

<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>AUGUST</b>
	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	327	0.0	OFF	327	0	0.00	0	70.2	70.2	70.2	
1-2 AM	189	0.0	OFF	189	0	0.00	0	70.2	70.2	70.2	
2-3 AM	184	0.0	OFF	184	0	0.00	0	70.2	70.2	70.2	
3-4 AM	178	0.0	OFF	178	0	0.00	0	70.2	70.2	70.2	
4-5 AM	321	0.0	OFF	321	0	0.00	0	70.2	70.2	70.2	
5-6 AM	897	0.0	OFF	897	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1625	0.0	OFF	1625	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2364	0.0	OFF	2364	0	0.00	0	67.8	67.8	67.8	
8-9 AM	1791	0.0	OFF	1791	0	0.00	0	68.5	68.5	68.5	
9-10 AM	1709	0.0	OFF	1709	0	0.00	0	68.6	68.6	68.6	
10-11 AM	1935	0.0	1499	1935	0	7.22	201	68.3	13.0	30.8	
11AM-NOON	2235	0.0	1499	1498	737	16.99+	416	67.9	7.2	30.8	
NOON-1PM	2443	0.0	1499	1498	944	16.99+	417	67.7	7.2	30.8	
1-2 PM	2780	0.0	1499	1492	1288	17.10+	420	67.3	7.1	30.8	
2-3 PM	2842	0.0	1499	1498	1344	17.13+	421	67.2	7.1	30.8	
3-4 PM	2928	0.0	OFF	2928	0	0.30	28	67.1	56.5	56.5	
4-5 PM	3143	0.0	OFF	3143	0	0.00	0	66.8	66.8	66.8	
5-6 PM	2787	0.0	OFF	2787	0	0.00	0	67.3	67.3	67.3	
6-7 PM	2016	0.0	OFF	2016	0	0.00	0	68.2	68.2	68.2	
7-8 PM	1496	0.0	OFF	1496	0	0.00	0	68.9	68.9	68.9	
8-9 PM	1422	0.0	OFF	1422	0	0.00	0	69.0	69.0	69.0	
9-10 PM	1229	0.0	OFF	1229	0	0.00	0	69.2	69.2	69.2	
10-11 PM	858	0.0	OFF	858	0	0.00	0	69.7	69.7	69.7	
11PM-MID	525	0.0	OFF	525	0	0.00	0	70.1	70.1	70.1	

