

USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY) OFF-PEAK DAY 2 LANE 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	261	0.0	OFF	261	0	0.00	0	70.2	70.2	70.2
1-2 AM	166	0.0	OFF	166	0	0.00	0	70.2	70.2	70.2
2-3 AM	170	0.0	OFF	170	0	0.00	0	70.2	70.2	70.2
3-4 AM	150	0.0	OFF	150	0	0.00	0	70.2	70.2	70.2
4-5 AM	325	0.0	OFF	325	0	0.00	0	70.2	70.2	70.2
5-6 AM	871	0.0	OFF	871	0	0.00	0	69.7	69.7	69.7
6-7 AM	1659	0.0	OFF	1659	0	0.00	0	68.7	68.7	68.7
7-8 AM	2521	0.0	OFF	2521	0	0.00	0	67.6	67.6	67.6
8-9 AM	1927	0.0	OFF	1927	0	0.00	0	68.3	68.3	68.3
9-10 AM	1648	0.0	OFF	1648	0	0.00	0	68.7	68.7	68.7
10-11 AM	1866	0.0	OFF	1499	0	6.15	166	68.4	14.5	30.8
11AM-NOON	2174	0.0	OFF	1499	670	16.99+	416	68.1	7.2	30.8
NOON-1PM	2434	0.0	OFF	1500	921	17.03+	418	67.7	7.2	30.8
1-2 PM	2792	0.0	OFF	1500	1269	17.11+	420	67.3	7.1	30.8
2-3 PM	2782	0.0	OFF	1500	1273	17.09+	419	67.3	7.1	30.8
3-4 PM	2985	0.0	OFF	2985	0	0.30	28	67.0	56.5	56.5
4-5 PM	3290	0.0	OFF	3290	0	0.00	0	66.6	66.6	66.6
5-6 PM	2947	0.0	OFF	2947	0	0.00	0	67.1	67.1	67.1
6-7 PM	2113	0.0	OFF	2113	0	0.00	0	68.1	68.1	68.1
7-8 PM	1585	0.0	OFF	1585	0	0.00	0	68.7	68.7	68.7
8-9 PM	1461	0.0	OFF	1461	0	0.00	0	68.9	68.9	68.9
9-10 PM	1310	0.0	OFF	1310	0	0.00	0	69.1	69.1	69.1
10-11 PM	845	0.0	OFF	845	0	0.00	0	69.7	69.7	69.7
11PM-MID	545	0.0	OFF	545	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	0.0111
MAIN ROUTE WITH WORKS	0.0094
'DIVERSION'	0.0027
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,692
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)**

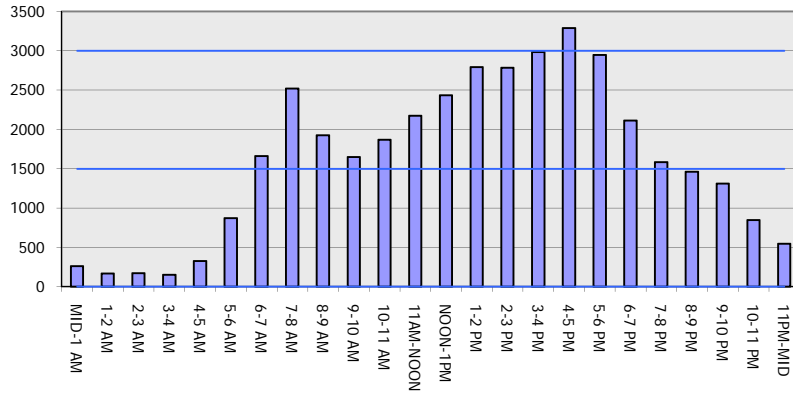
OCTOBER

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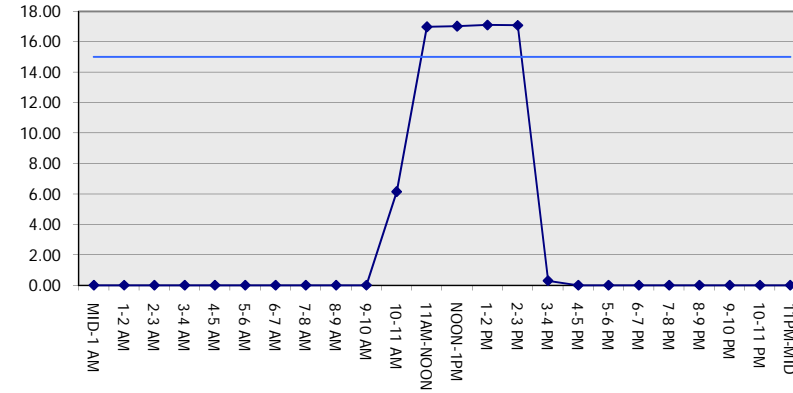
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

