

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

SATURDAY 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	317	0.0	OFF	317	0	0.00	0	70.2	70.2	70.2	
1-2 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2	
2-3 AM	199	0.0	OFF	199	0	0.00	0	70.2	70.2	70.2	
3-4 AM	140	0.0	OFF	140	0	0.00	0	70.2	70.2	70.2	
4-5 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2	
5-6 AM	325	0.0	OFF	325	0	0.00	0	70.2	70.2	70.2	
6-7 AM	584	0.0	OFF	584	0	0.00	0	70.0	70.0	70.0	
7-8 AM	844	0.0	OFF	844	0	0.00	0	69.7	69.7	69.7	
8-9 AM	1105	0.0	1500	1105	0	0.60	0	69.4	50.1	41.3	
9-10 AM	1330	0.0	1499	1330	0	0.87	0	69.1	44.3	34.8	
10-11 AM	1608	0.0	1499	1608	0	2.34	39	68.7	27.6	30.8	
11AM-NOON	1798	0.0	1500	1798	0	9.80	244	68.5	10.1	30.8	
NOON-1PM	2017	0.0	1499	1501	516	16.98+	416	68.2	7.2	30.8	
1-2 PM	2002	0.0	1500	1501	501	16.98+	416	68.2	7.2	30.8	
2-3 PM	2074	0.0	1500	1501	574	16.98+	416	68.2	7.2	30.8	
3-4 PM	2085	0.0	1500	1501	584	16.98+	416	68.1	7.2	30.8	
4-5 PM	2126	0.0	1500	1501	625	16.99+	416	68.1	7.2	30.8	
5-6 PM	1958	0.0	1500	1501	457	16.98+	416	68.3	7.2	30.8	
6-7 PM	1697	0.0	OFF	1697	0	0.21	19	68.6	60.6	60.6	
7-8 PM	1488	0.0	OFF	1488	0	0.00	0	68.9	68.9	68.9	
8-9 PM	1329	0.0	OFF	1329	0	0.00	0	69.1	69.1	69.1	
9-10 PM	1156	0.0	OFF	1156	0	0.00	0	69.3	69.3	69.3	
10-11 PM	828	0.0	OFF	828	0	0.00	0	69.7	69.7	69.7	
11PM-MID	559	0.0	OFF	559	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	0.0080
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0022
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,468
CONGESTED HOURS PER DAY*	6

*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)**

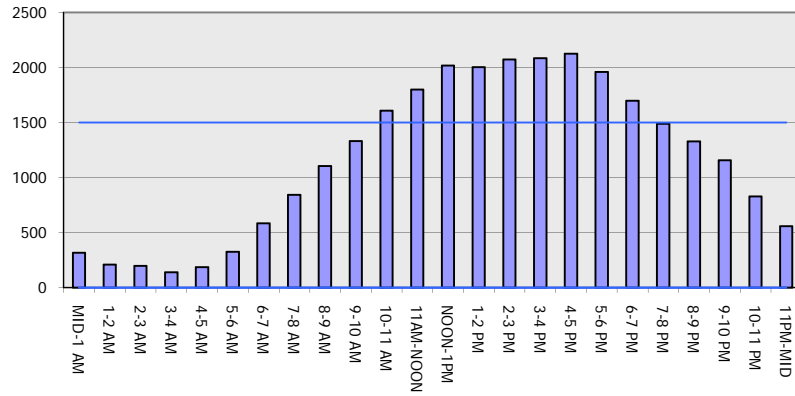
OCTOBER

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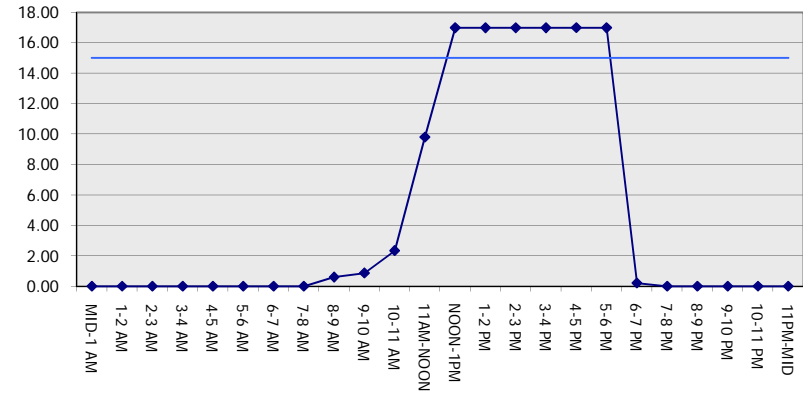
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

