

<b>USH 41: STH 441 TO STH 55 (OUTAGAMIE AND BROWN COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>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	973	0.0	OFF	973	0	0.00	0	64.6	64.6	64.6	
1-2 AM	341	0.0	OFF	341	0	0.00	0	65.8	65.8	65.8	
2-3 AM	129	0.0	OFF	129	0	0.00	0	66.1	66.1	66.1	
3-4 AM	166	0.0	OFF	166	0	0.00	0	66.1	66.1	66.1	
4-5 AM	347	0.0	OFF	347	0	0.00	0	65.8	65.8	65.8	
5-6 AM	962	0.0	OFF	962	0	0.00	0	64.6	64.6	64.6	
6-7 AM	1992	0.0	OFF	1992	0	0.00	0	62.7	62.7	62.7	
7-8 AM	2912	0.0	OFF	2912	0	0.00	0	56.7	56.7	56.7	
8-9 AM	2020	0.0	OFF	2020	0	0.00	0	62.6	62.6	62.6	
9-10 AM	1582	0.0	OFF	1582	0	0.00	0	63.5	63.5	63.5	
10-11 AM	1559	0.0	1499	1559	0	2.03	28	63.5	42.0	30.8	
11AM-NOON	1618	0.0	1500	1618	0	5.14	115	63.3	27.6	30.8	
NOON-1PM	1669	0.0	1500	1669	0	10.41	259	63.3	17.5	30.8	
1-2 PM	1707	0.0	1499	1566	141	15.53+	392	63.2	12.9	30.8	
2-3 PM	1869	0.0	1500	1500	369	15.81+	400	62.9	12.7	30.8	
3-4 PM	2147	0.0	OFF	2147	0	0.83	45	62.4	51.8	51.8	
4-5 PM	2575	0.0	OFF	2575	0	0.00	0	60.1	60.1	60.1	
5-6 PM	2505	0.0	OFF	2505	0	0.00	0	60.9	60.9	60.9	
6-7 PM	1375	0.0	OFF	1375	0	0.00	0	63.8	63.8	63.8	
7-8 PM	911	0.0	OFF	911	0	0.00	0	64.7	64.7	64.7	
8-9 PM	688	0.0	OFF	688	0	0.00	0	65.1	65.1	65.1	
9-10 PM	641	0.0	OFF	641	0	0.00	0	65.2	65.2	65.2	
10-11 PM	474	0.0	OFF	474	0	0.00	0	65.5	65.5	65.5	
11PM-MID	266	0.0	OFF	266	0	0.00	0	65.9	65.9	65.9	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0210
MAIN ROUTE WITH WORKS	0.0201
'DIVERSION'	0.0008
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$17,221
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

**USH 41: STH 441 TO STH 55 (OUTAGAMIE AND BROWN COUNTIES)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

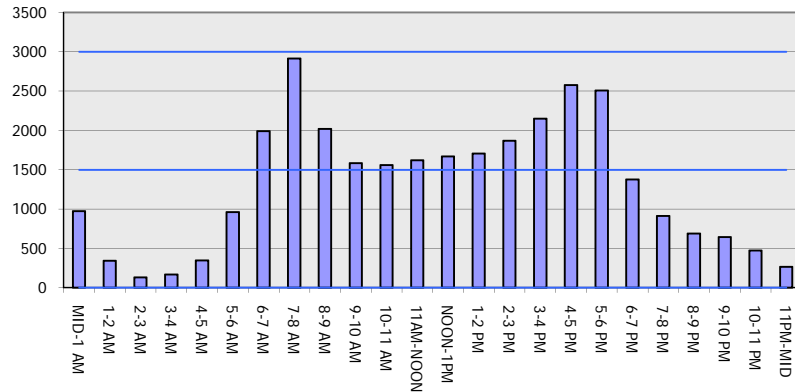
**OCTOBER**

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Construction Season

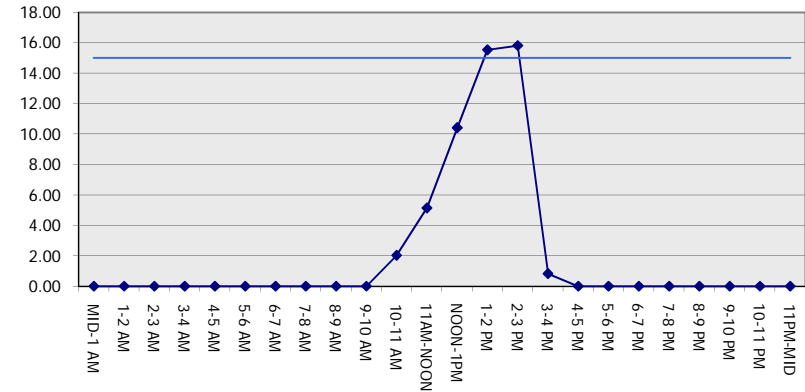
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**

