

<b>USH 41: STH 15 TO STH 441 (OUTAGAMIE COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  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	851	0.0	1500	851	0	0.50	0	64.8	59.3	42.2	
1-2 AM	328	0.0	1500	328	0	0.45	0	65.8	60.7	44.2	
2-3 AM	125	0.0	1500	125	0	0.43	0	66.1	61.2	45.0	
3-4 AM	162	0.0	1500	162	0	0.44	0	66.1	61.1	44.8	
4-5 AM	381	0.0	1500	381	0	0.46	0	65.7	60.5	44.0	
5-6 AM	1028	0.0	1499	1028	0	0.60	0	64.5	58.1	39.6	
6-7 AM	2215	0.0	1499	1949	266	8.09+	235	62.3	25.7	30.8	
7-8 AM	3395	0.0	1500	1500	1895	14.58+	400	51.7	16.5	30.8	
8-9 AM	2353	0.0	1500	1500	853	15.71+	400	62.0	16.5	30.8	
9-10 AM	1735	0.0	1499	1466	268	15.68+	396	63.2	16.6	30.8	
10-11 AM	1686	0.0	1500	1500	186	15.82+	400	63.2	16.5	30.8	
11AM-NOON	1802	0.0	1500	1500	302	15.80+	400	63.0	16.5	30.8	
NOON-1PM	1830	0.0	1500	1500	330	15.80+	400	63.0	16.5	30.8	
1-2 PM	1899	0.0	1500	1500	399	15.79+	400	62.8	16.5	30.8	
2-3 PM	1963	0.0	1500	1500	463	15.78+	400	62.7	16.5	30.8	
3-4 PM	2278	0.0	1500	1500	778	15.72+	400	62.2	16.5	30.8	
4-5 PM	2580	0.0	1500	1500	1080	15.53+	400	60.1	16.5	30.8	
5-6 PM	2489	0.0	1500	1500	989	15.62+	400	61.0	16.5	30.8	
6-7 PM	1508	0.0	1500	1411	97	15.27+	385	63.6	17.0	30.8	
7-8 PM	994	0.0	1499	994	0	3.63	123	64.5	38.9	37.9	
8-9 PM	764	0.0	1500	764	0	0.50	0	65.0	59.6	42.5	
9-10 PM	662	0.0	1500	662	0	0.49	0	65.1	59.8	42.9	
10-11 PM	453	0.0	1500	453	0	0.47	0	65.5	60.4	43.7	
11PM-MID	266	0.0	1500	266	0	0.45	0	65.9	60.8	44.4	

+ 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	0.0317
MAIN ROUTE WITH WORKS	0.0226
'DIVERSION'	0.0172
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$92,262
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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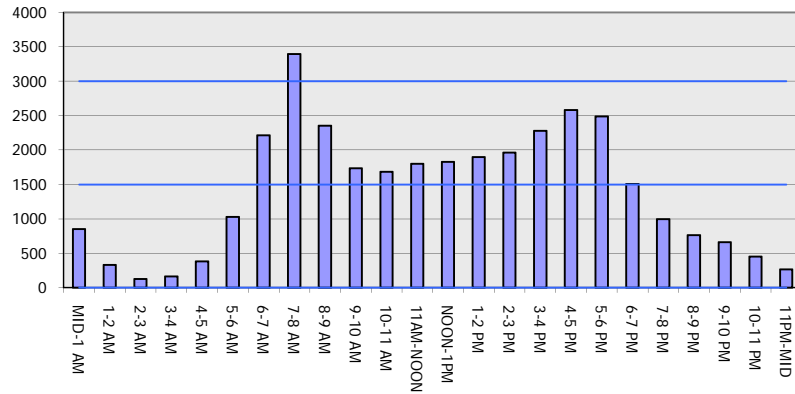
**OCTOBER**

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Construction Season

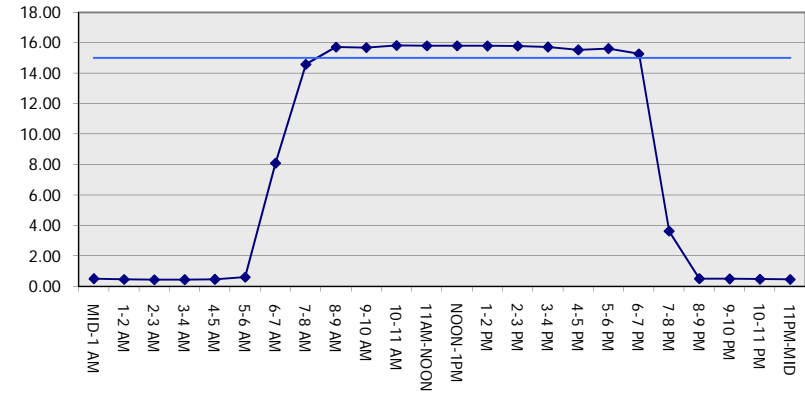
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**

