

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	408	0.0	OFF	408	0	0.00	0	70.2	70.2	70.2
1-2 AM	237	0.0	OFF	237	0	0.00	0	70.2	70.2	70.2
2-3 AM	229	0.0	OFF	229	0	0.00	0	70.2	70.2	70.2
3-4 AM	222	0.0	OFF	222	0	0.00	0	70.2	70.2	70.2
4-5 AM	400	0.0	OFF	400	0	0.00	0	70.2	70.2	70.2
5-6 AM	1117	0.0	OFF	1117	0	0.00	0	69.4	69.4	69.4
6-7 AM	2025	0.0	OFF	2025	0	0.00	0	68.2	68.2	68.2
7-8 AM	2944	0.0	OFF	2944	0	0.00	0	67.1	67.1	67.1
8-9 AM	2232	0.0	OFF	2232	0	0.00	0	67.9	67.9	67.9
9-10 AM	2129	0.0	OFF	2129	0	0.00	0	68.1	68.1	68.1
10-11 AM	2411	0.0	1499	1914	496	11.78+	303	67.8	12.8	30.8
11AM-NOON	2784	0.0	1500	1500	1284	16.31+	400	67.3	9.7	30.8
NOON-1PM	3043	0.0	1500	1500	1543	16.30+	400	66.9	9.7	30.8
1-2 PM	3463	0.0	1500	1500	1963	16.28+	400	66.4	9.7	30.8
2-3 PM	3539	0.0	1500	1500	2039	16.27+	400	66.3	9.7	30.8
3-4 PM	3646	0.0	OFF	3646	0	0.49	36	66.0	56.1	56.1
4-5 PM	3915	0.0	OFF	3915	0	0.00	0	64.1	64.1	64.1
5-6 PM	3471	0.0	OFF	3471	0	0.00	0	66.4	66.4	66.4
6-7 PM	2511	0.0	OFF	2511	0	0.00	0	67.6	67.6	67.6
7-8 PM	1863	0.0	OFF	1863	0	0.00	0	68.4	68.4	68.4
8-9 PM	1771	0.0	OFF	1771	0	0.00	0	68.6	68.6	68.6
9-10 PM	1531	0.0	OFF	1531	0	0.00	0	68.8	68.8	68.8
10-11 PM	1070	0.0	OFF	1070	0	0.00	0	69.4	69.4	69.4
11PM-MID	654	0.0	OFF	654	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

