

**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

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	362	0.0	1500	362	0	0.52	0	70.2	52.5	44.0	
1-2 AM	235	0.0	1500	235	0	0.50	0	70.2	53.0	44.5	
2-3 AM	232	0.0	1500	232	0	0.50	0	70.2	53.0	44.5	
3-4 AM	150	0.0	1500	150	0	0.49	0	70.2	53.2	44.9	
4-5 AM	131	0.0	1500	131	0	0.49	0	70.2	53.3	45.0	
5-6 AM	175	0.0	1500	175	0	0.49	0	70.2	53.2	44.8	
6-7 AM	277	0.0	1500	277	0	0.51	0	70.2	52.8	44.4	
7-8 AM	355	0.0	1500	355	0	0.52	0	70.2	52.5	44.1	
8-9 AM	614	0.0	1500	614	0	0.55	0	70.0	51.7	43.1	
9-10 AM	923	0.0	1500	923	0	0.58	0	69.6	50.7	41.9	
10-11 AM	1296	0.0	1499	1296	0	0.83	0	69.1	45.2	35.8	
11AM-NOON	1673	0.0	1499	1673	0	3.05	65	68.7	23.4	30.8	
NOON-1PM	1971	0.0	1500	1712	260	13.93+	347	68.3	8.1	30.8	
1-2 PM	2084	0.0	1500	1503	581	16.98+	416	68.1	7.2	30.8	
2-3 PM	2229	0.0	1500	1503	726	16.99+	416	67.9	7.2	30.8	
3-4 PM	2412	0.0	1500	1503	909	17.00+	417	67.8	7.2	30.8	
4-5 PM	2459	0.0	1500	1504	956	17.00+	417	67.7	7.2	30.8	
5-6 PM	2265	0.0	1500	1502	763	16.99+	416	67.9	7.2	30.8	
6-7 PM	1872	0.0	1500	1502	370	16.98+	416	68.4	7.2	30.8	
7-8 PM	1295	0.0	1500	1295	0	13.40+	329	69.1	8.3	31.1	
8-9 PM	875	0.0	1500	875	0	1.16	35	69.6	39.8	41.8	
9-10 PM	632	0.0	1500	632	0	0.55	0	69.9	51.7	43.0	
10-11 PM	447	0.0	1500	447	0	0.53	0	70.2	52.3	43.7	
11PM-MID	550	0.0	1500	550	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	0.0073
MAIN ROUTE WITH WORKS	0.0046
'DIVERSION'	0.0030
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$79,063
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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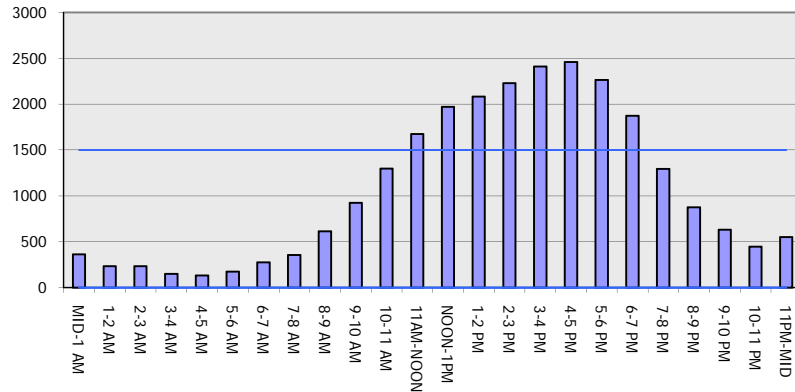
OCTOBER

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Construction Season

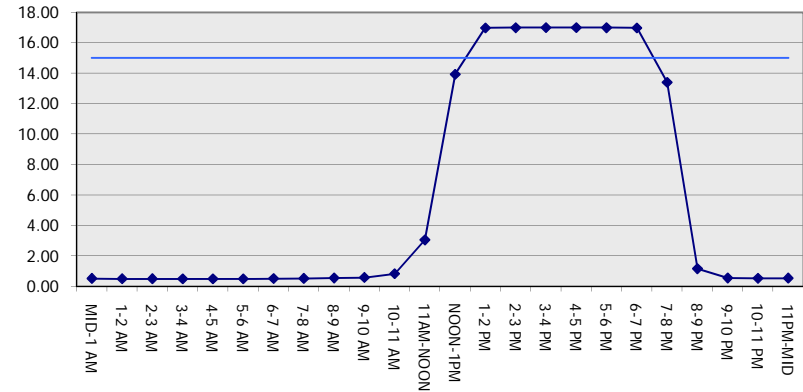
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

