

USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES) NIGHTTIME 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	1500	408	0	0.52	0	70.2	58.6	43.8	
1-2 AM	237	0.0	1500	237	0	0.50	0	70.2	59.0	44.5	
2-3 AM	229	0.0	1500	229	0	0.50	0	70.2	59.1	44.6	
3-4 AM	222	0.0	1500	222	0	0.50	0	70.2	59.1	44.6	
4-5 AM	400	0.0	1500	400	0	0.52	0	70.2	58.6	43.9	
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	OFF	2411	0	0.00	0	67.8	67.8	67.8	
11AM-NOON	2784	0.0	OFF	2784	0	0.00	0	67.3	67.3	67.3	
NOON-1PM	3043	0.0	OFF	3043	0	0.00	0	66.9	66.9	66.9	
1-2 PM	3463	0.0	OFF	3463	0	0.00	0	66.4	66.4	66.4	
2-3 PM	3539	0.0	OFF	3539	0	0.00	0	66.3	66.3	66.3	
3-4 PM	3646	0.0	OFF	3646	0	0.00	0	66.0	66.0	66.0	
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	1499	1863	0	7.85	204	68.4	17.6	30.8	
8-9 PM	1771	0.0	1499	1518	253	16.28+	397	68.6	9.8	30.8	
9-10 PM	1531	0.0	1500	1479	51	15.84+	386	68.8	10.0	30.8	
10-11 PM	1070	0.0	1499	1070	0	5.01	177	69.4	24.2	36.1	
11PM-MID	654	0.0	1500	654	0	0.55	0	69.9	57.9	42.9	