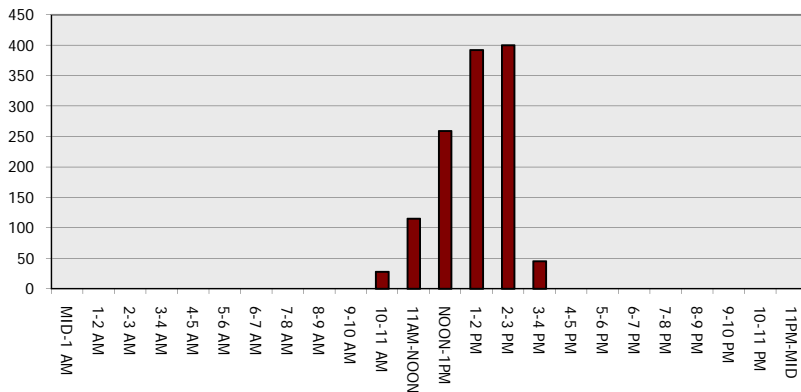
**Main Route - Traffic Demand (Vehicles Per Hour)**



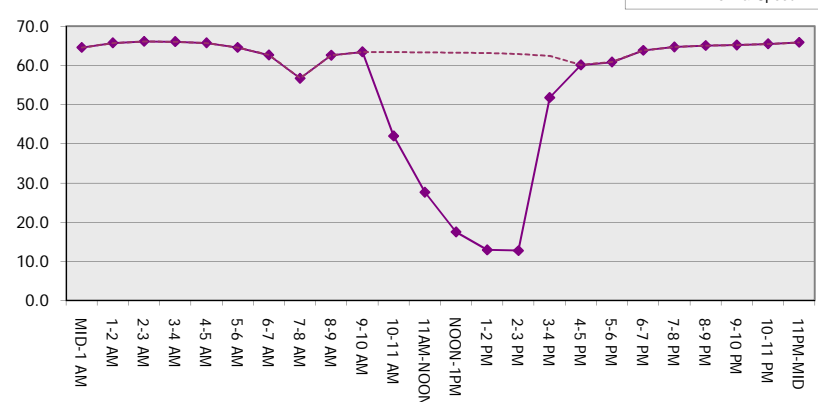
**Main Route Average Delay Per Vehicle (Minutes)**



**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	165	0.0	OFF	165	0	0.00	0	66.1	66.1	66.1
1-2 AM	113	0.0	OFF	113	0	0.00	0	66.2	66.2	66.2
2-3 AM	129	0.0	OFF	129	0	0.00	0	66.1	66.1	66.1
3-4 AM	111	0.0	OFF	111	0	0.00	0	66.2	66.2	66.2
4-5 AM	273	0.0	OFF	273	0	0.00	0	65.9	65.9	65.9
5-6 AM	808	0.0	OFF	808	0	0.00	0	64.9	64.9	64.9
6-7 AM	1657	0.0	OFF	1657	0	0.00	0	63.3	63.3	63.3
7-8 AM	2429	0.0	OFF	2429	0	0.00	0	61.6	61.6	61.6
8-9 AM	1721	0.0	OFF	1721	0	0.00	0	63.2	63.2	63.2
9-10 AM	1458	0.0	OFF	1458	0	0.00	0	63.7	63.7	63.7
10-11 AM	1443	0.0	1499	1443	0	0.95	0	63.7	51.4	32.0
11AM-NOON	1518	0.0	1499	1518	0	1.22	5	63.5	48.6	30.8
NOON-1PM	1566	0.0	1500	1566	0	2.69	46	63.5	37.8	30.8
1-2 PM	1662	0.0	1500	1662	0	6.47	153	63.3	24.1	30.8
2-3 PM	1933	0.0	1500	1677	256	14.44+	367	62.8	13.7	30.8
3-4 PM	2291	0.0	OFF	2291	0	1.02	52	62.1	49.6	49.6
4-5 PM	2817	0.0	OFF	2817	0	0.00	0	57.6	57.6	57.6
5-6 PM	2500	0.0	OFF	2500	0	0.00	0	60.9	60.9	60.9
6-7 PM	1450	0.0	OFF	1450	0	0.00	0	63.7	63.7	63.7
7-8 PM	1020	0.0	OFF	1020	0	0.00	0	64.5	64.5	64.5
8-9 PM	910	0.0	OFF	910	0	0.00	0	64.7	64.7	64.7
9-10 PM	733	0.0	OFF	733	0	0.00	0	65.0	65.0	65.0
10-11 PM	425	0.0	OFF	425	0	0.00	0	65.6	65.6	65.6
11PM-MID	271	0.0	OFF	271	0	0.00	0	65.9	65.9	65.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0197
MAIN ROUTE WITH WORKS	0.0190
'DIVERSION'	0.0004

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$9,621
CONGESTED HOURS PER DAY*	1

\*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**

