

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER Analyzed for 2009 Construction Season
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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	OFF	452	0	0.00	0	70.2	70.2	70.2	
1-2 AM	293	0.0	OFF	293	0	0.00	0	70.2	70.2	70.2	
2-3 AM	289	0.0	OFF	289	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	164	0.0	OFF	164	0	0.00	0	70.2	70.2	70.2	
5-6 AM	218	0.0	OFF	218	0	0.00	0	70.2	70.2	70.2	
6-7 AM	345	0.0	OFF	345	0	0.00	0	70.2	70.2	70.2	
7-8 AM	443	0.0	OFF	443	0	0.00	0	70.2	70.2	70.2	
8-9 AM	764	0.0	OFF	764	0	0.00	0	69.8	69.8	69.8	
9-10 AM	1150	0.0	1499	1150	0	0.68	0	69.3	55.3	39.1	
10-11 AM	1615	0.0	1499	1615	0	1.95	28	68.7	39.9	30.8	
11AM-NOON	2083	0.0	1500	1739	344	12.38+	317	68.1	12.3	30.8	
NOON-1PM	2455	0.0	1500	1500	955	16.33+	400	67.7	9.7	30.8	
1-2 PM	2595	0.0	1500	1500	1095	16.32+	400	67.5	9.7	30.8	
2-3 PM	2776	0.0	1499	1500	1276	16.31+	400	67.3	9.7	30.8	
3-4 PM	3004	0.0	1499	1500	1504	16.30+	400	67.0	9.7	30.8	
4-5 PM	3062	0.0	1500	1500	1562	16.30+	400	66.9	9.7	30.8	
5-6 PM	2821	0.0	1500	1500	1321	16.31+	400	67.3	9.7	30.8	
6-7 PM	2331	0.0	1500	1500	831	16.34+	400	67.8	9.7	30.8	
7-8 PM	1613	0.0	OFF	1613	0	0.16	14	68.7	64.9	64.9	
8-9 PM	1090	0.0	OFF	1090	0	0.00	0	69.4	69.4	69.4	
9-10 PM	786	0.0	OFF	786	0	0.00	0	69.7	69.7	69.7	
10-11 PM	556	0.0	OFF	556	0	0.00	0	70.0	70.0	70.0	
11PM-MID	685	0.0	OFF	685	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	0.0157
MAIN ROUTE WITH WORKS	0.0103
'DIVERSION'	0.0102
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$94,525
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

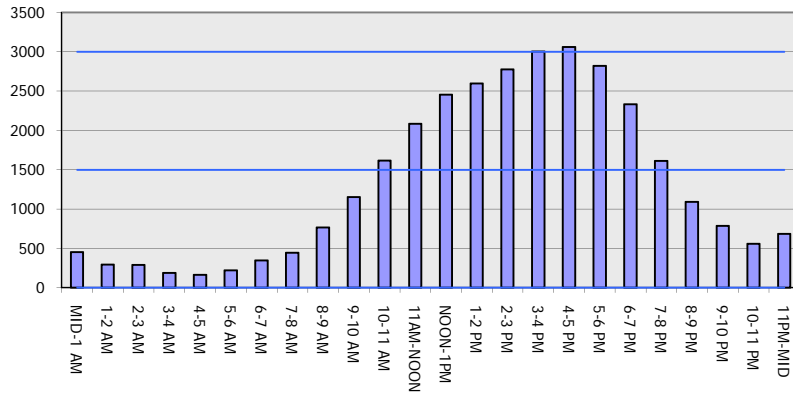
OCTOBER

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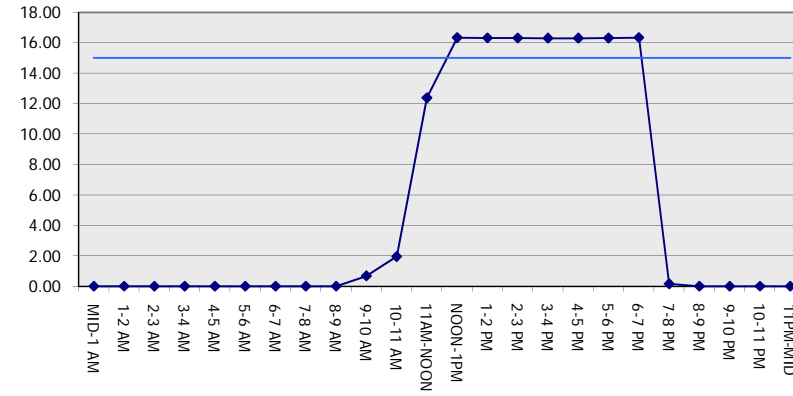
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

