

<b>USH 41: STH 15 TO STH 441 (OUTAGAMIE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	144	0.0	OFF	144	0	0.00	0	66.1	66.1	66.1	
1-2 AM	110	0.0	OFF	110	0	0.00	0	66.2	66.2	66.2	
2-3 AM	114	0.0	OFF	114	0	0.00	0	66.2	66.2	66.2	
3-4 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1	
4-5 AM	386	0.0	OFF	386	0	0.00	0	65.6	65.6	65.6	
5-6 AM	1196	0.0	OFF	1196	0	0.00	0	64.1	64.1	64.1	
6-7 AM	2452	0.0	OFF	2452	0	0.00	0	61.4	61.4	61.4	
7-8 AM	3808	0.0	OFF	3808	0	0.00	0	47.5	47.5	47.5	
8-9 AM	2120	0.0	OFF	2120	0	0.00	0	62.4	62.4	62.4	
9-10 AM	1702	0.0	OFF	1702	0	0.00	0	63.2	63.2	63.2	
10-11 AM	1673	0.0	1499	1673	0	3.86	84	63.3	37.4	30.8	
11AM-NOON	1763	0.0	1500	1763	0	11.66+	298	63.1	20.5	30.8	
NOON-1PM	1852	0.0	1500	1497	355	15.78+	399	62.9	16.5	30.8	
1-2 PM	1944	0.0	1500	1500	444	15.78+	400	62.8	16.5	30.8	
2-3 PM	1974	0.0	1500	1500	474	15.77+	400	62.7	16.5	30.8	
3-4 PM	2453	0.0	OFF	2453	0	1.36	60	61.4	49.7	49.7	
4-5 PM	2805	0.0	OFF	2805	0	0.00	0	57.8	57.8	57.8	
5-6 PM	2708	0.0	OFF	2708	0	0.00	0	58.7	58.7	58.7	
6-7 PM	1728	0.0	OFF	1728	0	0.00	0	63.2	63.2	63.2	
7-8 PM	1106	0.0	OFF	1106	0	0.00	0	64.3	64.3	64.3	
8-9 PM	957	0.0	OFF	957	0	0.00	0	64.6	64.6	64.6	
9-10 PM	715	0.0	OFF	715	0	0.00	0	65.1	65.1	65.1	
10-11 PM	458	0.0	OFF	458	0	0.00	0	65.5	65.5	65.5	
11PM-MID	252	0.0	OFF	252	0	0.00	0	65.9	65.9	65.9	

"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

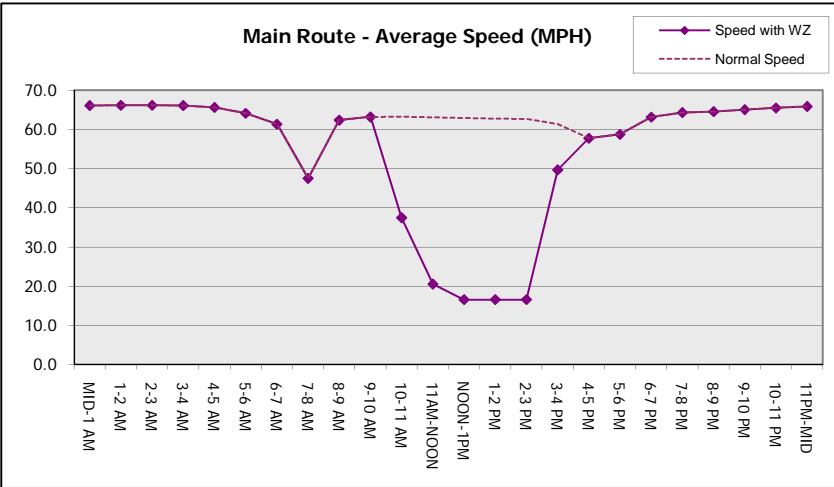
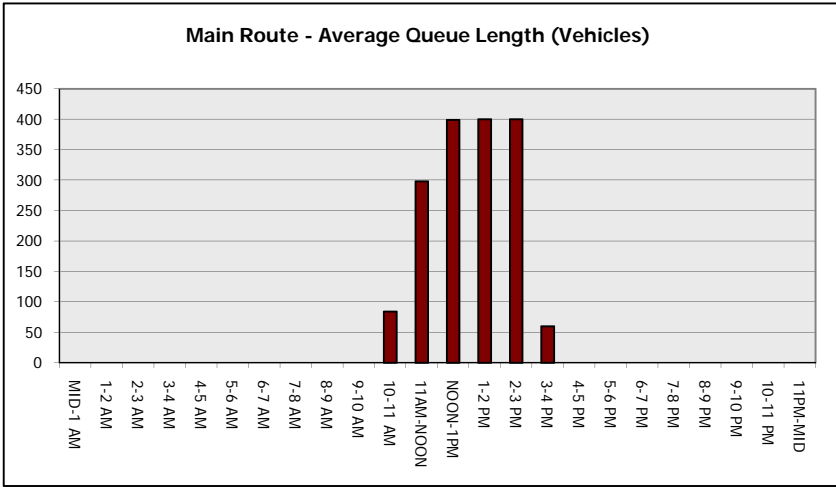
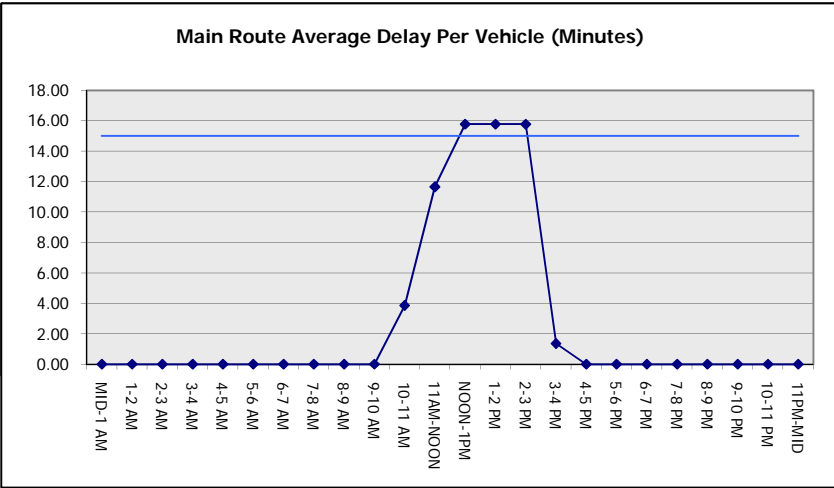
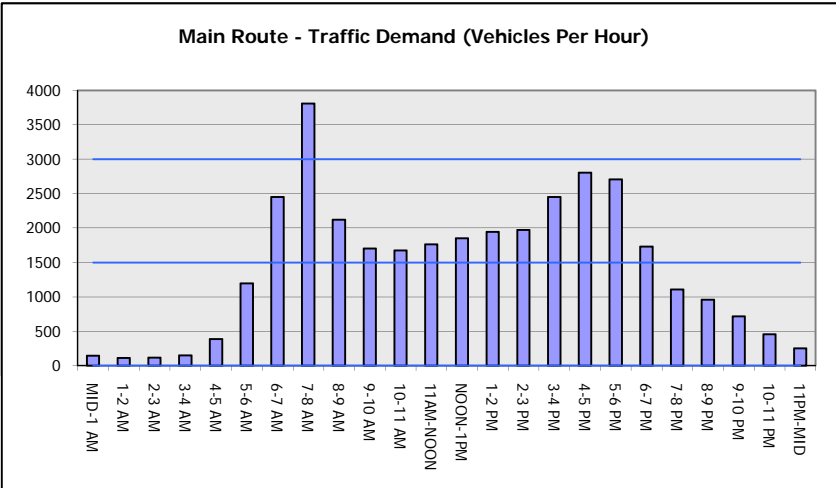
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0325
MAIN ROUTE WITH WORKS	0.0308
'DIVERSION'	0.0028
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$25,241
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR SOUTHBOUND DIRECTION**



