

USH 41: STH 15 TO STH 441 (OUTAGAMIE COUNTY) CONTINUOUS (24 HOUR) 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	165	0.0	1500	165	0	0.44	0	66.1	61.1	44.8	
1-2 AM	139	0.0	1500	139	0	0.44	0	66.1	61.2	45.0	
2-3 AM	119	0.0	1500	119	0	0.43	0	66.1	61.2	45.0	
3-4 AM	154	0.0	1500	154	0	0.44	0	66.1	61.1	44.8	
4-5 AM	437	0.0	1500	437	0	0.46	0	65.6	60.4	43.7	
5-6 AM	854	0.0	1500	854	0	0.51	0	64.8	59.3	42.2	
6-7 AM	1918	0.0	1499	1918	0	4.76	138	62.8	34.0	30.8	
7-8 AM	3102	0.0	1499	1500	1602	14.95+	399	54.7	16.5	30.8	
8-9 AM	2204	0.0	1500	1500	704	15.74+	400	62.3	16.5	30.8	
9-10 AM	1756	0.0	1500	1500	256	15.81+	400	63.1	16.5	30.8	
10-11 AM	1837	0.0	1500	1500	337	15.80+	400	63.0	16.5	30.8	
11AM-NOON	1915	0.0	1500	1500	415	15.78+	400	62.8	16.5	30.8	
NOON-1PM	2021	0.0	1500	1500	521	15.77+	400	62.6	16.5	30.8	
1-2 PM	2053	0.0	1500	1500	553	15.76+	400	62.5	16.5	30.8	
2-3 PM	2216	0.0	1500	1500	716	15.73+	400	62.3	16.5	30.8	
3-4 PM	2578	0.0	1500	1500	1078	15.53+	400	60.1	16.5	30.8	
4-5 PM	2748	0.0	1500	1500	1248	15.35+	400	58.4	16.5	30.8	
5-6 PM	2626	0.0	1500	1500	1126	15.48+	400	59.6	16.5	30.8	
6-7 PM	1765	0.0	1500	1481	285	15.73+	397	63.1	16.6	30.8	
7-8 PM	1098	0.0	1499	1098	0	7.81	227	64.3	26.6	35.0	
8-9 PM	817	0.0	1500	817	0	0.50	0	64.8	59.4	42.4	
9-10 PM	806	0.0	1500	806	0	0.50	0	64.9	59.4	42.4	
10-11 PM	664	0.0	1500	664	0	0.49	0	65.1	59.8	42.9	
11PM-MID	477	0.0	1500	477	0	0.47	0	65.5	60.3	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	0.0324
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0192
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$98,773
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

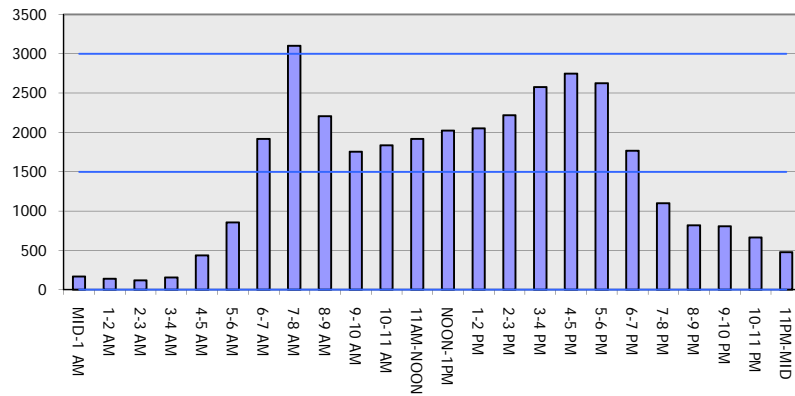
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OCTOBER

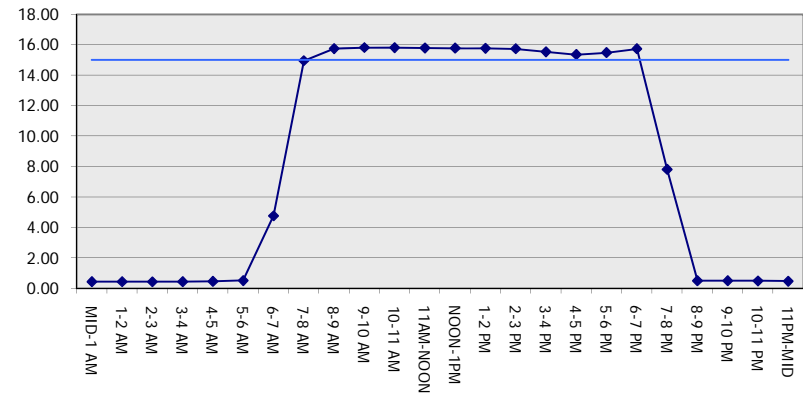
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

