

<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**

SATURDAY 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	416	0.0	1500	416	0	1.44	61	70.2	45.4	43.5	
1-2 AM	274	0.0	1500	274	0	0.51	0	70.2	58.9	44.4	
2-3 AM	253	0.0	1500	253	0	0.50	0	70.2	59.0	44.5	
3-4 AM	181	0.0	1500	181	0	0.49	0	70.2	59.1	44.8	
4-5 AM	249	0.0	1500	249	0	0.50	0	70.2	59.0	44.5	
5-6 AM	418	0.0	1500	418	0	0.52	0	70.2	58.6	43.8	
6-7 AM	644	0.0	1500	644	0	0.55	0	69.9	58.0	43.0	
7-8 AM	936	0.0	1500	936	0	0.58	0	69.6	57.2	41.9	
8-9 AM	1351	0.0	OFF	1351	0	0.00	0	69.1	69.1	69.1	
9-10 AM	1742	0.0	OFF	1742	0	0.00	0	68.6	68.6	68.6	
10-11 AM	2147	0.0	OFF	2147	0	0.00	0	68.1	68.1	68.1	
11AM-NOON	2387	0.0	OFF	2387	0	0.00	0	67.8	67.8	67.8	
NOON-1PM	2500	0.0	OFF	2500	0	0.00	0	67.6	67.6	67.6	
1-2 PM	2519	0.0	OFF	2519	0	0.00	0	67.6	67.6	67.6	
2-3 PM	2500	0.0	OFF	2500	0	0.00	0	67.6	67.6	67.6	
3-4 PM	2476	0.0	OFF	2476	0	0.00	0	67.6	67.6	67.6	
4-5 PM	2434	0.0	OFF	2434	0	0.00	0	67.7	67.7	67.7	
5-6 PM	2214	0.0	OFF	2214	0	0.00	0	68.0	68.0	68.0	
6-7 PM	1809	0.0	1499	1809	0	6.87	173	68.5	19.4	30.8	
7-8 PM	1596	0.0	1499	1596	0	15.03+	366	68.7	10.5	30.8	
8-9 PM	1491	0.0	1499	1480	11	16.17+	394	68.9	9.9	30.8	
9-10 PM	1463	0.0	1499	1463	0	14.99	363	68.9	10.5	30.8	
10-11 PM	1551	0.0	1500	1551	0	15.25+	371	68.8	10.4	30.8	
11PM-MID	1519	0.0	1499	1439	81	15.73+	383	68.9	10.1	30.8	

"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	0.0173
MAIN ROUTE WITH WORKS	0.0164
'DIVERSION'	0.0001
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,269
CONGESTED HOURS PER DAY*	4