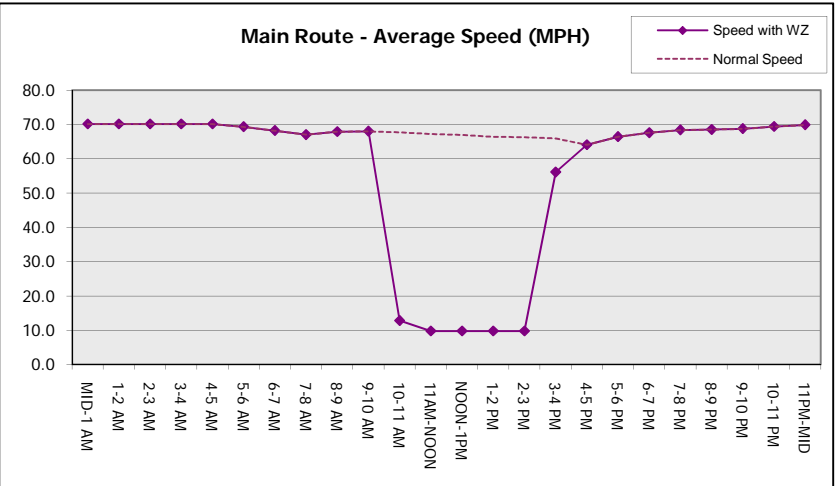
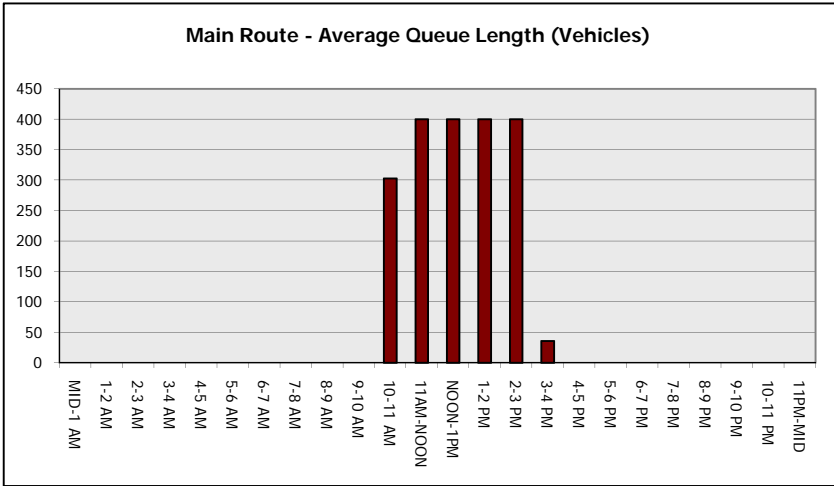
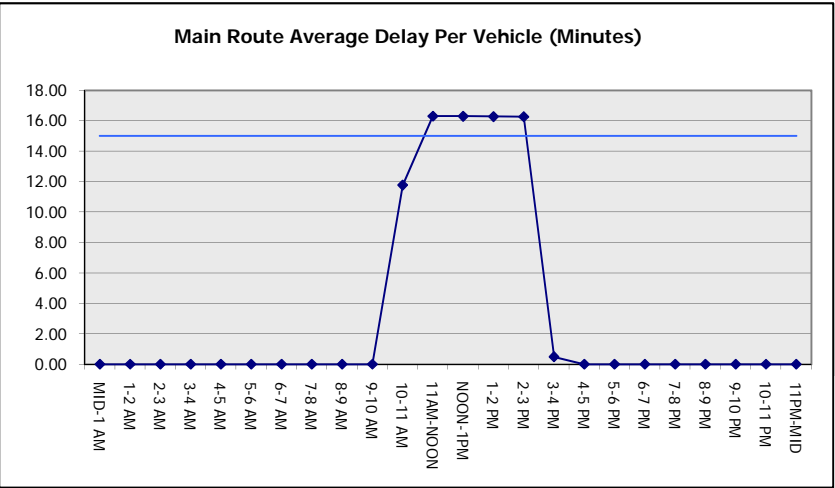
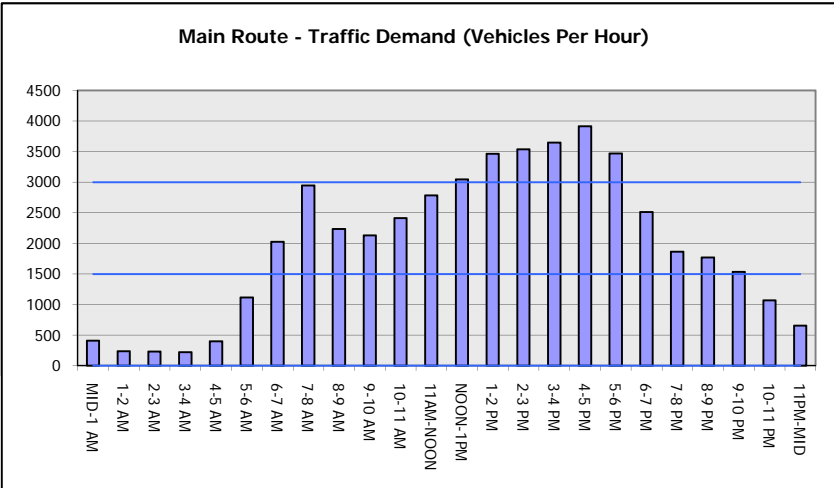
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0235
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0084
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,991
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



