

<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	326	0.0	OFF	326	0	0.00	0	70.2	70.2	70.2	
1-2 AM	207	0.0	OFF	207	0	0.00	0	70.2	70.2	70.2	
2-3 AM	212	0.0	OFF	212	0	0.00	0	70.2	70.2	70.2	
3-4 AM	187	0.0	OFF	187	0	0.00	0	70.2	70.2	70.2	
4-5 AM	406	0.0	OFF	406	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1085	0.0	OFF	1085	0	0.00	0	69.4	69.4	69.4	
6-7 AM	2067	0.0	OFF	2067	0	0.00	0	68.2	68.2	68.2	
7-8 AM	3140	0.0	OFF	3140	0	0.00	0	66.8	66.8	66.8	
8-9 AM	2401	0.0	OFF	2401	0	0.00	0	67.8	67.8	67.8	
9-10 AM	2053	0.0	OFF	2053	0	0.00	0	68.2	68.2	68.2	
10-11 AM	2324	0.0	3000	2324	0	0.33	0	67.9	60.5	49.7	
11AM-NOON	2708	0.0	2999	2708	0	0.54	0	67.4	56.4	42.4	
NOON-1PM	3032	0.0	2999	3032	0	0.97	15	66.9	49.6	37.8	
1-2 PM	3477	0.0	3000	3477	0	5.36	288	66.4	22.8	37.3	
2-3 PM	3464	0.0	2999	3278	186	14.05+	742	66.4	12.5	37.3	
3-4 PM	3718	0.0	OFF	3718	0	1.73	146	65.5	40.6	40.6	
4-5 PM	4098	0.0	OFF	4098	0	0.00	0	62.8	62.8	62.8	
5-6 PM	3671	0.0	OFF	3671	0	0.00	0	65.8	65.8	65.8	
6-7 PM	2632	0.0	OFF	2632	0	0.00	0	67.4	67.4	67.4	
7-8 PM	1974	0.0	OFF	1974	0	0.00	0	68.3	68.3	68.3	
8-9 PM	1820	0.0	OFF	1820	0	0.00	0	68.5	68.5	68.5	
9-10 PM	1633	0.0	OFF	1633	0	0.00	0	68.7	68.7	68.7	
10-11 PM	1053	0.0	OFF	1053	0	0.00	0	69.4	69.4	69.4	
11PM-MID	678	0.0	OFF	678	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	0.0239
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0002
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$14,294
CONGESTED HOURS PER DAY*	1

\*Delays Exceeding User-Specified Maximum

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

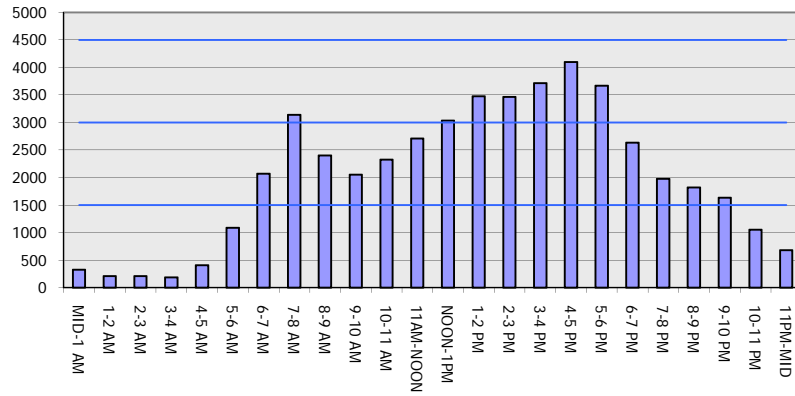
**OCTOBER**

Analyzed for 2009  
Construction Season

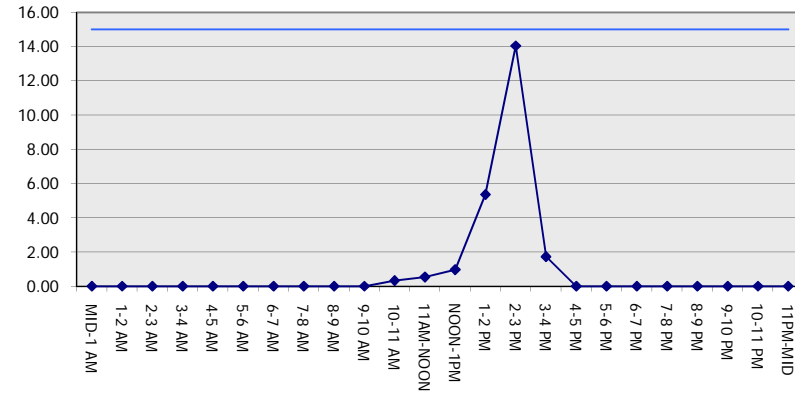
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

