

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

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	316	0.0	OFF	316	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	129	0.0	OFF	129	0	0.00	0	70.2	70.2	70.2	
3-4 AM	159	0.0	OFF	159	0	0.00	0	70.2	70.2	70.2	
4-5 AM	331	0.0	OFF	331	0	0.00	0	70.2	70.2	70.2	
5-6 AM	975	0.0	OFF	975	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1802	0.0	OFF	1802	0	0.00	0	68.5	68.5	68.5	
7-8 AM	2798	0.0	OFF	2798	0	0.00	0	67.3	67.3	67.3	
8-9 AM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2	
9-10 AM	1600	0.0	OFF	1600	0	0.00	0	68.7	68.7	68.7	
10-11 AM	1665	0.0	1499	1665	0	3.44	73	68.7	21.5	30.8	
11AM-NOON	1883	0.0	1500	1741	142	12.99+	324	68.4	8.4	30.8	
NOON-1PM	2057	0.0	1499	1501	556	16.98+	416	68.2	7.2	30.8	
1-2 PM	2243	0.0	1500	1501	742	16.99+	416	67.9	7.2	30.8	
2-3 PM	2481	0.0	1500	1501	980	16.99+	417	67.6	7.2	30.8	
3-4 PM	2610	0.0	OFF	2610	0	0.26	24	67.5	58.1	58.1	
4-5 PM	3071	0.0	OFF	3071	0	0.00	0	66.9	66.9	66.9	
5-6 PM	2813	0.0	OFF	2813	0	0.00	0	67.3	67.3	67.3	
6-7 PM	1850	0.0	OFF	1850	0	0.00	0	68.4	68.4	68.4	
7-8 PM	1420	0.0	OFF	1420	0	0.00	0	69.0	69.0	69.0	
8-9 PM	1290	0.0	OFF	1290	0	0.00	0	69.1	69.1	69.1	
9-10 PM	1053	0.0	OFF	1053	0	0.00	0	69.4	69.4	69.4	
10-11 PM	645	0.0	OFF	645	0	0.00	0	69.9	69.9	69.9	
11PM-MID	359	0.0	OFF	359	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	0.0103
MAIN ROUTE WITH WORKS	0.0090
'DIVERSION'	0.0016
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,982
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)

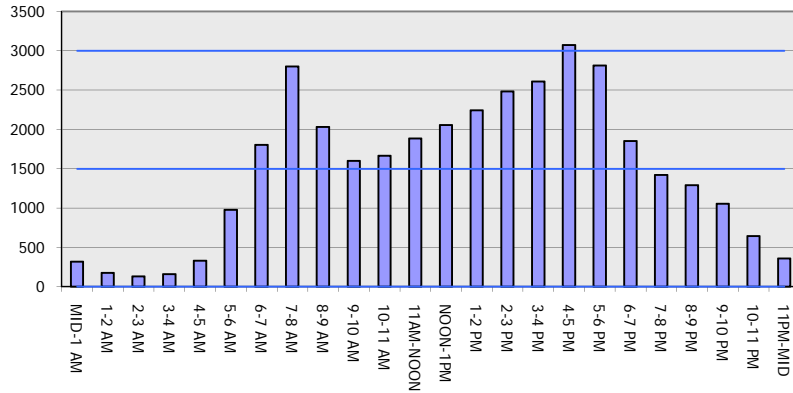
OCTOBER

Analyzed for 2009
 Construction Season

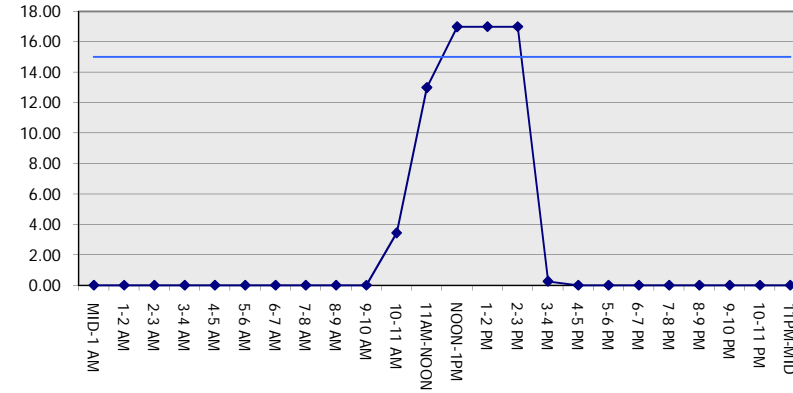
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

