

<b>USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b> Analyzed for 2009 Construction Season
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**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	336	0.0	OFF	336	0	0.00	0	70.2	70.2	70.2	
1-2 AM	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2	
2-3 AM	224	0.0	OFF	224	0	0.00	0	70.2	70.2	70.2	
3-4 AM	125	0.0	OFF	125	0	0.00	0	70.2	70.2	70.2	
4-5 AM	112	0.0	OFF	112	0	0.00	0	70.2	70.2	70.2	
5-6 AM	180	0.0	OFF	180	0	0.00	0	70.2	70.2	70.2	
6-7 AM	303	0.0	OFF	303	0	0.00	0	70.2	70.2	70.2	
7-8 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2	
8-9 AM	747	0.0	OFF	747	0	0.00	0	69.8	69.8	69.8	
9-10 AM	1103	0.0	1500	1103	0	0.60	0	69.4	50.1	41.3	
10-11 AM	1417	0.0	1499	1417	0	0.99	0	69.0	42.4	32.7	
11AM-NOON	1701	0.0	1499	1701	0	3.61	82	68.6	20.9	30.8	
NOON-1PM	1976	0.0	1500	1721	254	14.71+	363	68.2	7.8	30.8	
1-2 PM	1957	0.0	1499	1499	458	16.98+	416	68.3	7.2	30.8	
2-3 PM	1965	0.0	1500	1499	466	16.98+	416	68.3	7.2	30.8	
3-4 PM	1992	0.0	1499	1500	492	16.98+	416	68.2	7.2	30.8	
4-5 PM	1987	0.0	1499	1500	487	16.98+	416	68.2	7.2	30.8	
5-6 PM	1824	0.0	1500	1500	325	16.98+	416	68.5	7.2	30.8	
6-7 PM	1444	0.0	1499	1429	15	16.32+	398	68.9	7.3	30.8	
7-8 PM	1190	0.0	OFF	1190	0	0.14	12	69.2	63.7	63.7	
8-9 PM	860	0.0	OFF	860	0	0.00	0	69.7	69.7	69.7	
9-10 PM	724	0.0	OFF	724	0	0.00	0	69.9	69.9	69.9	
10-11 PM	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1	
11PM-MID	274	0.0	OFF	274	0	0.00	0	70.2	70.2	70.2	

"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

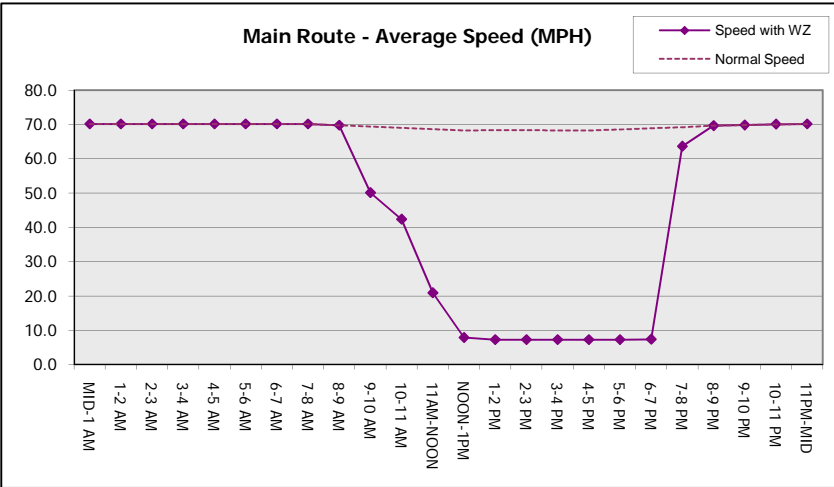
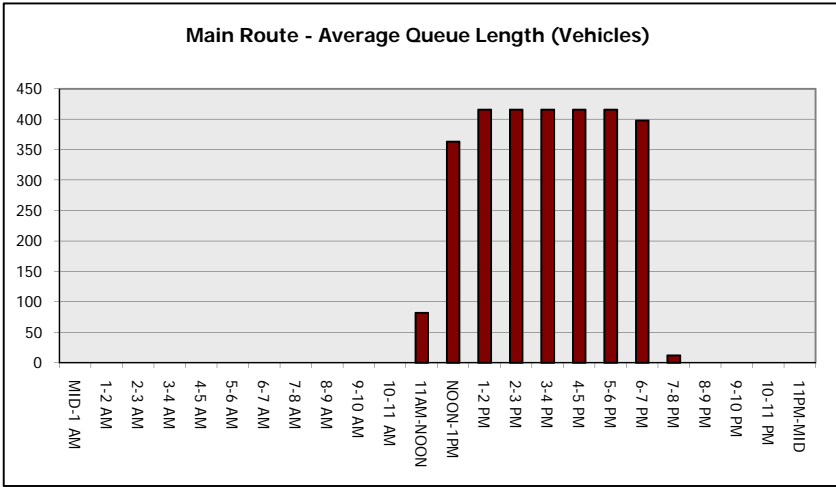
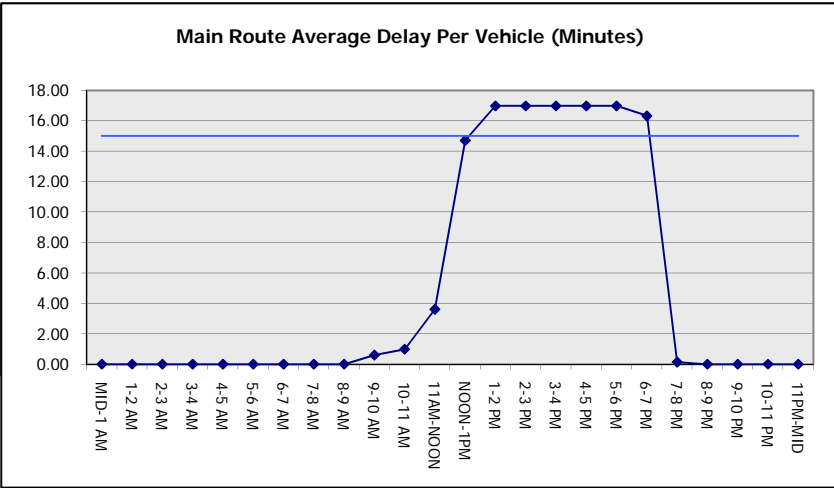
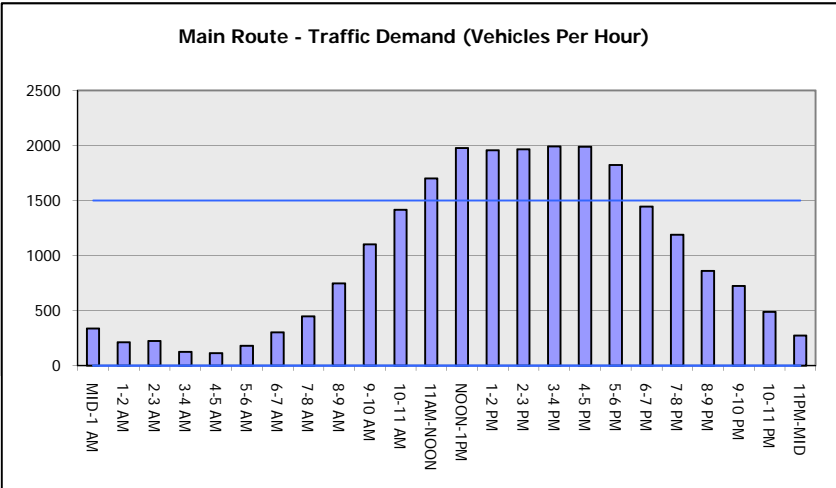
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0068
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0017
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,993
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

**USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	250	0.0	OFF	250	0	0.00	0	70.2	70.2	70.2
1-2 AM	175	0.0	OFF	175	0	0.00	0	70.2	70.2	70.2
2-3 AM	140	0.0	OFF	140	0	0.00	0	70.2	70.2	70.2
3-4 AM	89	0.0	OFF	89	0	0.00	0	70.2	70.2	70.2
4-5 AM	86	0.0	OFF	86	0	0.00	0	70.2	70.2	70.2
5-6 AM	181	0.0	OFF	181	0	0.00	0	70.2	70.2	70.2
6-7 AM	245	0.0	OFF	245	0	0.00	0	70.2	70.2	70.2
7-8 AM	458	0.0	OFF	458	0	0.00	0	70.2	70.2	70.2
8-9 AM	640	0.0	OFF	640	0	0.00	0	69.9	69.9	69.9
9-10 AM	1080	0.0	1499	1080	0	0.64	0	69.4	49.2	40.3
10-11 AM	1510	0.0	1499	1510	0	1.42	11	68.9	36.2	31.5
11AM-NOON	1753	0.0	1500	1753	0	6.72	165	68.6	13.3	30.8
NOON-1PM	1783	0.0	1500	1643	141	16.08+	394	68.5	7.4	30.8
1-2 PM	1714	0.0	1499	1491	223	16.95+	415	68.6	7.2	30.8
2-3 PM	1604	0.0	1499	1488	116	16.93+	414	68.7	7.2	30.8
3-4 PM	1619	0.0	1499	1499	120	16.97+	415	68.7	7.2	30.8
4-5 PM	1549	0.0	1499	1494	55	16.95+	415	68.8	7.2	30.8
5-6 PM	1429	0.0	1499	1429	0	15.90+	388	68.9	7.5	30.8
6-7 PM	1298	0.0	1499	1298	0	10.59	256	69.1	9.5	31.0
7-8 PM	1020	0.0	OFF	1020	0	0.02	2	69.5	68.4	68.4
8-9 PM	818	0.0	OFF	818	0	0.00	0	69.7	69.7	69.7
9-10 PM	621	0.0	OFF	621	0	0.00	0	70.0	70.0	70.0
10-11 PM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2
11PM-MID	248	0.0	OFF	248	0	0.00	0	70.2	70.2	70.2

"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	0.0059
MAIN ROUTE WITH WORKS	0.0048
'DIVERSION'	0.0004

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,847
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