"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

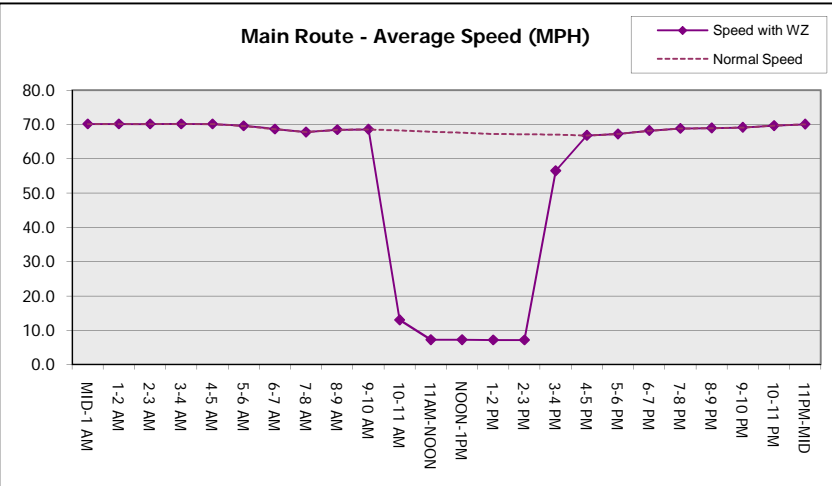
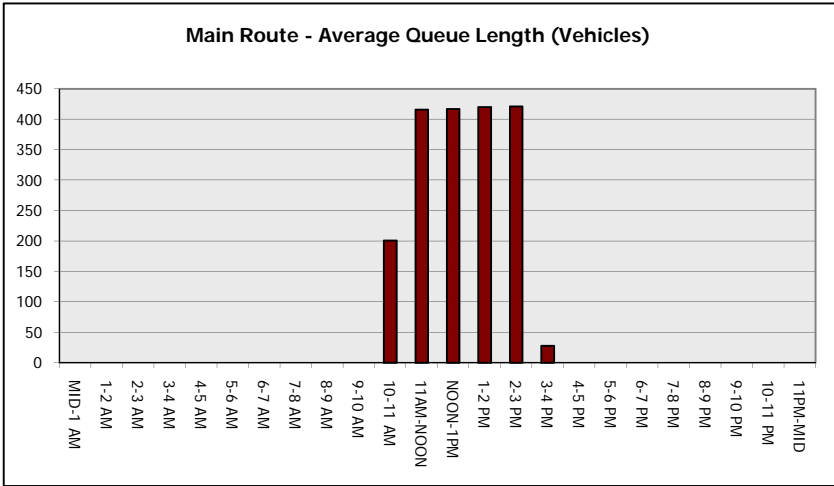
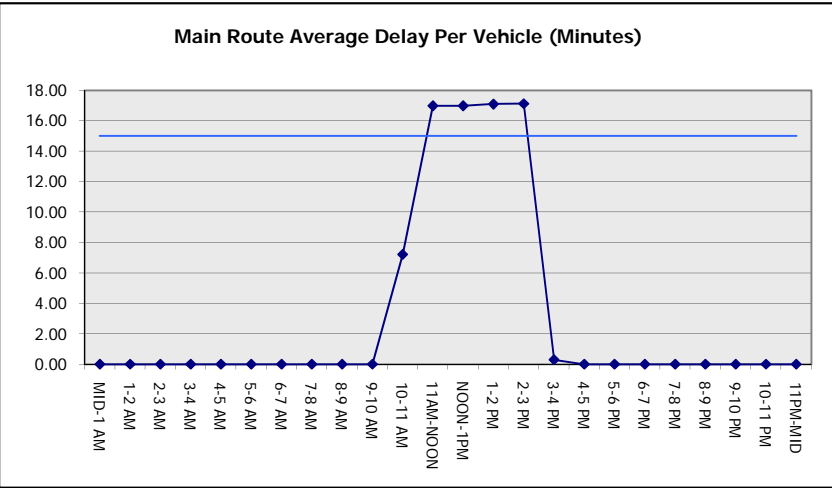
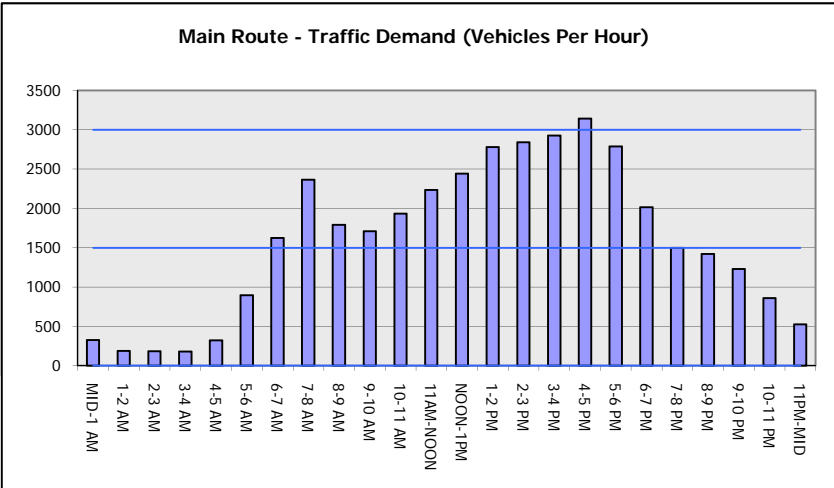
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0110
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0029
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,702
CONGESTED HOURS PER DAY*	4

\*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)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	267	0.0	OFF	267	0	0.00	0	70.2	70.2	70.2
1-2 AM	191	0.0	OFF	191	0	0.00	0	70.2	70.2	70.2
2-3 AM	169	0.0	OFF	169	0	0.00	0	70.2	70.2	70.2
3-4 AM	170	0.0	OFF	170	0	0.00	0	70.2	70.2	70.2
4-5 AM	383	0.0	OFF	383	0	0.00	0	70.2	70.2	70.2
5-6 AM	728	0.0	OFF	728	0	0.00	0	69.8	69.8	69.8
6-7 AM	1457	0.0	OFF	1457	0	0.00	0	68.9	68.9	68.9
7-8 AM	2364	0.0	OFF	2364	0	0.00	0	67.8	67.8	67.8
8-9 AM	1967	0.0	OFF	1967	0	0.00	0	68.3	68.3	68.3
9-10 AM	1949	0.0	OFF	1949	0	0.00	0	68.3	68.3	68.3
10-11 AM	2263	0.0	1499	1860	403	11.30+	297	67.9	9.3	30.8
11AM-NOON	2419	0.0	1500	1516	903	17.04+	418	67.8	7.1	30.8
NOON-1PM	2566	0.0	1500	1516	1050	17.06+	418	67.6	7.1	30.8
1-2 PM	2608	0.0	1500	1511	1097	17.04+	418	67.5	7.1	30.8
2-3 PM	2835	0.0	1500	1512	1323	17.12+	420	67.2	7.1	30.8
3-4 PM	3012	0.0	OFF	3012	0	0.30	28	67.0	56.4	56.4
4-5 PM	3279	0.0	OFF	3279	0	0.00	0	66.6	66.6	66.6
5-6 PM	2887	0.0	OFF	2887	0	0.00	0	67.1	67.1	67.1
6-7 PM	2359	0.0	OFF	2359	0	0.00	0	67.8	67.8	67.8
7-8 PM	1783	0.0	OFF	1783	0	0.00	0	68.5	68.5	68.5
8-9 PM	1236	0.0	OFF	1236	0	0.00	0	69.2	69.2	69.2
9-10 PM	974	0.0	OFF	974	0	0.00	0	69.6	69.6	69.6
10-11 PM	785	0.0	OFF	785	0	0.00	0	69.7	69.7	69.7
11PM-MID	534	0.0	OFF	534	0	0.00	0	70.0	70.0	70.0