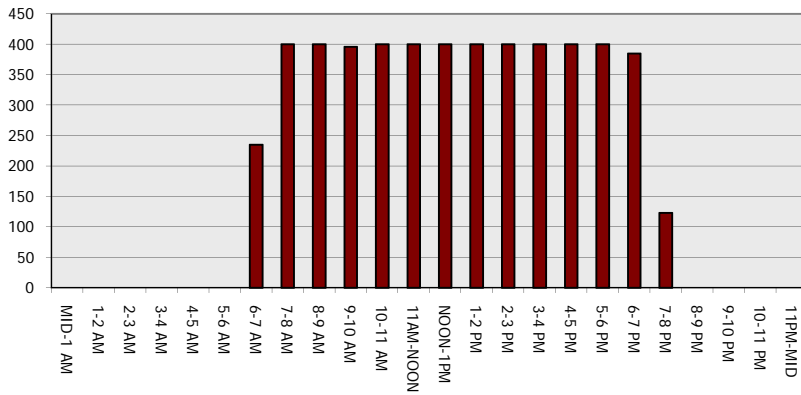
**Main Route - Traffic Demand (Vehicles Per Hour)**



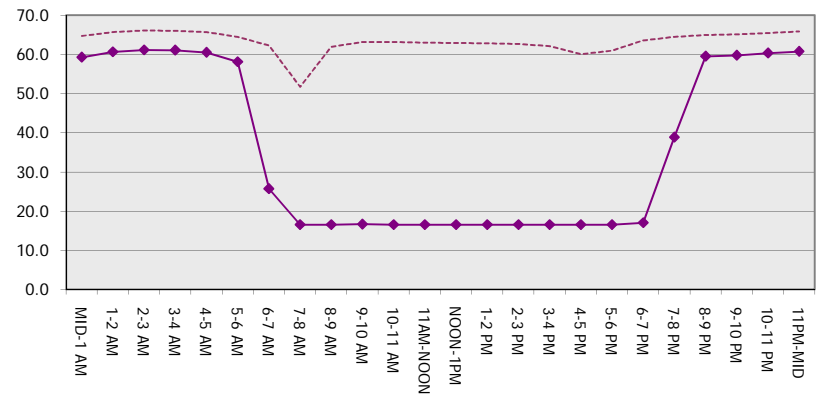
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	231	0.0	1500	231	0	0.44	0	66.0	60.9	44.6	
1-2 AM	190	0.0	1500	190	0	0.44	0	66.0	61.0	44.7	
2-3 AM	197	0.0	1500	197	0	0.44	0	66.0	61.0	44.7	
3-4 AM	170	0.0	1500	170	0	0.44	0	66.1	61.0	44.8	
4-5 AM	274	0.0	1500	274	0	0.45	0	65.9	60.8	44.4	
5-6 AM	700	0.0	1500	700	0	0.49	0	65.1	59.7	42.8	
6-7 AM	1440	0.0	1499	1440	0	1.37	16	63.7	51.1	33.8	
7-8 AM	2218	0.0	1500	1847	371	12.05+	319	62.2	19.9	30.8	
8-9 AM	1634	0.0	1500	1484	150	15.76+	398	63.3	16.6	30.8	
9-10 AM	1429	0.0	1499	1429	0	14.54+	365	63.7	17.6	30.8	
10-11 AM	1477	0.0	1500	1477	0	12.45	308	63.7	19.7	30.8	
11AM-NOON	1593	0.0	1500	1593	0	13.65+	342	63.4	18.4	30.8	
NOON-1PM	1677	0.0	1499	1500	177	15.82+	399	63.3	16.5	30.8	
1-2 PM	1740	0.0	1500	1500	240	15.81+	400	63.2	16.5	30.8	
2-3 PM	2098	0.0	1500	1500	598	15.75+	400	62.5	16.5	30.8	
3-4 PM	2724	0.0	1500	1500	1224	15.38+	400	58.6	16.5	30.8	
4-5 PM	3149	0.0	1500	1500	1649	14.89+	400	54.2	16.5	30.8	
5-6 PM	2771	0.0	1500	1500	1271	15.33+	400	58.1	16.5	30.8	
6-7 PM	1632	0.0	1500	1466	165	15.42+	389	63.3	16.8	30.8	
7-8 PM	1178	0.0	1499	1178	0	8.13	217	64.2	26.0	33.2	
8-9 PM	1073	0.0	1500	1073	0	0.60	2	64.4	58.1	41.3	
9-10 PM	817	0.0	1500	817	0	0.50	0	64.8	59.4	42.4	
10-11 PM	437	0.0	1500	437	0	0.46	0	65.6	60.4	43.7	
11PM-MID	272	0.0	1500	272	0	0.45	0	65.9	60.8	44.4	