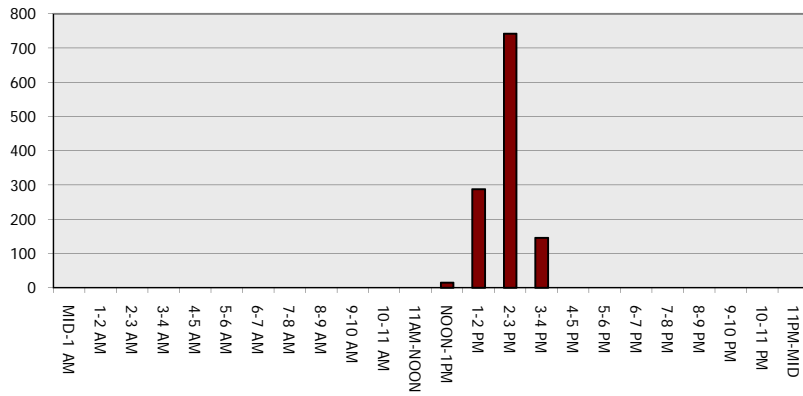
**Main Route - Traffic Demand (Vehicles Per Hour)**



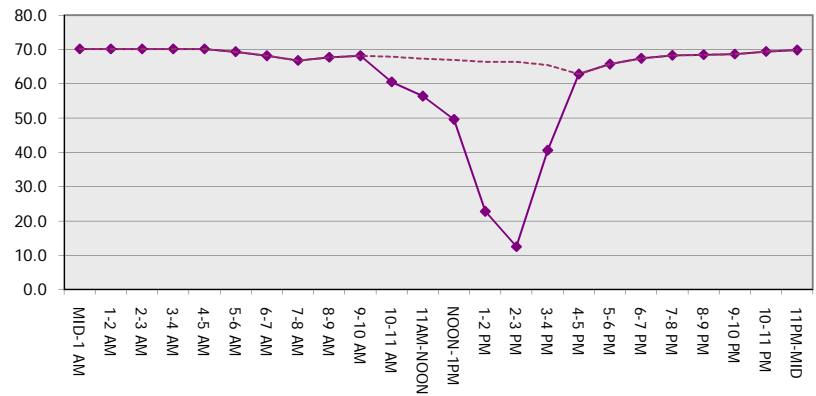
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	257	0.0	OFF	257	0	0.00	0	70.2	70.2	70.2
1-2 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2
2-3 AM	199	0.0	OFF	199	0	0.00	0	70.2	70.2	70.2
3-4 AM	216	0.0	OFF	216	0	0.00	0	70.2	70.2	70.2
4-5 AM	457	0.0	OFF	457	0	0.00	0	70.2	70.2	70.2
5-6 AM	897	0.0	OFF	897	0	0.00	0	69.6	69.6	69.6
6-7 AM	1885	0.0	OFF	1885	0	0.00	0	68.4	68.4	68.4
7-8 AM	3268	0.0	OFF	3268	0	0.00	0	66.7	66.7	66.7
8-9 AM	2681	0.0	OFF	2681	0	0.00	0	67.4	67.4	67.4
9-10 AM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
10-11 AM	2705	0.0	2999	2705	0	0.54	0	67.4	56.4	42.4
11AM-NOON	3063	0.0	2999	3063	0	1.06	19	66.9	48.4	37.3
NOON-1PM	3098	0.0	2999	3098	0	2.68	109	66.9	34.1	37.3
1-2 PM	3164	0.0	3000	3164	0	4.88	233	66.8	24.3	37.3
2-3 PM	3434	0.0	3000	3434	0	9.84	519	66.4	15.2	37.3
3-4 PM	3923	0.0	OFF	3923	0	1.65	139	64.0	40.9	40.9
4-5 PM	4315	0.0	OFF	4315	0	0.00	0	61.4	61.4	61.4
5-6 PM	3892	0.0	OFF	3892	0	0.00	0	64.3	64.3	64.3
6-7 PM	3090	0.0	OFF	3090	0	0.00	0	66.9	66.9	66.9
7-8 PM	1943	0.0	OFF	1943	0	0.00	0	68.3	68.3	68.3
8-9 PM	1329	0.0	OFF	1329	0	0.00	0	69.1	69.1	69.1
9-10 PM	1115	0.0	OFF	1115	0	0.00	0	69.4	69.4	69.4
10-11 PM	872	0.0	OFF	872	0	0.00	0	69.7	69.7	69.7
11PM-MID	594	0.0	OFF	594	0	0.00	0	70.0	70.0	70.0