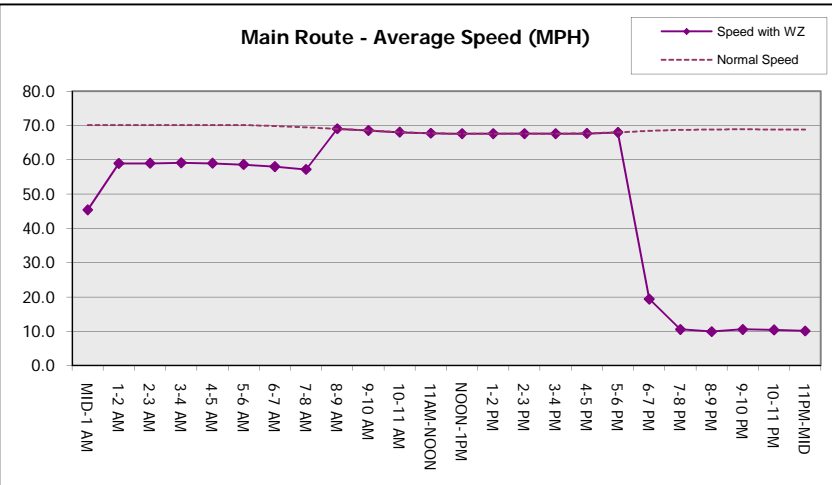
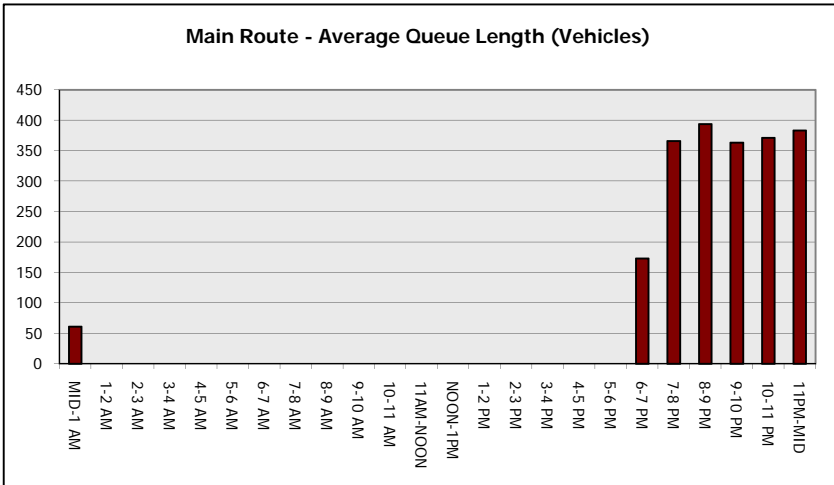
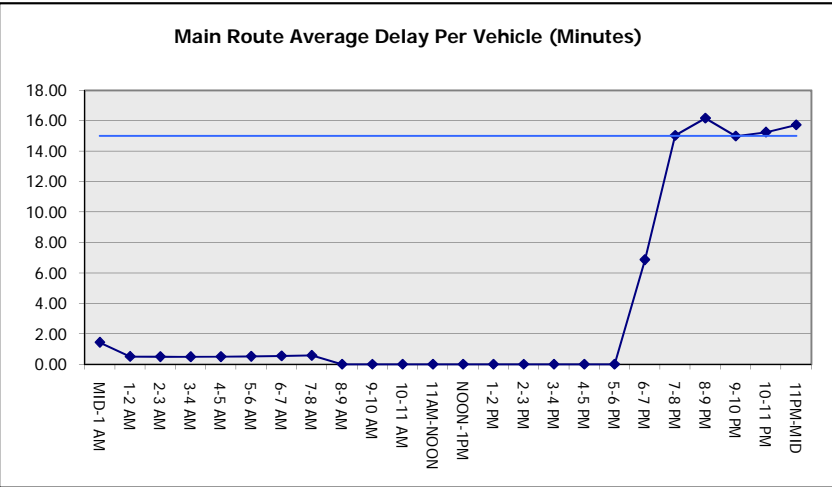
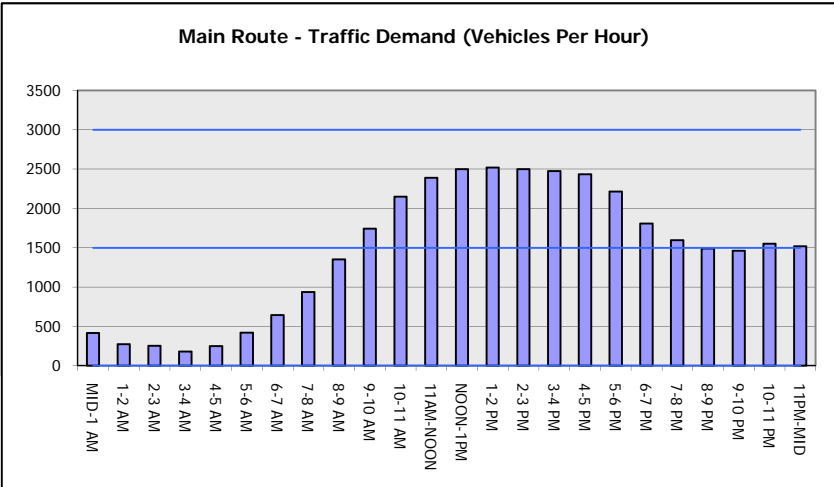
\*Delays Exceeding User-Specified Maximum

**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**

**SATURDAY 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**

SATURDAY 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	410	0.0	1500	410	0	0.52	0	70.2	58.6	43.8
1-2 AM	250	0.0	1500	250	0	0.50	0	70.2	59.0	44.5
2-3 AM	222	0.0	1500	222	0	0.50	0	70.2	59.1	44.6
3-4 AM	172	0.0	1500	172	0	0.49	0	70.2	59.2	44.8
4-5 AM	246	0.0	1500	246	0	0.50	0	70.2	59.0	44.5
5-6 AM	344	0.0	1500	344	0	0.51	0	70.2	58.7	44.1
6-7 AM	588	0.0	1500	588	0	0.54	0	70.0	58.1	43.2
7-8 AM	976	0.0	1499	976	0	0.58	0	69.5	57.1	41.8
8-9 AM	1489	0.0	OFF	1489	0	0.00	0	68.9	68.9	68.9
9-10 AM	1990	0.0	OFF	1990	0	0.00	0	68.2	68.2	68.2
10-11 AM	2533	0.0	OFF	2533	0	0.00	0	67.6	67.6	67.6
11AM-NOON	2787	0.0	OFF	2787	0	0.00	0	67.3	67.3	67.3
NOON-1PM	2886	0.0	OFF	2886	0	0.00	0	67.1	67.1	67.1
1-2 PM	2909	0.0	OFF	2909	0	0.00	0	67.1	67.1	67.1
2-3 PM	2917	0.0	OFF	2917	0	0.00	0	67.1	67.1	67.1
3-4 PM	2825	0.0	OFF	2825	0	0.00	0	67.3	67.3	67.3
4-5 PM	2668	0.0	OFF	2668	0	0.00	0	67.4	67.4	67.4
5-6 PM	2480	0.0	OFF	2480	0	0.00	0	67.6	67.6	67.6
6-7 PM	1818	0.0	1499	1818	0	7.79	197	68.5	17.7	30.8
7-8 PM	1263	0.0	1499	1263	0	8.95	223	69.2	16.0	32.2
8-9 PM	1052	0.0	1500	1052	0	0.82	8	69.4	53.2	41.2
9-10 PM	875	0.0	1500	875	0	0.57	0	69.7	57.3	42.1
10-11 PM	747	0.0	1500	747	0	0.56	0	69.8	57.7	42.6
11PM-MID	546	0.0	1500	546	0	0.54	0	70.0	58.2	43.3

"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	0.0173
MAIN ROUTE WITH WORKS	0.0166
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$7,805
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