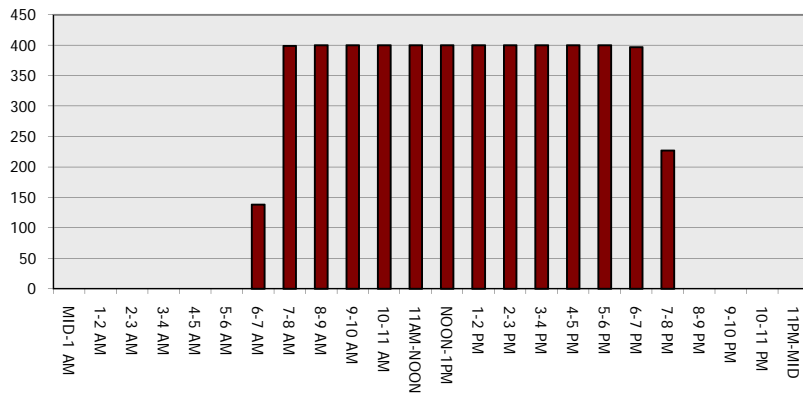
Main Route - Traffic Demand (Vehicles Per Hour)



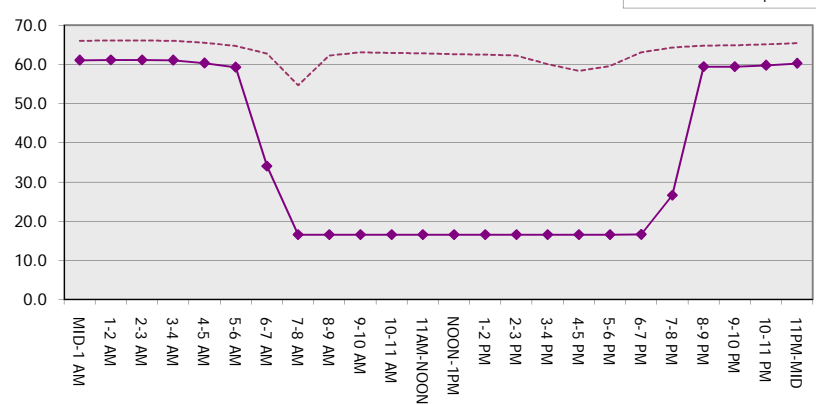
Main Route Average Delay Per Vehicle (Minutes)



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	262	0.0	1500	262	0	0.45	0	65.9	60.8	44.4
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	61.1	44.9
2-3 AM	157	0.0	1500	157	0	0.44	0	66.1	61.1	44.8
3-4 AM	119	0.0	1500	119	0	0.43	0	66.1	61.2	45.0
4-5 AM	225	0.0	1500	225	0	0.44	0	66.0	60.9	44.6
5-6 AM	704	0.0	1500	704	0	0.49	0	65.1	59.7	42.7
6-7 AM	1361	0.0	1499	1361	0	1.02	6	63.8	54.0	35.1
7-8 AM	2239	0.0	1500	1851	388	11.19+	300	62.2	21.0	30.8
8-9 AM	1661	0.0	1500	1527	134	15.70+	396	63.3	16.6	30.8
9-10 AM	1542	0.0	1499	1498	44	15.84+	399	63.5	16.5	30.8
10-11 AM	1776	0.0	1500	1500	276	15.81+	400	63.1	16.5	30.8
11AM-NOON	1984	0.0	1500	1500	484	15.77+	400	62.7	16.5	30.8
NOON-1PM	2215	0.0	1500	1500	715	15.73+	400	62.3	16.5	30.8
1-2 PM	2289	0.0	1500	1500	789	15.72+	400	62.1	16.5	30.8
2-3 PM	2508	0.0	1500	1500	1008	15.60+	400	60.8	16.5	30.8
3-4 PM	3060	0.0	1500	1500	1560	15.00+	400	55.1	16.5	30.8
4-5 PM	3348	0.0	1500	1500	1848	14.64+	400	52.2	16.5	30.8
5-6 PM	2985	0.0	1500	1500	1485	15.09+	400	55.9	16.5	30.8
6-7 PM	2167	0.0	1500	1500	667	15.74+	400	62.3	16.5	30.8
7-8 PM	1568	0.0	1500	1478	90	15.67+	395	63.5	16.6	30.8
8-9 PM	1270	0.0	1499	1270	0	11.07	280	64.0	21.3	31.1
9-10 PM	1075	0.0	1500	1075	0	1.47	31	64.4	50.8	39.4
10-11 PM	714	0.0	1500	714	0	0.49	0	65.1	59.7	42.7
11PM-MID	442	0.0	1500	442	0	0.47	0	65.6	60.4	43.7

