

<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>OCTOBER</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	376	0.0	1500	376	0	0.52	0	70.2	58.7	44.0
1-2 AM	211	0.0	1500	211	0	0.50	0	70.2	59.1	44.6
2-3 AM	161	0.0	1500	161	0	0.49	0	70.2	59.2	44.8
3-4 AM	198	0.0	1500	198	0	0.50	0	70.2	59.1	44.7
4-5 AM	413	0.0	1500	413	0	0.52	0	70.2	58.6	43.8
5-6 AM	1214	0.0	OFF	1214	0	0.00	0	69.2	69.2	69.2
6-7 AM	2240	0.0	OFF	2240	0	0.00	0	67.9	67.9	67.9
7-8 AM	3479	0.0	OFF	3479	0	0.00	0	66.4	66.4	66.4
8-9 AM	2527	0.0	OFF	2527	0	0.00	0	67.6	67.6	67.6
9-10 AM	1991	0.0	OFF	1991	0	0.00	0	68.2	68.2	68.2
10-11 AM	2073	0.0	OFF	2073	0	0.00	0	68.2	68.2	68.2
11AM-NOON	2345	0.0	OFF	2345	0	0.00	0	67.8	67.8	67.8
NOON-1PM	2561	0.0	OFF	2561	0	0.00	0	67.6	67.6	67.6
1-2 PM	2794	0.0	OFF	2794	0	0.00	0	67.3	67.3	67.3
2-3 PM	3090	0.0	OFF	3090	0	0.00	0	66.9	66.9	66.9
3-4 PM	3251	0.0	OFF	3251	0	0.00	0	66.7	66.7	66.7
4-5 PM	3824	0.0	OFF	3824	0	0.00	0	64.7	64.7	64.7
5-6 PM	3502	0.0	OFF	3502	0	0.00	0	66.4	66.4	66.4
6-7 PM	2304	0.0	OFF	2304	0	0.00	0	67.9	67.9	67.9
7-8 PM	1770	0.0	1499	1770	0	6.38	156	68.6	20.4	30.8
8-9 PM	1607	0.0	1499	1607	0	13.89	337	68.7	11.2	30.8
9-10 PM	1311	0.0	1499	1311	0	12.54	307	69.1	12.2	30.9
10-11 PM	802	0.0	1500	802	0	1.17	29	69.7	48.5	42.2
11PM-MID	447	0.0	1500	447	0	0.53	0	70.2	58.5	43.7

"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	0.0220
MAIN ROUTE WITH WORKS	0.0215
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$12,190
CONGESTED HOURS PER DAY*	0

\*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)**

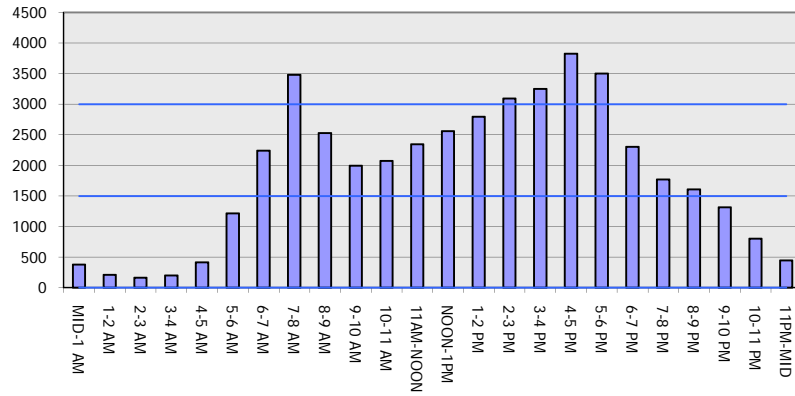
**OCTOBER**

Analyzed for 2009  
 Construction Season

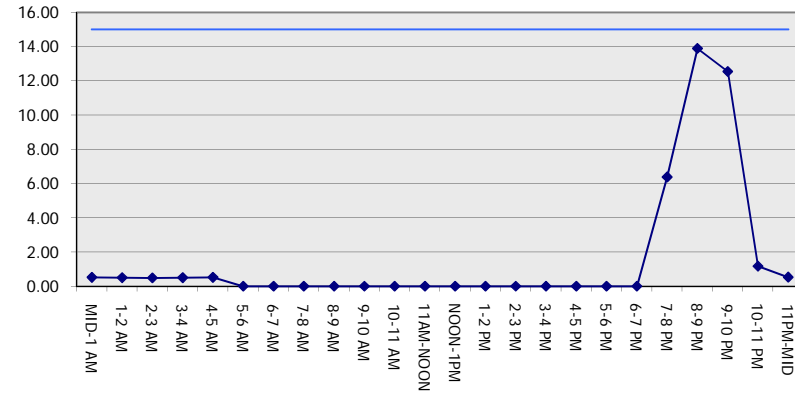
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**