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

*----- 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	0.0242
MAIN ROUTE WITH WORKS	0.0232
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$12,447
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

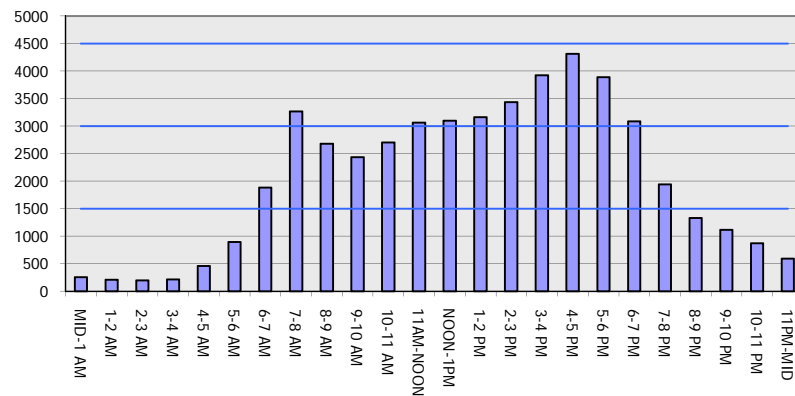
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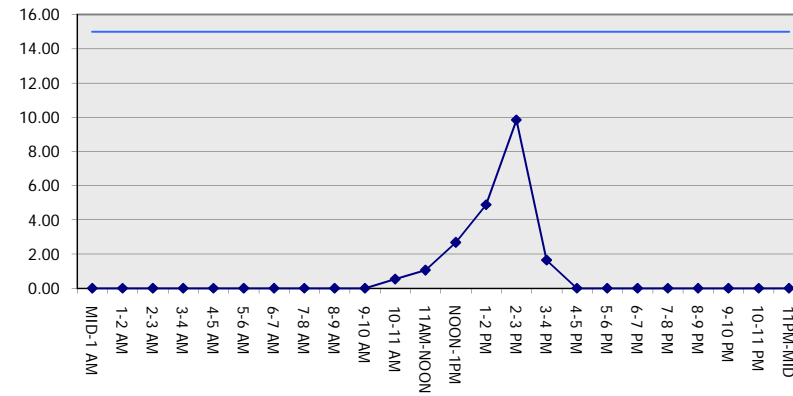
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY NORTHBOUND DIRECTION**

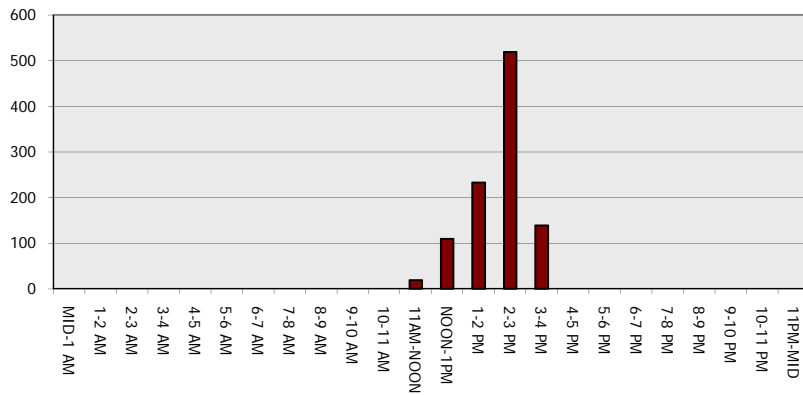
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