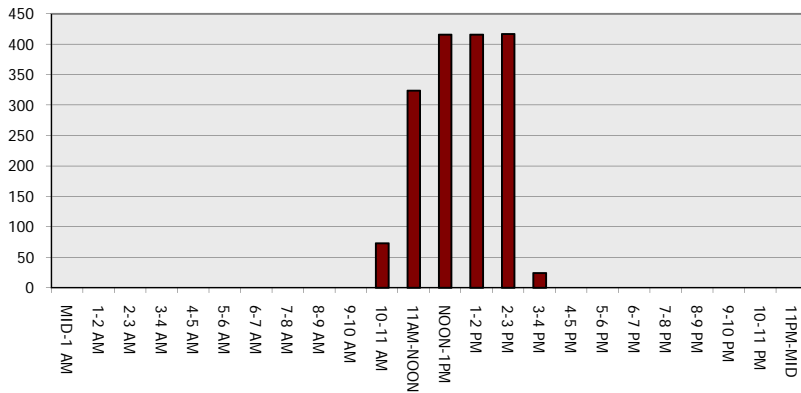
Main Route - Traffic Demand (Vehicles Per Hour)



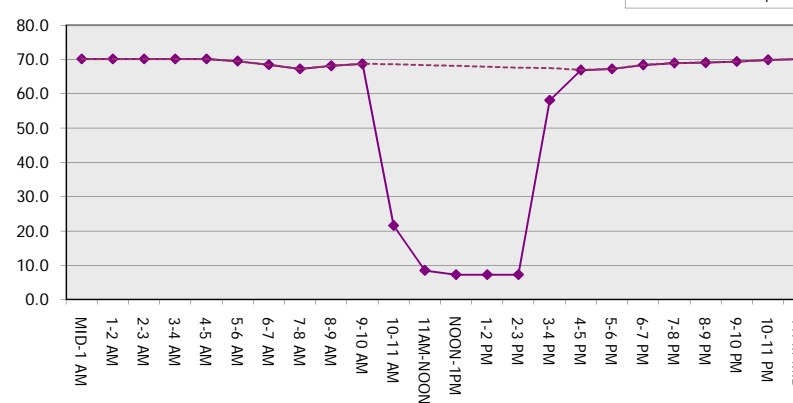
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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
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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	163	0.0	OFF	163	0	0.00	0	70.2	70.2	70.2
1-2 AM	128	0.0	OFF	128	0	0.00	0	70.2	70.2	70.2
2-3 AM	110	0.0	OFF	110	0	0.00	0	70.2	70.2	70.2
3-4 AM	138	0.0	OFF	138	0	0.00	0	70.2	70.2	70.2
4-5 AM	295	0.0	OFF	295	0	0.00	0	70.2	70.2	70.2
5-6 AM	859	0.0	OFF	859	0	0.00	0	69.7	69.7	69.7
6-7 AM	1644	0.0	OFF	1644	0	0.00	0	68.7	68.7	68.7
7-8 AM	2749	0.0	OFF	2749	0	0.00	0	67.3	67.3	67.3
8-9 AM	2171	0.0	OFF	2171	0	0.00	0	68.1	68.1	68.1
9-10 AM	1810	0.0	OFF	1810	0	0.00	0	68.5	68.5	68.5
10-11 AM	1833	0.0	1499	1833	0	6.08	160	68.4	14.5	30.8
11AM-NOON	2023	0.0	1499	1557	466	16.75+	410	68.2	7.3	30.8
NOON-1PM	2037	0.0	1500	1502	535	16.98+	416	68.2	7.2	30.8
1-2 PM	2019	0.0	1500	1502	517	16.98+	416	68.2	7.2	30.8
2-3 PM	2193	0.0	1500	1502	691	16.99+	416	68.0	7.2	30.8
3-4 PM	2724	0.0	OFF	2724	0	0.25	24	67.4	58.2	58.2
4-5 PM	3202	0.0	OFF	3202	0	0.00	0	66.8	66.8	66.8
5-6 PM	2879	0.0	OFF	2879	0	0.00	0	67.1	67.1	67.1
6-7 PM	1822	0.0	OFF	1822	0	0.00	0	68.5	68.5	68.5
7-8 PM	1076	0.0	OFF	1076	0	0.00	0	69.4	69.4	69.4
8-9 PM	820	0.0	OFF	820	0	0.00	0	69.7	69.7	69.7
9-10 PM	651	0.0	OFF	651	0	0.00	0	69.9	69.9	69.9
10-11 PM	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1
11PM-MID	316	0.0	OFF	316	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	0.0098
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0015