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	Analyzed for 2009 Construction Season

**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	195	0.0	OFF	195	0	0.00	0	66.0	66.0	66.0
1-2 AM	122	0.0	OFF	122	0	0.00	0	66.1	66.1	66.1
2-3 AM	130	0.0	OFF	130	0	0.00	0	66.1	66.1	66.1
3-4 AM	109	0.0	OFF	109	0	0.00	0	66.2	66.2	66.2
4-5 AM	266	0.0	OFF	266	0	0.00	0	65.9	65.9	65.9
5-6 AM	740	0.0	OFF	740	0	0.00	0	65.0	65.0	65.0
6-7 AM	1605	0.0	OFF	1605	0	0.00	0	63.4	63.4	63.4
7-8 AM	2412	0.0	OFF	2412	0	0.00	0	61.8	61.8	61.8
8-9 AM	1767	0.0	OFF	1767	0	0.00	0	63.1	63.1	63.1
9-10 AM	1515	0.0	OFF	1515	0	0.00	0	63.6	63.6	63.6
10-11 AM	1600	0.0	1499	1600	0	2.49	42	63.4	43.8	30.8
11AM-NOON	1744	0.0	1500	1744	0	8.53	214	63.2	25.0	30.8
NOON-1PM	1833	0.0	1499	1542	291	15.62+	395	63.0	16.6	30.8
1-2 PM	1927	0.0	1500	1500	427	15.78+	400	62.8	16.5	30.8
2-3 PM	2405	0.0	1500	1500	905	15.70+	400	61.9	16.5	30.8
3-4 PM	3108	0.0	OFF	3108	0	1.75	83	54.6	43.0	43.0
4-5 PM	3713	0.0	OFF	3713	0	0.00	0	48.4	48.4	48.4
5-6 PM	3195	0.0	OFF	3195	0	0.00	0	53.8	53.8	53.8
6-7 PM	1973	0.0	OFF	1973	0	0.00	0	62.7	62.7	62.7
7-8 PM	1394	0.0	OFF	1394	0	0.00	0	63.8	63.8	63.8
8-9 PM	1302	0.0	OFF	1302	0	0.00	0	64.0	64.0	64.0
9-10 PM	1026	0.0	OFF	1026	0	0.00	0	64.5	64.5	64.5
10-11 PM	571	0.0	OFF	571	0	0.00	0	65.3	65.3	65.3
11PM-MID	306	0.0	OFF	306	0	0.00	0	65.8	65.8	65.8

"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	0.0328
MAIN ROUTE WITH WORKS	0.0308
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$25,182
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR NORTHBOUND DIRECTION**