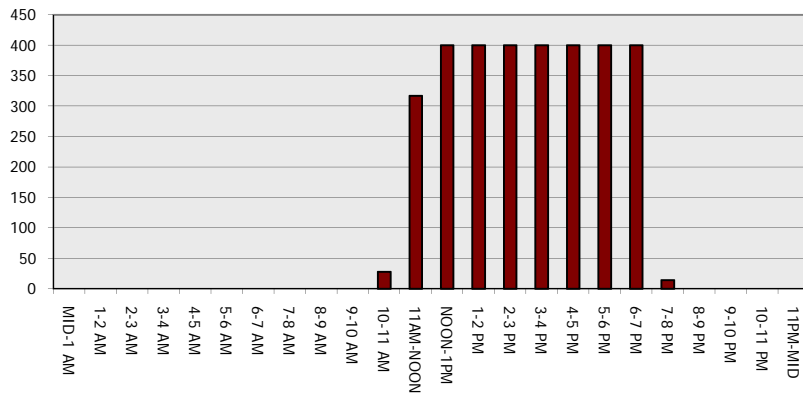
Main Route - Traffic Demand (Vehicles Per Hour)



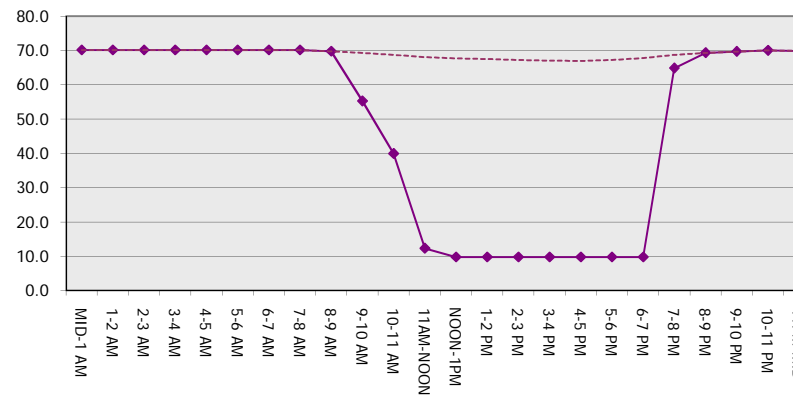
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	OFF	360	0	0.00	0	70.2	70.2	70.2
1-2 AM	247	0.0	OFF	247	0	0.00	0	70.2	70.2	70.2
2-3 AM	196	0.0	OFF	196	0	0.00	0	70.2	70.2	70.2
3-4 AM	132	0.0	OFF	132	0	0.00	0	70.2	70.2	70.2
4-5 AM	122	0.0	OFF	122	0	0.00	0	70.2	70.2	70.2
5-6 AM	222	0.0	OFF	222	0	0.00	0	70.2	70.2	70.2
6-7 AM	324	0.0	OFF	324	0	0.00	0	70.2	70.2	70.2
7-8 AM	551	0.0	OFF	551	0	0.00	0	70.0	70.0	70.0
8-9 AM	1105	0.0	OFF	1105	0	0.00	0	69.4	69.4	69.4
9-10 AM	1805	0.0	1499	1805	0	4.53	118	68.5	25.6	30.8
10-11 AM	2198	0.0	1499	1562	635	16.09+	393	68.0	9.9	30.8
11AM-NOON	2323	0.0	1500	1500	823	16.34+	400	67.9	9.7	30.8
NOON-1PM	2432	0.0	1500	1500	932	16.33+	399	67.7	9.7	30.8
1-2 PM	2286	0.0	1500	1500	786	16.34+	400	67.9	9.7	30.8
2-3 PM	2303	0.0	1500	1500	803	16.34+	400	67.9	9.7	30.8
3-4 PM	2428	0.0	1500	1500	928	16.33+	400	67.7	9.7	30.8
4-5 PM	2269	0.0	1500	1500	769	16.34+	400	67.9	9.7	30.8
5-6 PM	1854	0.0	1500	1502	351	16.35+	399	68.4	9.7	30.8
6-7 PM	1517	0.0	1500	1494	24	15.88+	387	68.9	10.0	30.8
7-8 PM	1080	0.0	OFF	1080	0	0.15	13	69.4	65.7	65.7
8-9 PM	811	0.0	OFF	811	0	0.00	0	69.7	69.7	69.7
9-10 PM	606	0.0	OFF	606	0	0.00	0	70.0	70.0	70.0
10-11 PM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2
11PM-MID	266	0.0	OFF	266	0	0.00	0	70.2	70.2	70.2

"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	0.0138
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0069

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,868
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

OCTOBER

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

