

**USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER
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	261	0.0	1500	261	0	0.50	0	70.2	52.8	44.5	
1-2 AM	166	0.0	1500	166	0	0.49	0	70.2	53.2	44.8	
2-3 AM	170	0.0	1500	170	0	0.49	0	70.2	53.2	44.8	
3-4 AM	150	0.0	1500	150	0	0.49	0	70.2	53.2	44.9	
4-5 AM	325	0.0	1500	325	0	0.51	0	70.2	52.7	44.2	
5-6 AM	871	0.0	1500	871	0	0.57	0	69.7	50.9	42.2	
6-7 AM	1659	0.0	1499	1659	0	2.09	45	68.7	29.5	31.3	
7-8 AM	2521	0.0	1500	1796	725	15.94+	396	67.6	7.5	31.2	
8-9 AM	1927	0.0	1499	1465	462	16.87+	413	68.3	7.2	30.8	
9-10 AM	1648	0.0	1499	1477	171	16.89+	413	68.7	7.2	30.8	
10-11 AM	1866	0.0	1499	1500	367	16.98+	416	68.4	7.2	30.8	
11AM-NOON	2174	0.0	1499	1500	675	16.99+	416	68.1	7.2	30.8	
NOON-1PM	2434	0.0	1499	1500	934	16.99+	417	67.7	7.2	30.8	
1-2 PM	2792	0.0	1499	1501	1291	17.10+	420	67.3	7.1	30.8	
2-3 PM	2782	0.0	1500	1500	1282	17.10+	420	67.3	7.1	30.8	
3-4 PM	2985	0.0	1499	1503	1483	17.22+	423	67.0	7.1	30.8	
4-5 PM	3290	0.0	1499	1500	1790	17.32+	426	66.6	7.1	30.8	
5-6 PM	2947	0.0	1500	1500	1448	17.20+	422	67.1	7.1	30.8	
6-7 PM	2113	0.0	1500	1499	614	16.99+	416	68.1	7.2	30.8	
7-8 PM	1585	0.0	1500	1489	97	16.93+	414	68.7	7.2	30.8	
8-9 PM	1461	0.0	1499	1461	0	16.35+	399	68.9	7.3	30.8	
9-10 PM	1310	0.0	1499	1310	0	12.17	295	69.1	8.7	30.8	
10-11 PM	845	0.0	1500	845	0	1.07	29	69.7	41.2	42.0	
11PM-MID	545	0.0	1500	545	0	0.54	0	70.0	51.9	43.3	

+ 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	0.0111
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0075
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$129,077
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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

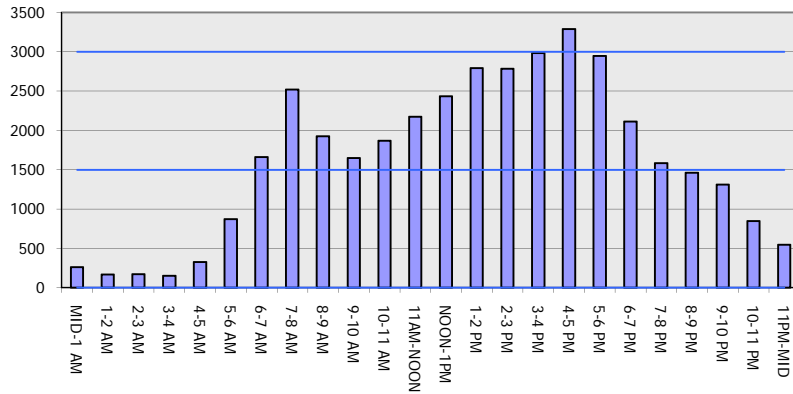
OCTOBER

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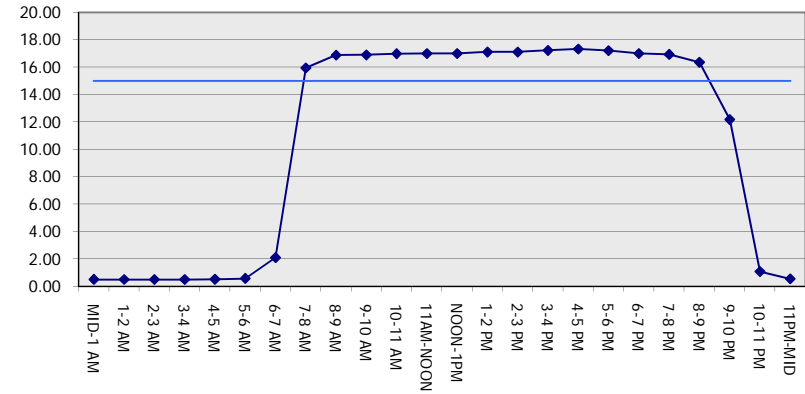
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