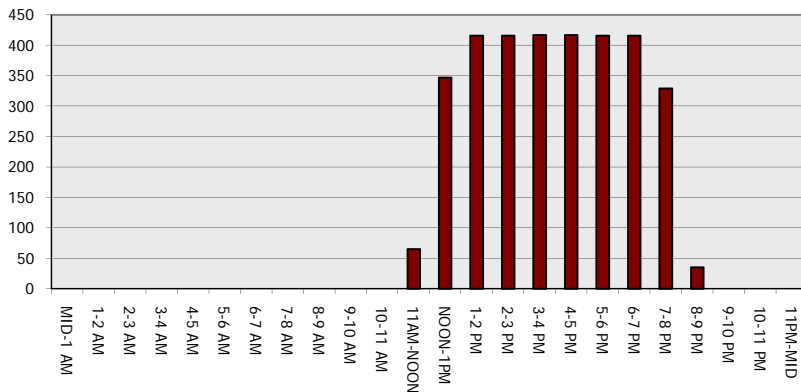
Main Route - Traffic Demand (Vehicles Per Hour)



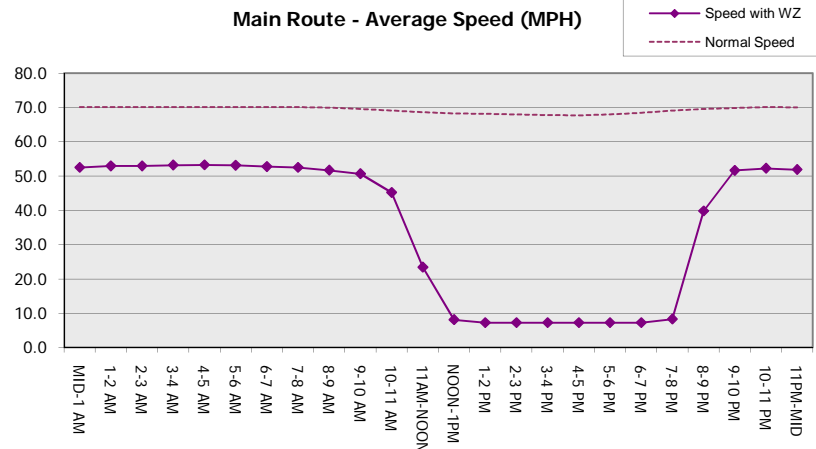
Main Route Average Delay Per Vehicle (Minutes)



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	289	0.0	1500	289	0	0.51	0	70.2	52.8	44.3
1-2 AM	198	0.0	1500	198	0	0.50	0	70.2	53.0	44.7
2-3 AM	158	0.0	1500	158	0	0.49	0	70.2	53.2	44.8
3-4 AM	106	0.0	1500	106	0	0.49	0	70.2	53.3	45.1
4-5 AM	98	0.0	1500	98	0	0.48	0	70.2	53.4	45.1
5-6 AM	178	0.0	1500	178	0	0.49	0	70.2	53.2	44.8
6-7 AM	260	0.0	1500	260	0	0.50	0	70.2	52.8	44.5
7-8 AM	442	0.0	1500	442	0	0.53	0	70.2	52.3	43.7
8-9 AM	886	0.0	1500	886	0	0.57	0	69.6	50.8	42.1
9-10 AM	1448	0.0	1499	1448	0	1.22	7	68.9	38.8	32.6
10-11 AM	1764	0.0	1500	1764	0	5.95	148	68.6	14.6	30.8
11AM-NOON	1865	0.0	1500	1649	216	16.13+	395	68.4	7.4	30.8
NOON-1PM	1953	0.0	1499	1497	455	16.98+	416	68.3	7.2	30.8
1-2 PM	1837	0.0	1499	1498	339	16.98+	416	68.4	7.2	30.8
2-3 PM	1849	0.0	1499	1498	351	16.98+	416	68.4	7.2	30.8
3-4 PM	1950	0.0	1499	1498	452	16.98+	416	68.3	7.2	30.8
4-5 PM	1822	0.0	1499	1498	324	16.98+	416	68.5	7.2	30.8
5-6 PM	1489	0.0	1499	1437	51	16.43+	401	68.9	7.3	30.8
6-7 PM	1219	0.0	1499	1219	0	9.80	248	69.2	10.2	32.3
7-8 PM	867	0.0	1500	867	0	0.72	6	69.7	47.5	42.1
8-9 PM	652	0.0	1500	652	0	0.55	0	69.9	51.6	42.9
9-10 PM	487	0.0	1500	487	0	0.53	0	70.1	52.2	43.5
10-11 PM	365	0.0	1500	365	0	0.52	0	70.2	52.5	44.0
11PM-MID	213	0.0	1500	213	0	0.50	0	70.2	53.0	44.6

