

<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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	310	0.0	1500	310	0	0.51	0	70.2	58.9	44.2	
1-2 AM	190	0.0	1500	190	0	0.50	0	70.2	59.1	44.7	
2-3 AM	178	0.0	1500	178	0	0.49	0	70.2	59.1	44.8	
3-4 AM	218	0.0	1500	218	0	0.50	0	70.2	59.1	44.6	
4-5 AM	421	0.0	1500	421	0	0.52	0	70.2	58.6	43.8	
5-6 AM	1249	0.0	OFF	1249	0	0.00	0	69.2	69.2	69.2	
6-7 AM	2252	0.0	OFF	2252	0	0.00	0	67.9	67.9	67.9	
7-8 AM	3320	0.0	OFF	3320	0	0.00	0	66.6	66.6	66.6	
8-9 AM	2394	0.0	OFF	2394	0	0.00	0	67.8	67.8	67.8	
9-10 AM	2027	0.0	OFF	2027	0	0.00	0	68.2	68.2	68.2	
10-11 AM	2166	0.0	OFF	2166	0	0.00	0	68.1	68.1	68.1	
11AM-NOON	2431	0.0	OFF	2431	0	0.00	0	67.7	67.7	67.7	
NOON-1PM	2674	0.0	OFF	2674	0	0.00	0	67.4	67.4	67.4	
1-2 PM	2969	0.0	OFF	2969	0	0.00	0	67.1	67.1	67.1	
2-3 PM	3239	0.0	OFF	3239	0	0.00	0	66.7	66.7	66.7	
3-4 PM	3384	0.0	OFF	3384	0	0.00	0	66.5	66.5	66.5	
4-5 PM	3907	0.0	OFF	3907	0	0.00	0	64.1	64.1	64.1	
5-6 PM	3663	0.0	OFF	3663	0	0.00	0	65.8	65.8	65.8	
6-7 PM	2397	0.0	OFF	2397	0	0.00	0	67.8	67.8	67.8	
7-8 PM	1835	0.0	1499	1835	0	7.30	187	68.4	18.6	30.8	
8-9 PM	1757	0.0	1499	1562	195	16.09+	393	68.6	9.9	30.8	
9-10 PM	1496	0.0	1500	1450	45	15.83+	386	68.9	10.1	30.8	
10-11 PM	995	0.0	1499	995	0	3.59	142	69.5	29.7	37.4	
11PM-MID	628	0.0	1500	628	0	0.55	0	69.9	58.0	43.0	

"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	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	0.0227
MAIN ROUTE WITH WORKS	0.0221
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,780
CONGESTED HOURS PER DAY*	2