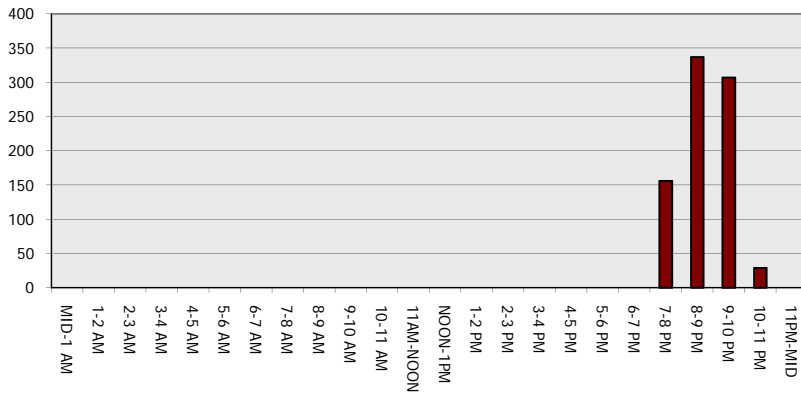
**Main Route - Traffic Demand (Vehicles Per Hour)**



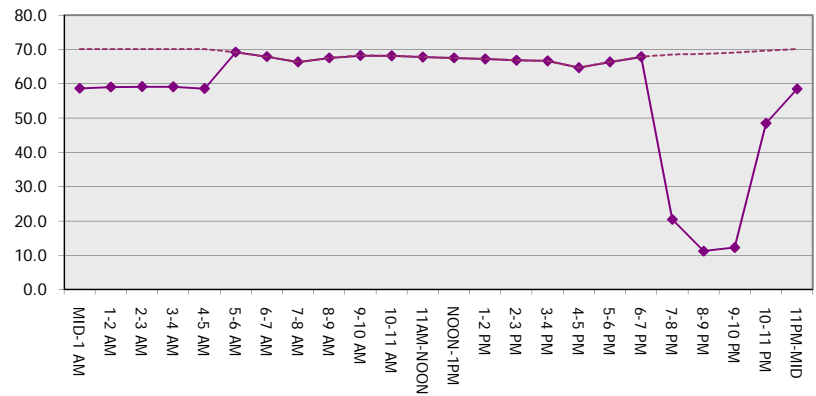
**Main Route Average Delay Per Vehicle (Minutes)**



**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>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	204	0.0	1500	204	0	0.50	0	70.2	59.1	44.6
1-2 AM	160	0.0	1500	160	0	0.49	0	70.2	59.2	44.8
2-3 AM	138	0.0	1500	138	0	0.49	0	70.2	59.2	45.0
3-4 AM	172	0.0	1500	172	0	0.49	0	70.2	59.2	44.8
4-5 AM	367	0.0	1500	367	0	0.52	0	70.2	58.7	44.0
5-6 AM	1067	0.0	OFF	1067	0	0.00	0	69.4	69.4	69.4
6-7 AM	2046	0.0	OFF	2046	0	0.00	0	68.2	68.2	68.2
7-8 AM	3420	0.0	OFF	3420	0	0.00	0	66.5	66.5	66.5
8-9 AM	2702	0.0	OFF	2702	0	0.00	0	67.4	67.4	67.4
9-10 AM	2253	0.0	OFF	2253	0	0.00	0	67.9	67.9	67.9
10-11 AM	2283	0.0	OFF	2283	0	0.00	0	67.9	67.9	67.9
11AM-NOON	2521	0.0	OFF	2521	0	0.00	0	67.6	67.6	67.6
NOON-1PM	2537	0.0	OFF	2537	0	0.00	0	67.6	67.6	67.6
1-2 PM	2515	0.0	OFF	2515	0	0.00	0	67.6	67.6	67.6
2-3 PM	2731	0.0	OFF	2731	0	0.00	0	67.3	67.3	67.3
3-4 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
4-5 PM	3984	0.0	OFF	3984	0	0.00	0	63.7	63.7	63.7
5-6 PM	3581	0.0	OFF	3581	0	0.00	0	66.3	66.3	66.3
6-7 PM	2269	0.0	OFF	2269	0	0.00	0	67.9	67.9	67.9
7-8 PM	1340	0.0	1500	1340	0	0.89	0	69.1	51.9	34.5
8-9 PM	1024	0.0	1500	1024	0	0.59	0	69.5	56.9	41.6
9-10 PM	813	0.0	1500	813	0	0.57	0	69.7	57.5	42.4
10-11 PM	634	0.0	1500	634	0	0.55	0	69.9	58.0	43.0
11PM-MID	392	0.0	1500	392	0	0.52	0	70.2	58.6	43.9