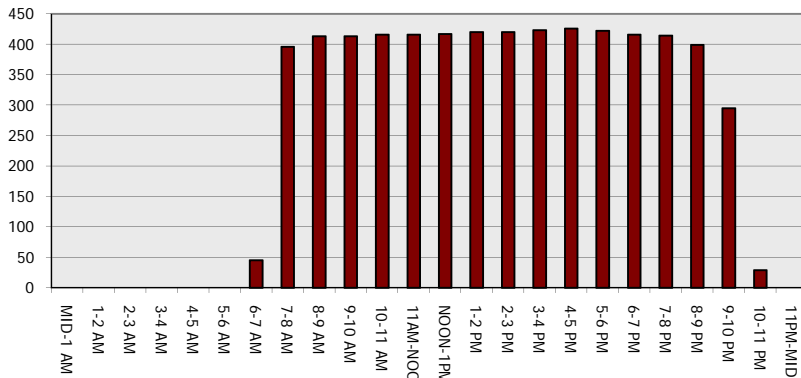
Main Route - Traffic Demand (Vehicles Per Hour)



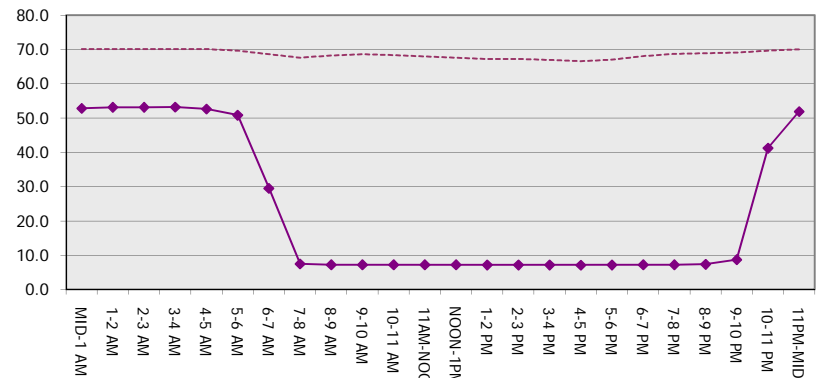
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	207	0.0	1500	207	0	0.50	0	70.2	53.0	44.6
1-2 AM	168	0.0	1500	168	0	0.49	0	70.2	53.2	44.8
2-3 AM	160	0.0	1500	160	0	0.49	0	70.2	53.2	44.8
3-4 AM	173	0.0	1500	173	0	0.49	0	70.2	53.2	44.8
4-5 AM	366	0.0	1500	366	0	0.52	0	70.2	52.5	44.0
5-6 AM	720	0.0	1500	720	0	0.56	0	69.9	51.4	42.7
6-7 AM	1513	0.0	1499	1513	0	1.66	31	68.9	33.5	33.5
7-8 AM	2624	0.0	1500	1715	909	15.23+	388	67.5	7.8	34.1
8-9 AM	2152	0.0	1499	1513	638	16.99+	416	68.1	7.2	31.0
9-10 AM	1955	0.0	1500	1521	434	16.90+	414	68.3	7.2	30.8
10-11 AM	2172	0.0	1500	1504	668	16.99+	416	68.1	7.2	30.8
11AM-NOON	2460	0.0	1500	1510	950	17.02+	417	67.7	7.2	30.8
NOON-1PM	2487	0.0	1500	1507	980	17.01+	417	67.6	7.2	30.8
1-2 PM	2541	0.0	1500	1507	1034	17.01+	417	67.6	7.2	30.8
2-3 PM	2757	0.0	1500	1511	1246	17.08+	419	67.3	7.1	30.8
3-4 PM	3150	0.0	1500	1505	1645	17.30+	425	66.8	7.1	30.8
4-5 PM	3465	0.0	1499	1500	1965	17.32+	426	66.4	7.1	30.8
5-6 PM	3125	0.0	1500	1502	1623	17.28+	425	66.8	7.1	30.8
6-7 PM	2481	0.0	1500	1499	982	17.01+	417	67.6	7.2	30.8
7-8 PM	1561	0.0	1500	1442	119	16.48+	403	68.8	7.3	30.8
8-9 PM	1068	0.0	1499	1068	0	4.38	170	69.4	18.9	36.3
9-10 PM	896	0.0	1500	896	0	0.58	0	69.6	50.8	42.0
10-11 PM	700	0.0	1500	700	0	0.55	0	69.9	51.4	42.8
11PM-MID	477	0.0	1500	477	0	0.53	0	70.1	52.2	43.6

