DIVERSION'	0.0060
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,725
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)
 OFF-PEAK DAY 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2
1-2 AM	241	0.0	OFF	241	0	0.00	0	70.2	70.2	70.2
2-3 AM	202	0.0	OFF	202	0	0.00	0	70.2	70.2	70.2
3-4 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2
4-5 AM	384	0.0	OFF	384	0	0.00	0	70.2	70.2	70.2
5-6 AM	868	0.0	OFF	868	0	0.00	0	69.7	69.7	69.7
6-7 AM	1780	0.0	OFF	1780	0	0.00	0	68.5	68.5	68.5
7-8 AM	3042	0.0	OFF	3042	0	0.00	0	66.9	66.9	66.9
8-9 AM	2449	0.0	OFF	2449	0	0.00	0	67.7	67.7	67.7
9-10 AM	2259	0.0	OFF	2259	0	0.00	0	67.9	67.9	67.9
10-11 AM	2487	0.0	1499	1964	523	12.48+	316	67.6	12.2	30.8
11AM-NOON	2728	0.0	1500	1500	1228	16.32+	400	67.3	9.7	30.8
NOON-1PM	2809	0.0	1500	1500	1309	16.31+	400	67.3	9.7	30.8
1-2 PM	2789	0.0	1500	1500	1289	16.31+	400	67.3	9.7	30.8
2-3 PM	3287	0.0	1500	1500	1787	16.29+	400	66.6	9.7	30.8
3-4 PM	3755	0.0	OFF	3755	0	0.63	48	65.2	53.5	53.5
4-5 PM	4186	0.0	OFF	4186	0	0.00	0	62.2	62.2	62.2
5-6 PM	3620	0.0	OFF	3620	0	0.00	0	66.1	66.1	66.1
6-7 PM	2792	0.0	OFF	2792	0	0.00	0	67.3	67.3	67.3
7-8 PM	2144	0.0	OFF	2144	0	0.00	0	68.1	68.1	68.1
8-9 PM	1619	0.0	OFF	1619	0	0.00	0	68.7	68.7	68.7
9-10 PM	1225	0.0	OFF	1225	0	0.00	0	69.2	69.2	69.2
10-11 PM	983	0.0	OFF	983	0	0.00	0	69.5	69.5	69.5
11PM-MID	696	0.0	OFF	696	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0231
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0070

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,406
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)
 OFF-PEAK DAY 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