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,249
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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OCTOBER

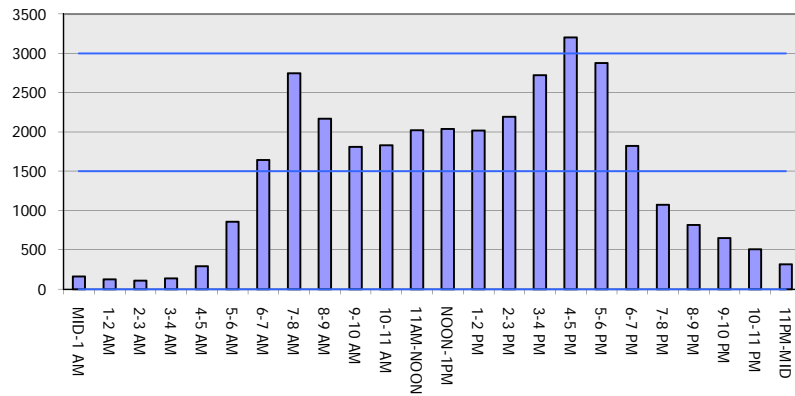
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

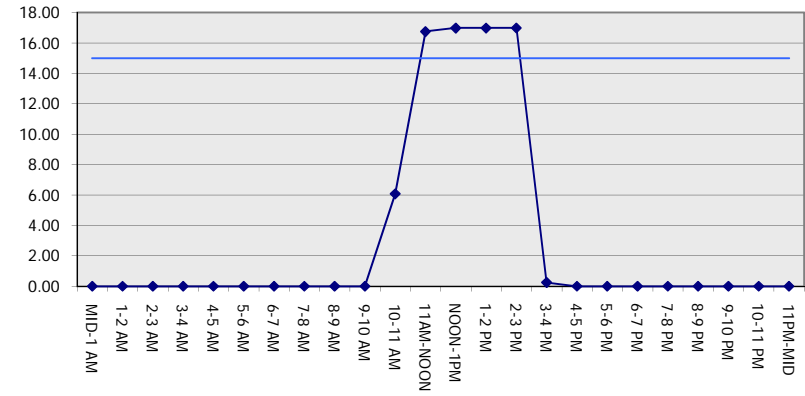
MON-THUR

NORTHBOUND DIRECTION

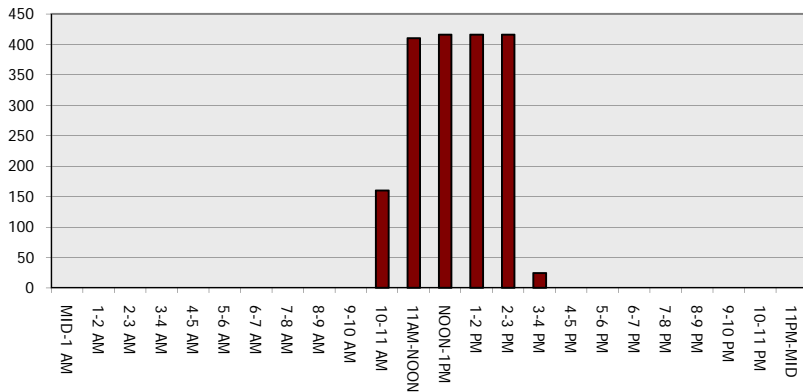
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