+ 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	0.0064
MAIN ROUTE WITH WORKS	0.0045
'DIVERSION'	0.0015

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,926
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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OCTOBER

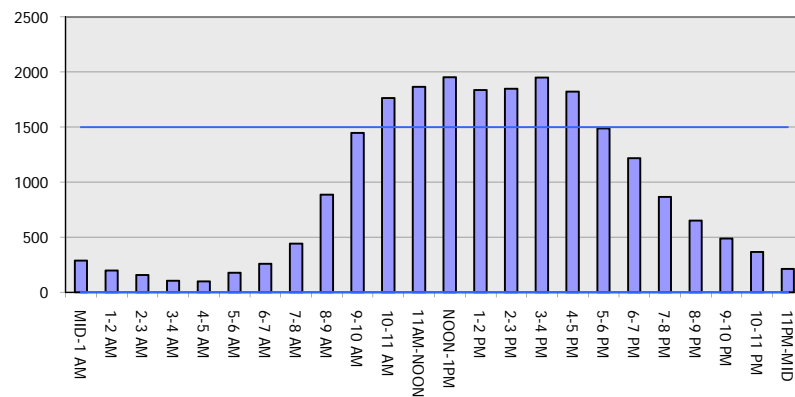
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

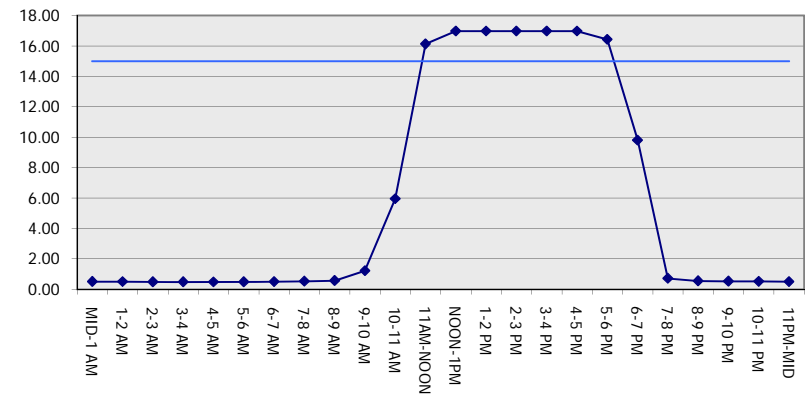
SUNDAY

NORTHBOUND DIRECTION

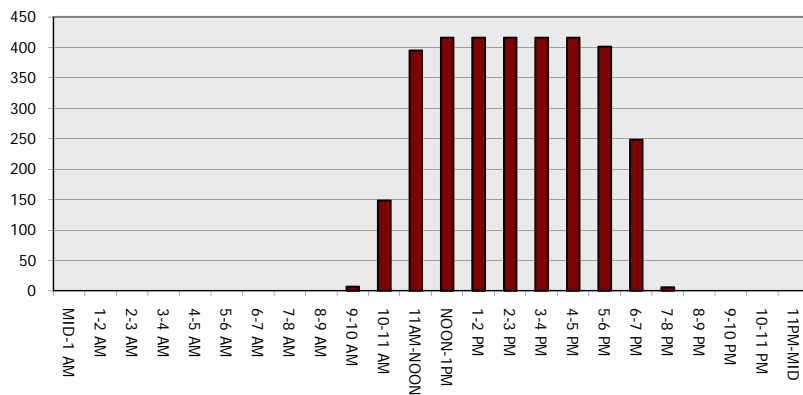
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