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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	331	0.0	OFF	331	0	0.00	0	70.2	70.2	70.2
1-2 AM	239	0.0	OFF	239	0	0.00	0	70.2	70.2	70.2
2-3 AM	210	0.0	OFF	210	0	0.00	0	70.2	70.2	70.2
3-4 AM	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2
4-5 AM	477	0.0	OFF	477	0	0.00	0	70.1	70.1	70.1
5-6 AM	906	0.0	OFF	906	0	0.00	0	69.6	69.6	69.6
6-7 AM	1815	0.0	OFF	1815	0	0.00	0	68.5	68.5	68.5
7-8 AM	2944	0.0	OFF	2944	0	0.00	0	67.1	67.1	67.1
8-9 AM	2450	0.0	OFF	2450	0	0.00	0	67.7	67.7	67.7
9-10 AM	2427	0.0	OFF	2427	0	0.00	0	67.7	67.7	67.7
10-11 AM	2817	0.0	1499	1796	1021	13.67+	341	67.3	11.3	35.2
11AM-NOON	3012	0.0	1499	1500	1512	16.15+	399	67.0	9.8	33.3
NOON-1PM	3196	0.0	1500	1500	1696	16.14+	400	66.8	9.8	33.3
1-2 PM	3249	0.0	1500	1500	1749	16.14+	400	66.7	9.8	33.3
2-3 PM	3531	0.0	1500	1500	2031	16.13+	400	66.3	9.8	33.3
3-4 PM	3751	0.0	OFF	3751	0	0.29	19	65.2	59.3	59.3
4-5 PM	4083	0.0	OFF	4083	0	0.00	0	63.0	63.0	63.0
5-6 PM	3597	0.0	OFF	3597	0	0.00	0	66.3	66.3	66.3
6-7 PM	2938	0.0	OFF	2938	0	0.00	0	67.1	67.1	67.1
7-8 PM	2220	0.0	OFF	2220	0	0.00	0	68.0	68.0	68.0
8-9 PM	1539	0.0	OFF	1539	0	0.00	0	68.8	68.8	68.8
9-10 PM	1213	0.0	OFF	1213	0	0.00	0	69.2	69.2	69.2
10-11 PM	978	0.0	OFF	978	0	0.00	0	69.5	69.5	69.5
11PM-MID	665	0.0	OFF	665	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	0.0241
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0092

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,221
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

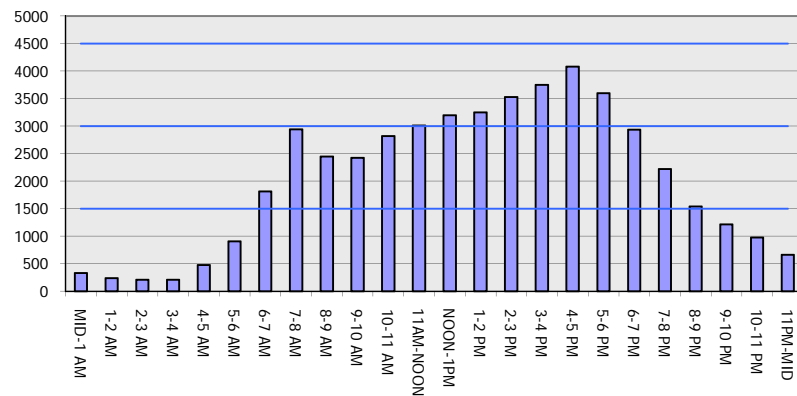
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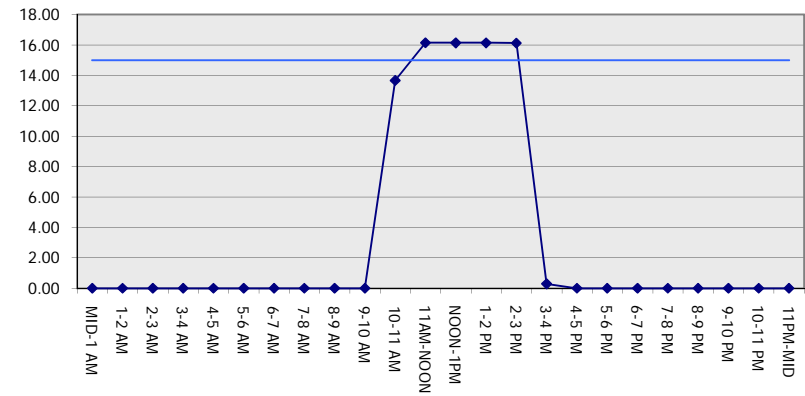
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

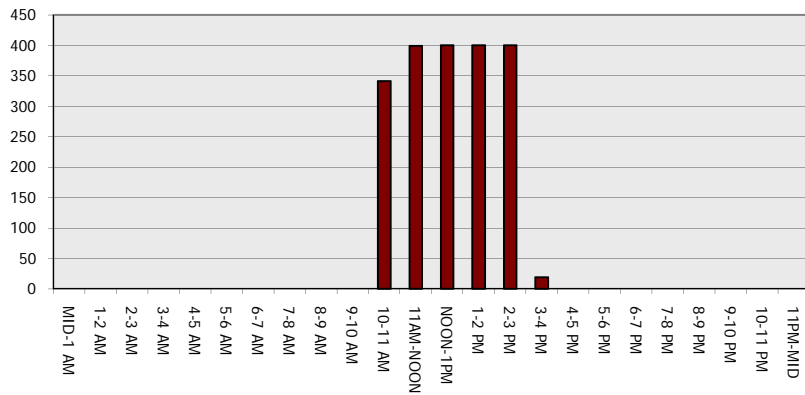
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