+ 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	0.0292
MAIN ROUTE WITH WORKS	0.0221
'DIVERSION'	0.0127

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,317
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

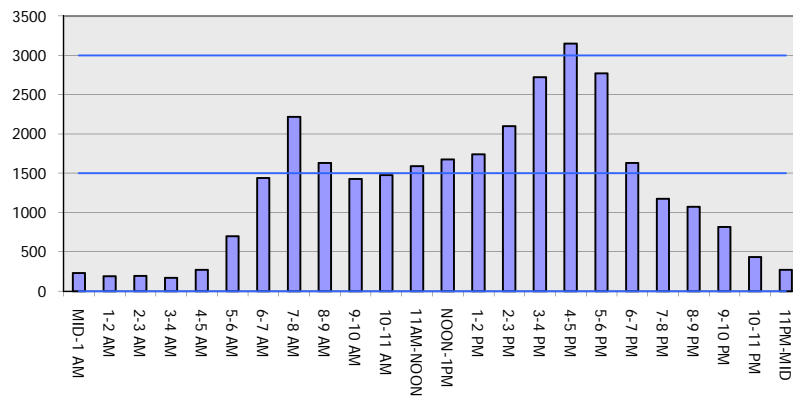
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

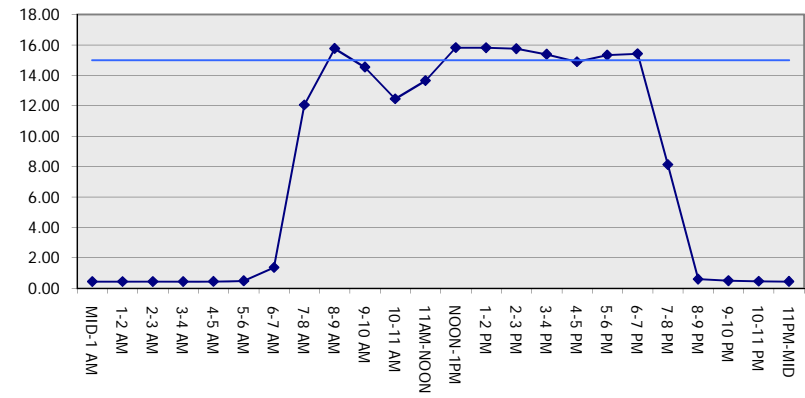
**MON-THUR**

**NORTHBOUND DIRECTION**

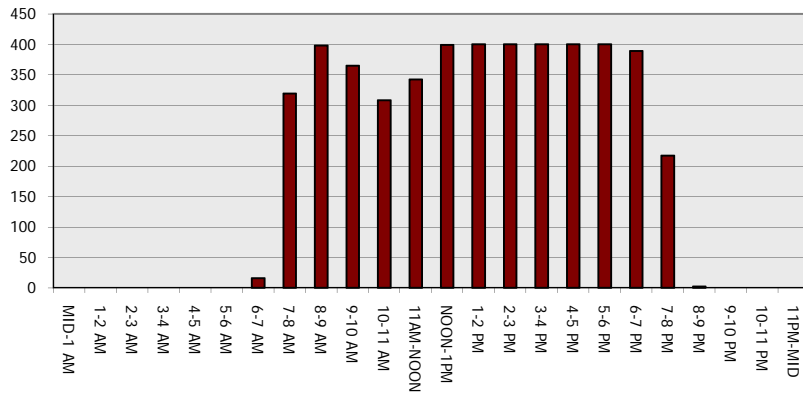
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

