

<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	354	0.0	OFF	354	0	0.00	0	65.7	65.7	65.7	
1-2 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1	
2-3 AM	157	0.0	OFF	157	0	0.00	0	66.1	66.1	66.1	
3-4 AM	101	0.0	OFF	101	0	0.00	0	66.2	66.2	66.2	
4-5 AM	120	0.0	OFF	120	0	0.00	0	66.1	66.1	66.1	
5-6 AM	222	0.0	OFF	222	0	0.00	0	66.0	66.0	66.0	
6-7 AM	262	0.0	OFF	262	0	0.00	0	65.9	65.9	65.9	
7-8 AM	457	0.0	OFF	457	0	0.00	0	65.5	65.5	65.5	
8-9 AM	741	0.0	OFF	741	0	0.00	0	65.0	65.0	65.0	
9-10 AM	1096	0.0	1499	1096	0	0.58	0	64.3	58.2	40.1	
10-11 AM	1596	0.0	1499	1596	0	1.84	25	63.4	47.6	30.8	
11AM-NOON	1831	0.0	1500	1831	0	9.35	244	63.0	23.7	30.8	
NOON-1PM	2163	0.0	1499	1500	663	15.74+	399	62.3	16.5	30.8	
1-2 PM	1989	0.0	1500	1500	489	15.77+	400	62.7	16.5	30.8	
2-3 PM	1944	0.0	1500	1500	444	15.78+	400	62.8	16.5	30.8	
3-4 PM	1862	0.0	1500	1500	362	15.79+	400	62.9	16.5	30.8	
4-5 PM	1768	0.0	1500	1494	274	15.78+	399	63.1	16.5	30.8	
5-6 PM	1553	0.0	1499	1479	75	15.75+	397	63.5	16.6	30.8	
6-7 PM	1398	0.0	1499	1398	0	14.38+	361	63.8	17.8	30.8	
7-8 PM	1157	0.0	OFF	1157	0	0.28	15	64.2	61.1	61.1	
8-9 PM	917	0.0	OFF	917	0	0.00	0	64.6	64.6	64.6	
9-10 PM	727	0.0	OFF	727	0	0.00	0	65.0	65.0	65.0	
10-11 PM	452	0.0	OFF	452	0	0.00	0	65.5	65.5	65.5	
11PM-MID	286	0.0	OFF	286	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