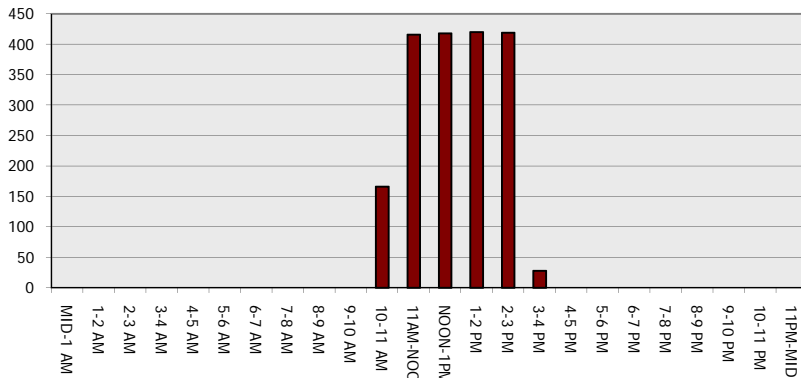
Main Route - Traffic Demand (Vehicles Per Hour)



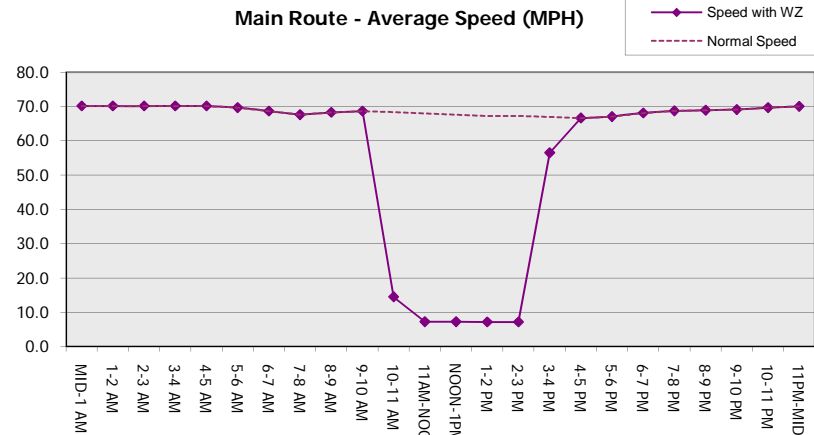
Main Route Average Delay Per Vehicle (Minutes)



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	207	0.0	OFF	207	0	0.00	0	70.2	70.2	70.2
1-2 AM	168	0.0	OFF	168	0	0.00	0	70.2	70.2	70.2
2-3 AM	160	0.0	OFF	160	0	0.00	0	70.2	70.2	70.2
3-4 AM	173	0.0	OFF	173	0	0.00	0	70.2	70.2	70.2
4-5 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
5-6 AM	720	0.0	OFF	720	0	0.00	0	69.9	69.9	69.9
6-7 AM	1513	0.0	OFF	1513	0	0.00	0	68.9	68.9	68.9
7-8 AM	2624	0.0	OFF	2624	0	0.00	0	67.5	67.5	67.5
8-9 AM	2152	0.0	OFF	2152	0	0.00	0	68.1	68.1	68.1
9-10 AM	1955	0.0	OFF	1955	0	0.00	0	68.3	68.3	68.3
10-11 AM	2172	0.0	1499	1880	292	10.31+	276	68.1	10.1	30.8
11AM-NOON	2460	0.0	1499	1510	951	17.02+	417	67.7	7.2	30.8
NOON-1PM	2487	0.0	1500	1507	981	17.01+	417	67.6	7.2	30.8
1-2 PM	2541	0.0	1500	1506	1034	17.01+	417	67.6	7.2	30.8
2-3 PM	2757	0.0	1500	1511	1246	17.08+	419	67.3	7.1	30.8
3-4 PM	3150	0.0	OFF	3150	0	0.31	30	66.8	56.0	56.0
4-5 PM	3465	0.0	OFF	3465	0	0.00	0	66.4	66.4	66.4
5-6 PM	3125	0.0	OFF	3125	0	0.00	0	66.8	66.8	66.8
6-7 PM	2481	0.0	OFF	2481	0	0.00	0	67.6	67.6	67.6
7-8 PM	1561	0.0	OFF	1561	0	0.00	0	68.8	68.8	68.8
8-9 PM	1068	0.0	OFF	1068	0	0.00	0	69.4	69.4	69.4
9-10 PM	896	0.0	OFF	896	0	0.00	0	69.6	69.6	69.6
10-11 PM	700	0.0	OFF	700	0	0.00	0	69.9	69.9	69.9
11PM-MID	477	0.0	OFF	477	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 (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	0.0113
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0030

