

USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	654	0.0	1500	654	0	0.55	0	69.9	51.6	42.9	
1-2 AM	261	0.0	1500	261	0	0.50	0	70.2	52.8	44.5	
2-3 AM	226	0.0	1500	226	0	0.50	0	70.2	53.0	44.6	
3-4 AM	133	0.0	1500	133	0	0.49	0	70.2	53.3	45.0	
4-5 AM	132	0.0	1500	132	0	0.49	0	70.2	53.3	45.0	
5-6 AM	195	0.0	1500	195	0	0.50	0	70.2	53.1	44.7	
6-7 AM	314	0.0	1500	314	0	0.51	0	70.2	52.7	44.2	
7-8 AM	444	0.0	1500	444	0	0.53	0	70.2	52.3	43.7	
8-9 AM	792	0.0	1500	792	0	0.56	0	69.7	51.1	42.4	
9-10 AM	1175	0.0	1499	1175	0	0.70	0	69.3	47.8	38.7	
10-11 AM	1657	0.0	1499	1657	0	2.57	51	68.7	26.1	30.8	
11AM-NOON	2037	0.0	1500	1732	305	13.78+	344	68.2	8.1	30.8	
NOON-1PM	2260	0.0	1500	1503	758	16.99+	416	67.9	7.2	30.8	
1-2 PM	2310	0.0	1500	1502	808	16.99+	416	67.9	7.2	30.8	
2-3 PM	2389	0.0	1500	1502	887	16.99+	416	67.8	7.2	30.8	
3-4 PM	2500	0.0	1500	1504	996	17.00+	417	67.6	7.2	30.8	
4-5 PM	2332	0.0	1500	1502	830	16.99+	416	67.8	7.2	30.8	
5-6 PM	2124	0.0	1500	1501	622	16.99+	416	68.1	7.2	30.8	
6-7 PM	1733	0.0	1500	1501	232	16.98+	415	68.6	7.2	30.8	
7-8 PM	1389	0.0	1500	1389	0	15.24+	371	69.0	7.6	30.8	
8-9 PM	998	0.0	1499	998	0	2.28	99	69.5	28.4	38.4	
9-10 PM	746	0.0	1500	746	0	0.56	0	69.8	51.3	42.6	
10-11 PM	486	0.0	1500	486	0	0.53	0	70.1	52.2	43.5	
11PM-MID	303	0.0	1500	303	0	0.51	0	70.2	52.7	44.3	

+ 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	0.0079
MAIN ROUTE WITH WORKS	0.0049
'DIVERSION'	0.0036
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$91,723
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

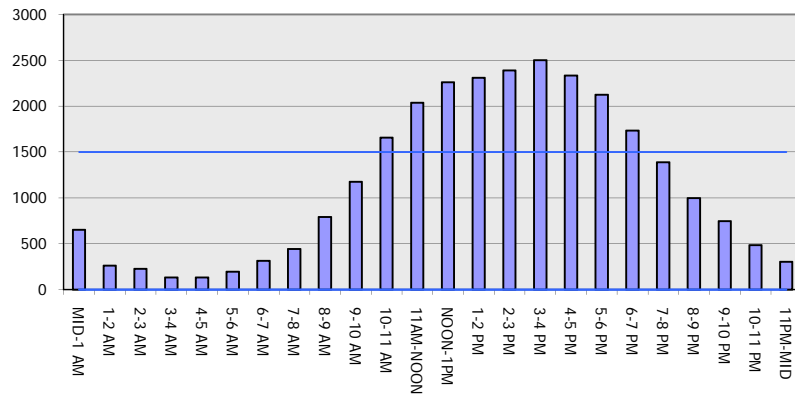
AUGUST

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Construction Season

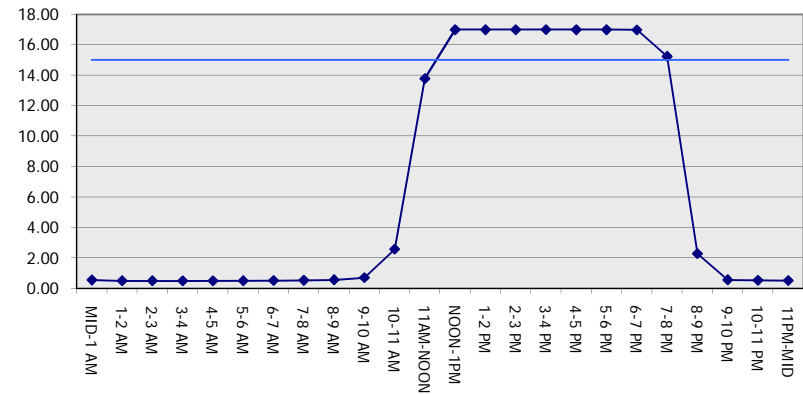
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