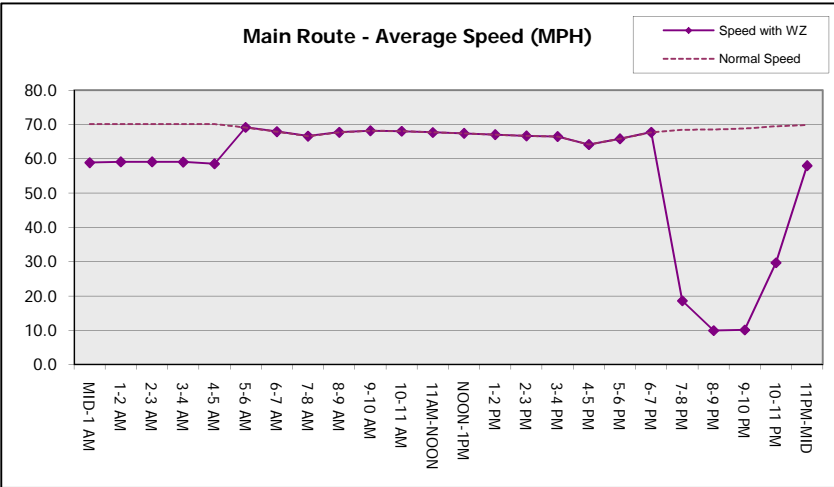
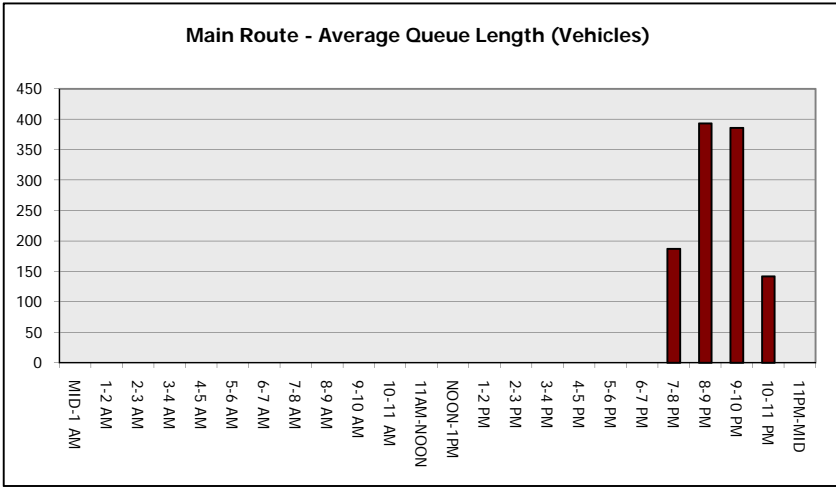
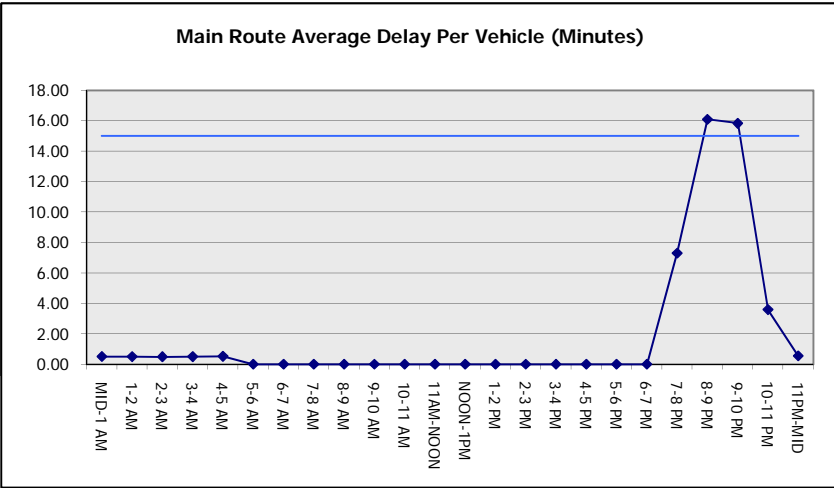
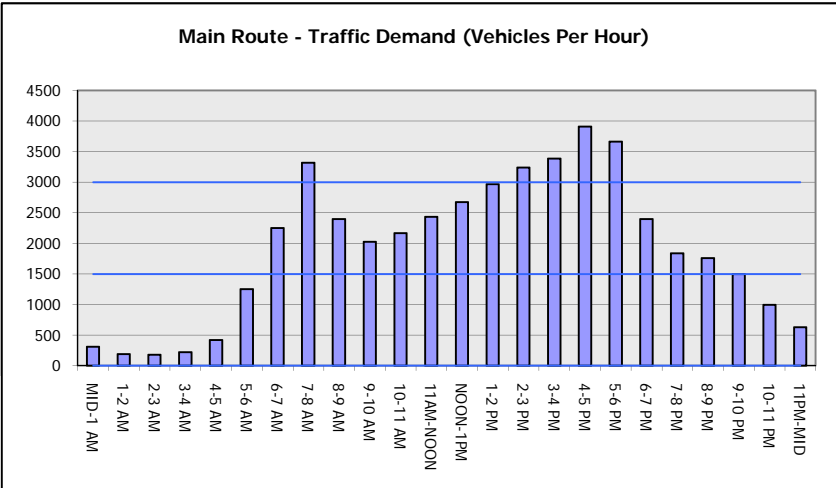
\*Delays Exceeding User-Specified Maximum

**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**

**MON-THUR SOUTHBOUND DIRECTION**



<b>USH 41: STH 125 TO USH 10 (WINNEBAGO AND OUTAGAMIE COUNTIES)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	248	0.0	1500	248	0	0.50	0	70.2	59.0	44.5
1-2 AM	184	0.0	1500	184	0	0.49	0	70.2	59.1	44.8
2-3 AM	164	0.0	1500	164	0	0.49	0	70.2	59.2	44.8
3-4 AM	179	0.0	1500	179	0	0.49	0	70.2	59.1	44.8
4-5 AM	388	0.0	1500	388	0	0.52	0	70.2	58.7	44.0
5-6 AM	1077	0.0	OFF	1077	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	3192	0.0	OFF	3192	0	0.00	0	66.8	66.8	66.8
8-9 AM	2520	0.0	OFF	2520	0	0.00	0	67.6	67.6	67.6
9-10 AM	2282	0.0	OFF	2282	0	0.00	0	67.9	67.9	67.9
10-11 AM	2441	0.0	OFF	2441	0	0.00	0	67.7	67.7	67.7
11AM-NOON	2660	0.0	OFF	2660	0	0.00	0	67.4	67.4	67.4
NOON-1PM	2707	0.0	OFF	2707	0	0.00	0	67.4	67.4	67.4
1-2 PM	2742	0.0	OFF	2742	0	0.00	0	67.3	67.3	67.3
2-3 PM	2967	0.0	OFF	2967	0	0.00	0	67.1	67.1	67.1
3-4 PM	3361	0.0	OFF	3361	0	0.00	0	66.6	66.6	66.6
4-5 PM	3978	0.0	OFF	3978	0	0.00	0	63.7	63.7	63.7
5-6 PM	3564	0.0	OFF	3564	0	0.00	0	66.3	66.3	66.3
6-7 PM	2397	0.0	OFF	2397	0	0.00	0	67.8	67.8	67.8
7-8 PM	1532	0.0	1499	1532	0	3.10	53	68.8	32.0	31.1
8-9 PM	1190	0.0	1500	1190	0	0.77	2	69.2	53.9	38.8
9-10 PM	902	0.0	1500	902	0	0.58	0	69.6	57.3	42.0
10-11 PM	738	0.0	1500	738	0	0.56	0	69.8	57.7	42.6
11PM-MID	478	0.0	1500	478	0	0.53	0	70.1	58.4	43.6

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

*----- 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	0.0217
MAIN ROUTE WITH WORKS	0.0213
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,785
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR NORTHBOUND DIRECTION**