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,332
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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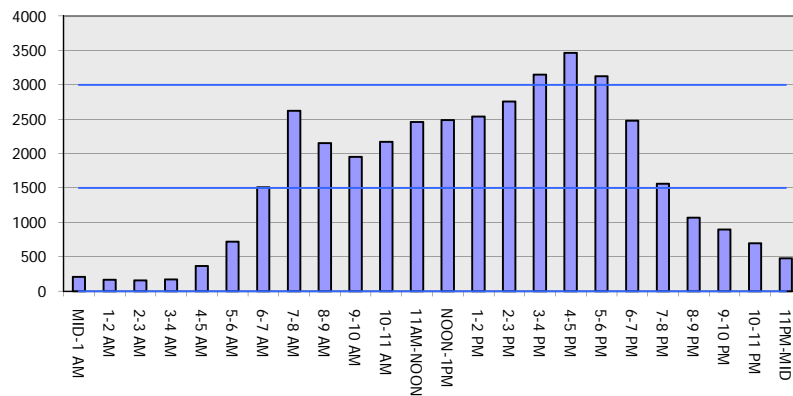
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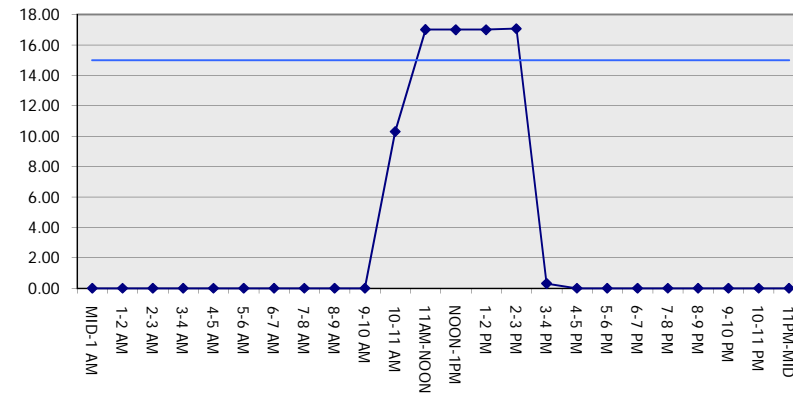
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

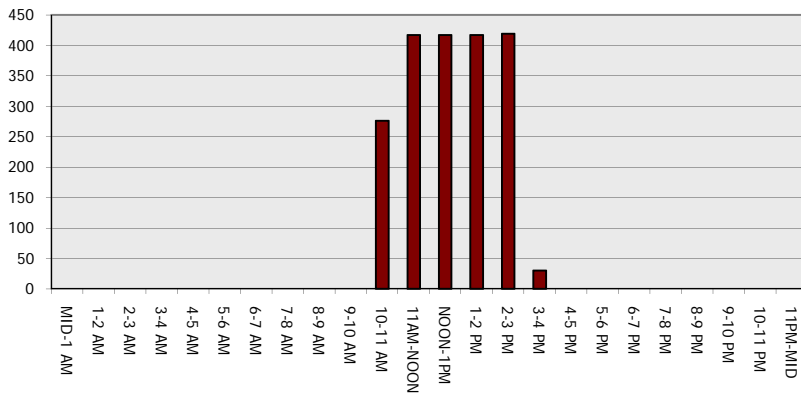
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