+ 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	0.0336
MAIN ROUTE WITH WORKS	0.0230
'DIVERSION'	0.0206

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$104,210
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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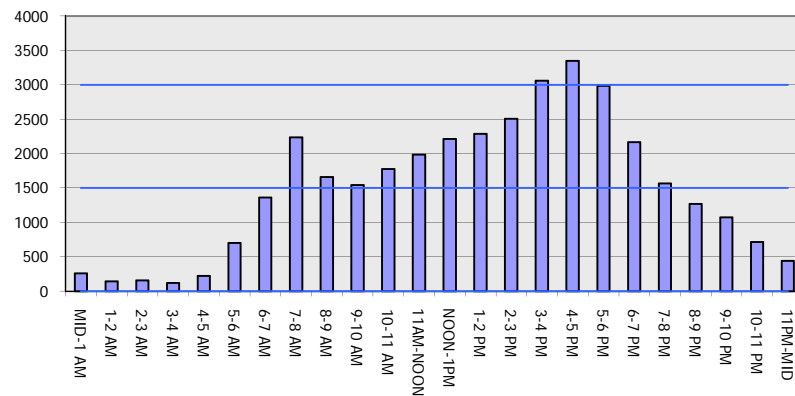
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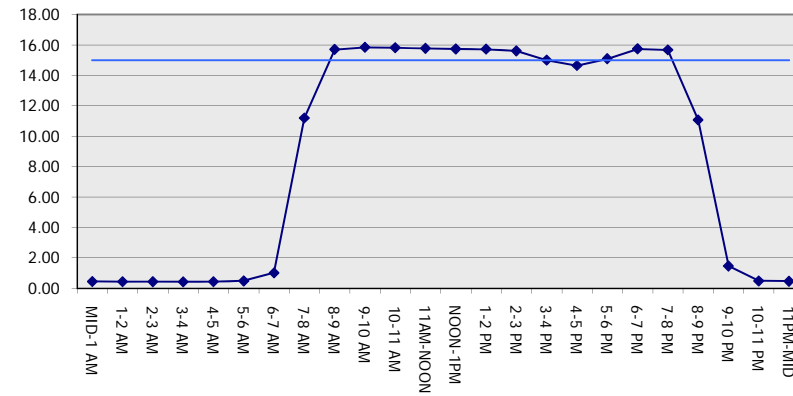
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

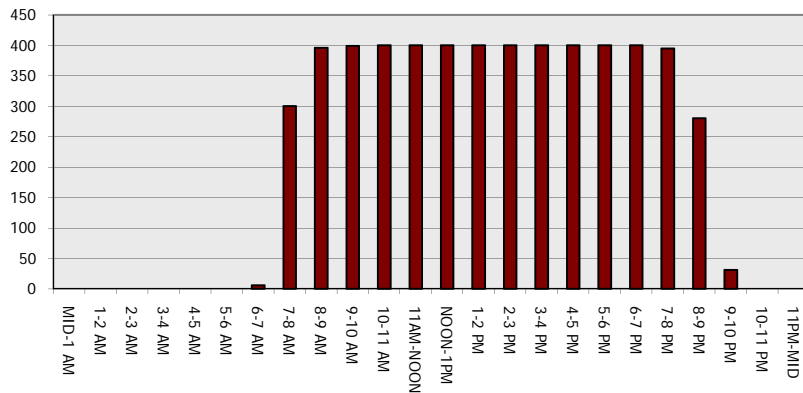
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