"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

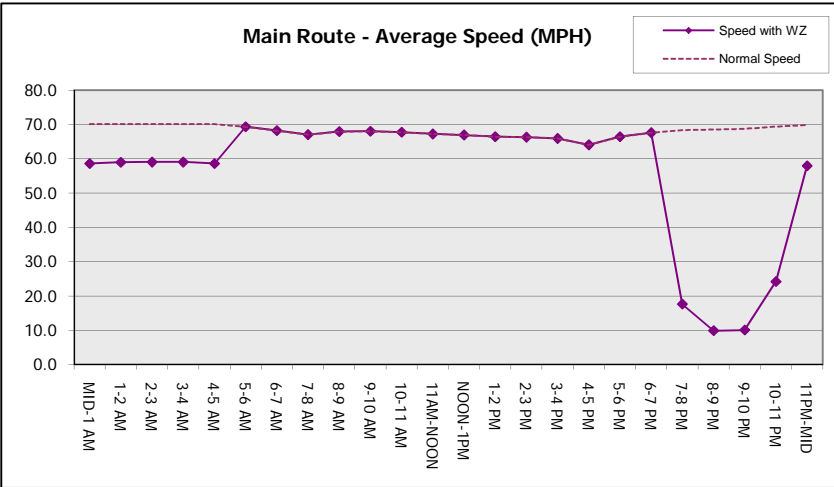
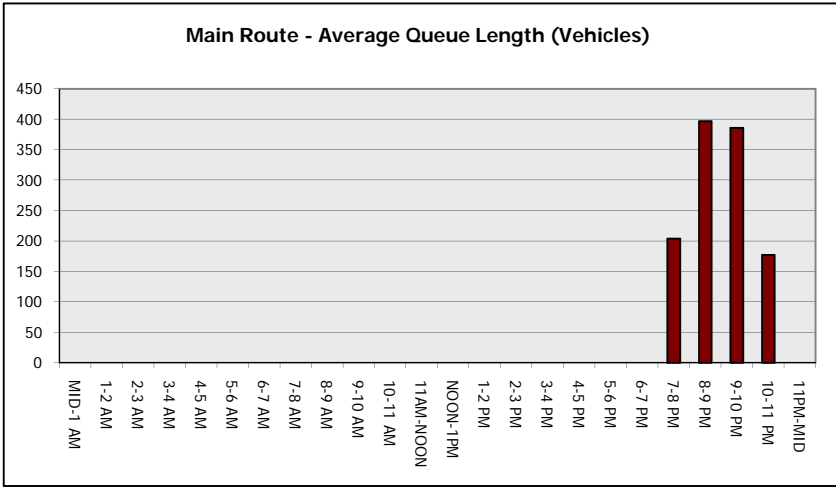
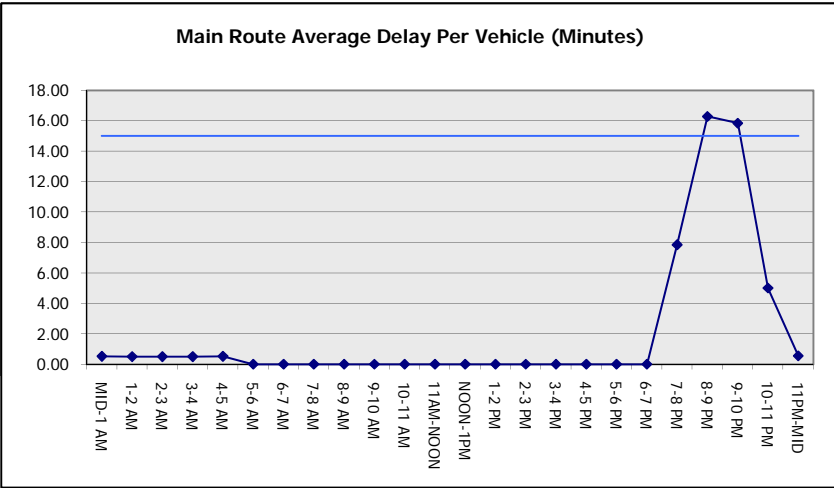
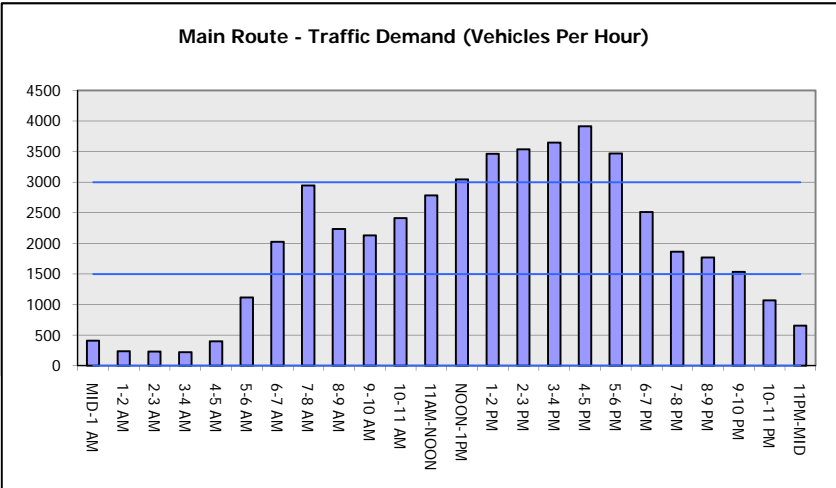
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0235
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,324
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

AUGUST
 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) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	331	0.0	1500	331	0	0.51	0	70.2	58.8	44.2
1-2 AM	239	0.0	1500	239	0	0.50	0	70.2	59.0	44.5
2-3 AM	210	0.0	1500	210	0	0.50	0	70.2	59.1	44.6
3-4 AM	211	0.0	1500	211	0	0.50	0	70.2	59.1	44.6
4-5 AM	477	0.0	1500	477	0	0.53	0	70.1	58.4	43.6
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	OFF	2817	0	0.00	0	67.3	67.3	67.3
11AM-NOON	3012	0.0	OFF	3012	0	0.00	0	67.0	67.0	67.0
NOON-1PM	3196	0.0	OFF	3196	0	0.00	0	66.8	66.8	66.8
1-2 PM	3249	0.0	OFF	3249	0	0.00	0	66.7	66.7	66.7
2-3 PM	3531	0.0	OFF	3531	0	0.00	0	66.3	66.3	66.3
3-4 PM	3751	0.0	OFF	3751	0	0.00	0	65.2	65.2	65.2
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	1499	1948	273	12.26+	311	68.0	12.4	30.8
8-9 PM	1539	0.0	1499	1394	145	15.42+	375	68.8	10.2	30.8
9-10 PM	1213	0.0	1499	1213	0	8.35	215	69.2	16.8	32.7
10-11 PM	978	0.0	1500	978	0	0.68	3	69.5	55.5	41.7
11PM-MID	665	0.0	1500	665	0	0.55	0	69.9	57.9	42.9

"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	0.0234
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$15,525
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