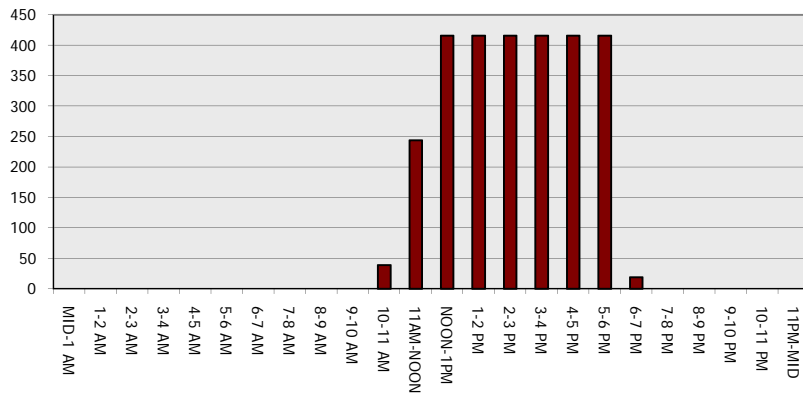
Main Route - Traffic Demand (Vehicles Per Hour)



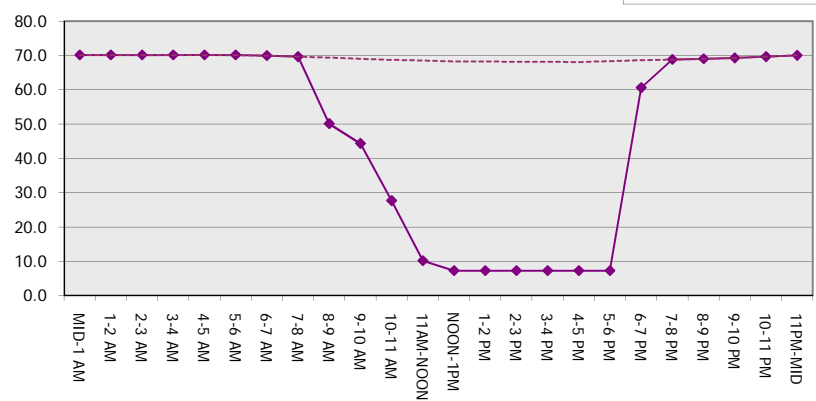
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	301	0.0	OFF	301	0	0.00	0	70.2	70.2	70.2
1-2 AM	172	0.0	OFF	172	0	0.00	0	70.2	70.2	70.2
2-3 AM	165	0.0	OFF	165	0	0.00	0	70.2	70.2	70.2
3-4 AM	130	0.0	OFF	130	0	0.00	0	70.2	70.2	70.2
4-5 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2
5-6 AM	282	0.0	OFF	282	0	0.00	0	70.2	70.2	70.2
6-7 AM	483	0.0	OFF	483	0	0.00	0	70.1	70.1	70.1
7-8 AM	915	0.0	OFF	915	0	0.00	0	69.6	69.6	69.6
8-9 AM	1321	0.0	1499	1321	0	0.86	0	69.1	44.6	35.1
9-10 AM	1647	0.0	1499	1647	0	2.54	49	68.7	26.3	30.8
10-11 AM	2093	0.0	1500	1757	336	13.80+	346	68.1	8.1	30.8
11AM-NOON	2286	0.0	1500	1501	785	16.99+	416	67.9	7.2	30.8
NOON-1PM	2314	0.0	1500	1501	813	16.99+	416	67.9	7.2	30.8
1-2 PM	2227	0.0	1500	1501	726	16.99+	416	67.9	7.2	30.8
2-3 PM	2097	0.0	1500	1501	596	16.98+	416	68.1	7.2	30.8
3-4 PM	2018	0.0	1500	1501	517	16.98+	416	68.2	7.2	30.8
4-5 PM	1993	0.0	1500	1501	492	16.98+	416	68.2	7.2	30.8
5-6 PM	1860	0.0	1500	1501	360	16.98+	416	68.4	7.2	30.8
6-7 PM	1629	0.0	OFF	1629	0	0.20	19	68.7	60.8	60.8
7-8 PM	1181	0.0	OFF	1181	0	0.00	0	69.2	69.2	69.2
8-9 PM	898	0.0	OFF	898	0	0.00	0	69.6	69.6	69.6
9-10 PM	735	0.0	OFF	735	0	0.00	0	69.8	69.8	69.8
10-11 PM	589	0.0	OFF	589	0	0.00	0	70.0	70.0	70.0
11PM-MID	446	0.0	OFF	446	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	0.0080
MAIN ROUTE WITH WORKS	0.0057
'DIVERSION'	0.0031

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,261
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