+ 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	0.0113
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0088

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,619
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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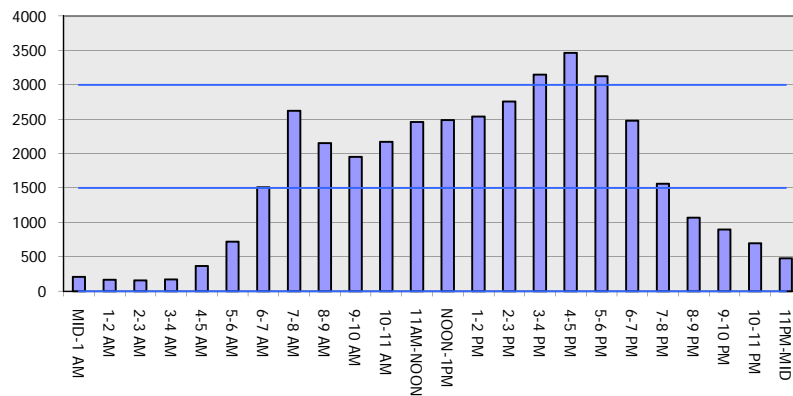
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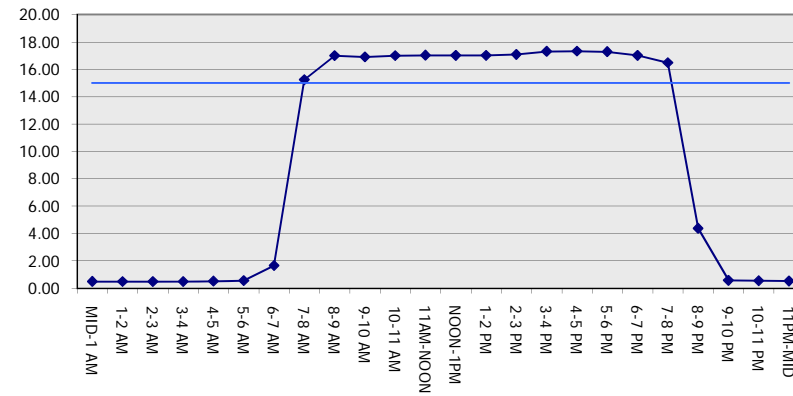
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

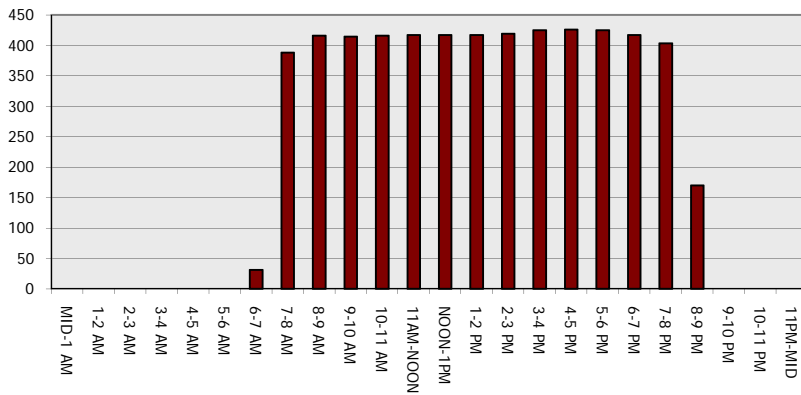
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