"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	0.0210
MAIN ROUTE WITH WORKS	0.0206
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$783
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

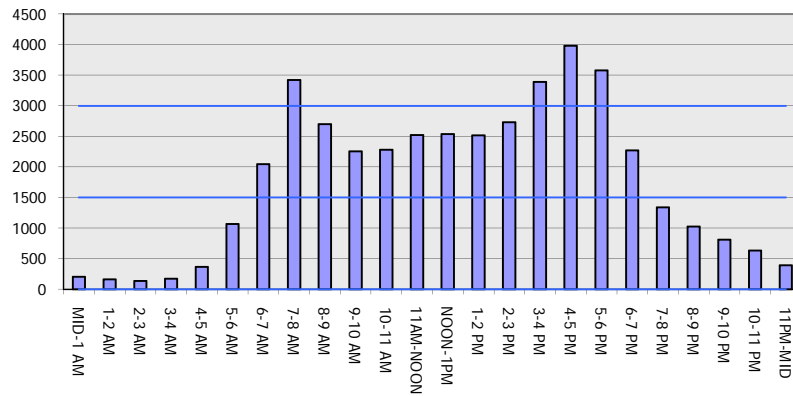
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

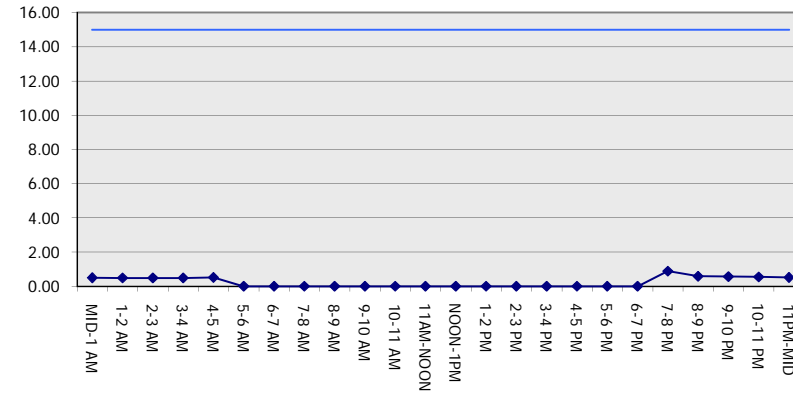
**MON-THUR**

**NORTHBOUND DIRECTION**

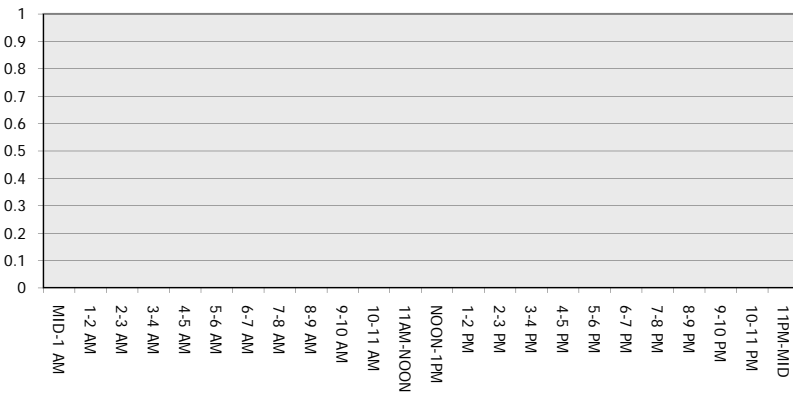
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