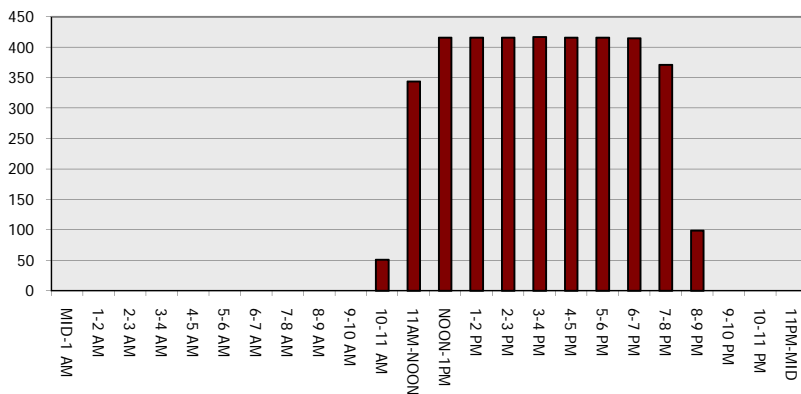
Main Route - Traffic Demand (Vehicles Per Hour)



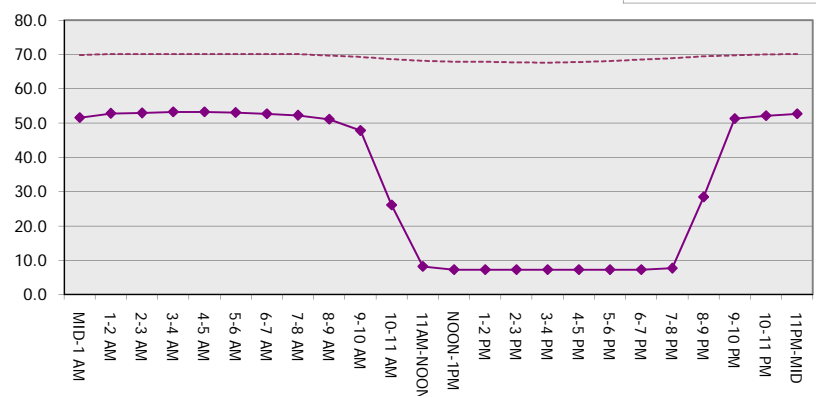
Main Route Average Delay Per Vehicle (Minutes)



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	270	0.0	1500	270	0	0.51	0	70.2	52.8	44.4
1-2 AM	171	0.0	1500	171	0	0.49	0	70.2	53.2	44.8
2-3 AM	146	0.0	1500	146	0	0.49	0	70.2	53.2	44.9
3-4 AM	89	0.0	1500	89	0	0.48	0	70.2	53.4	45.1
4-5 AM	89	0.0	1500	89	0	0.48	0	70.2	53.2	44.8
5-6 AM	174	0.0	1500	174	0	0.49	0	70.2	52.9	44.5
6-7 AM	248	0.0	1500	248	0	0.52	0	70.2	51.9	43.3
7-8 AM	363	0.0	1500	363	0	0.59	0	70.0	50.5	41.7
8-9 AM	545	0.0	1500	545	0	1.51	16	68.9	35.1	31.7
9-10 AM	987	0.0	1499	987	0	8.74	226	68.4	11.1	30.8
10-11 AM	1520	0.0	1499	1520	0			68.4		
11AM-NOON	1854	0.0	1500	1854	0			68.2	7.2	30.8
NOON-1PM	2003	0.0	1499	1500	503	16.98+	416	68.4	7.2	30.8
1-2 PM	1918	0.0	1500	1500	418	16.98+	416	68.4	7.2	30.8
2-3 PM	1859	0.0	1500	1500	359	16.98+	416	68.4	7.2	30.8
3-4 PM	1752	0.0	1500	1500	252	16.98+	415	68.6	7.2	30.8
4-5 PM	1682	0.0	1499	1500	182	16.98+	415	68.6	7.2	30.8
5-6 PM	1496	0.0	1500	1474	22	16.75+	409	68.9	7.3	30.8
6-7 PM	1296	0.0	1499	1296	0	12.49	304	69.1	8.6	30.8
7-8 PM	995	0.0	1500	995	0	1.30	38	69.5	37.9	40.5
8-9 PM	879	0.0	1500	879	0	0.57	0	69.6	50.9	42.1
9-10 PM	879	0.0	1500	879	0	0.55	0	69.9	51.5	42.8
10-11 PM	673	0.0	1500	673	0	0.53	0	70.2	52.2	43.7
11PM-MID	457	0.0	1500	457	0	0.51	0	70.2	52.8	44.4
	270	0.0	1500	270	0					

+ 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	0.0062
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0012

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,209
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