"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	0.0112
MAIN ROUTE WITH WORKS	0.0093
'DIVERSION'	0.0032

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,817
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

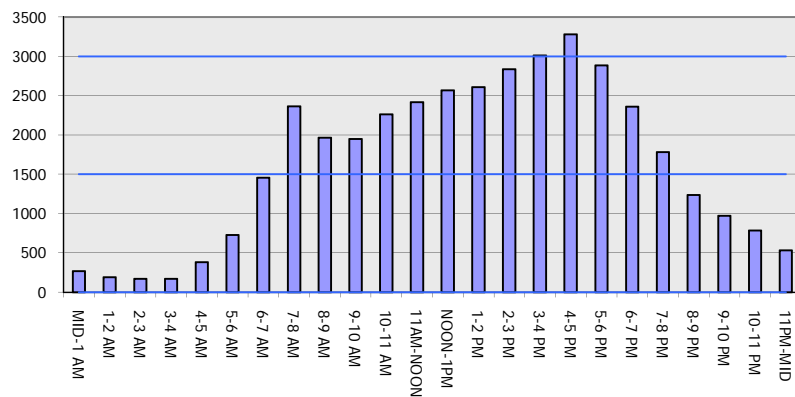
**AUGUST**

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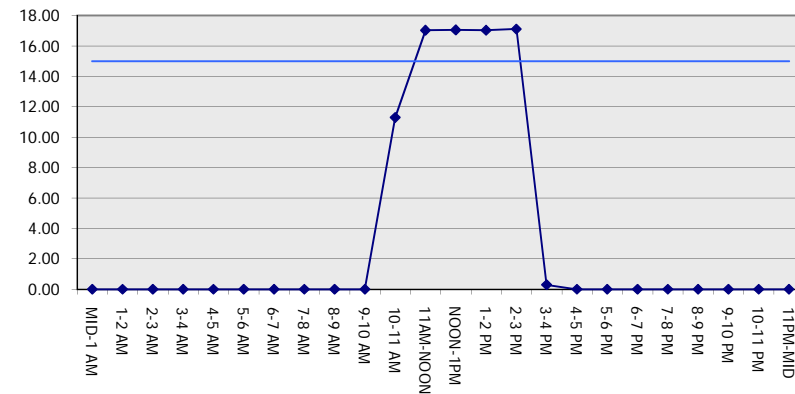
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY NORTHBOUND DIRECTION**

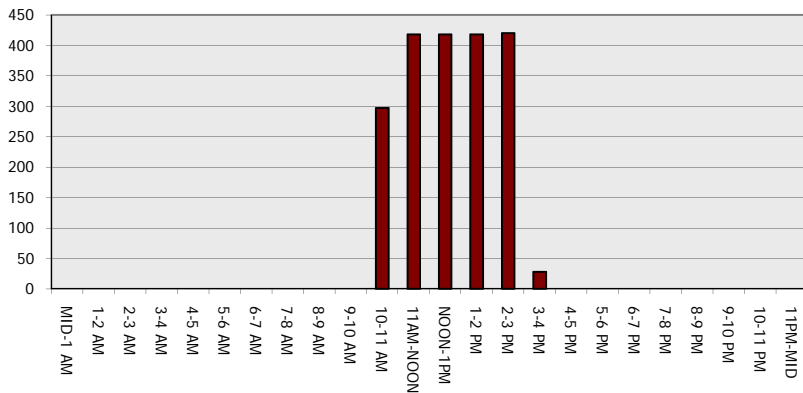
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