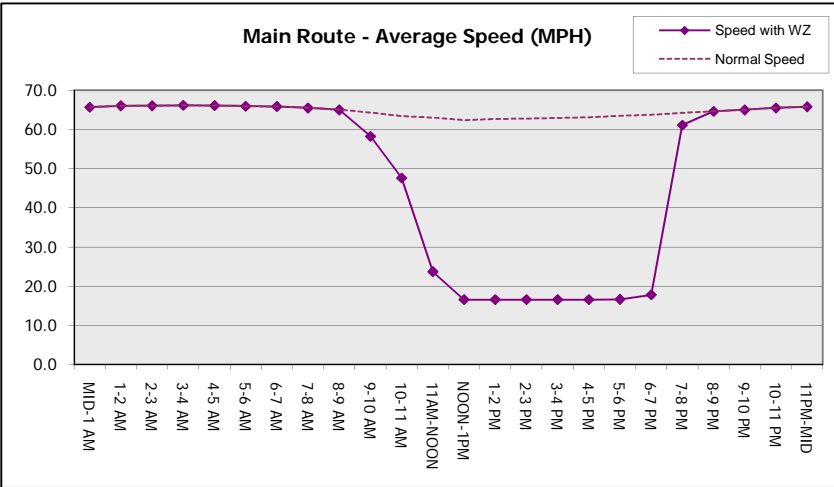
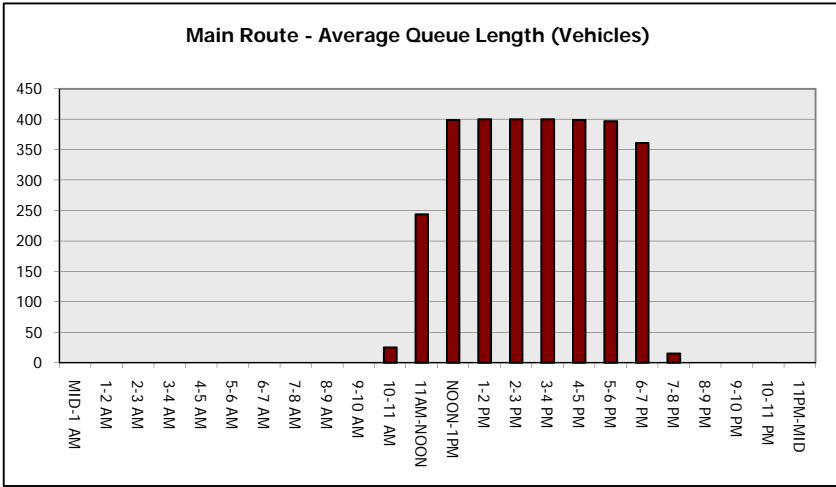
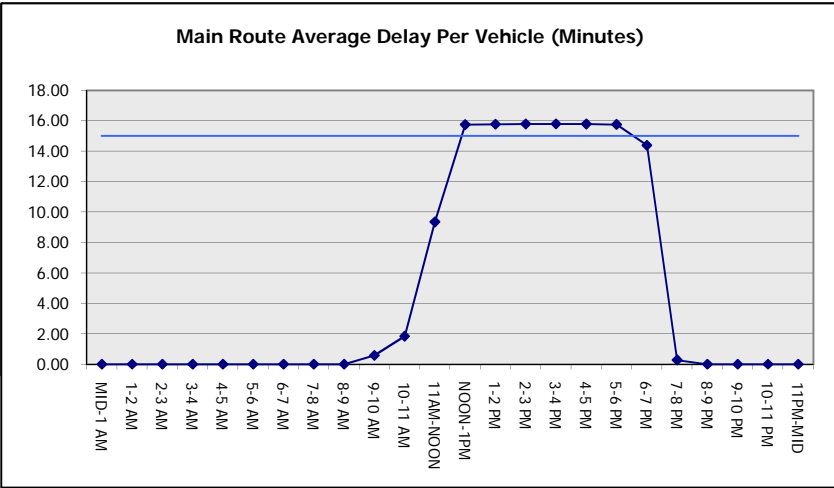
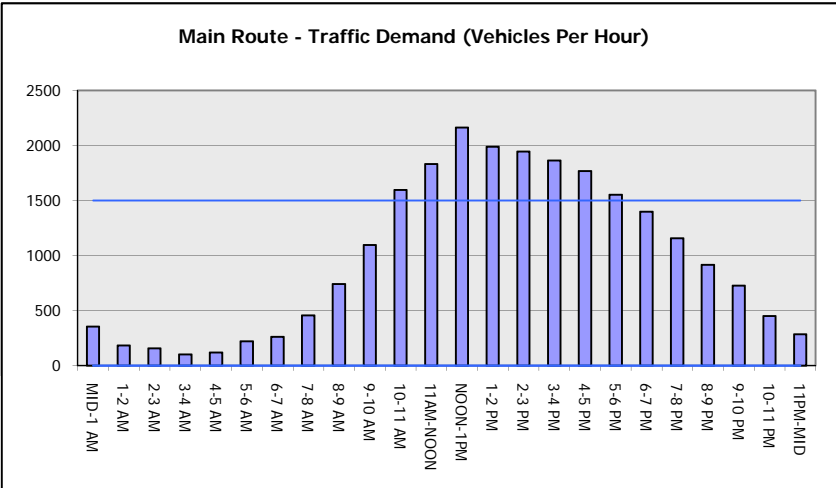
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0219
MAIN ROUTE WITH WORKS	0.0188
'DIVERSION'	0.0050
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,592
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY SOUTHBOUND DIRECTION**



<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	276	0.0	OFF	276	0	0.00	0	65.9	65.9	65.9
1-2 AM	203	0.0	OFF	203	0	0.00	0	66.0	66.0	66.0
2-3 AM	209	0.0	OFF	209	0	0.00	0	66.0	66.0	66.0
3-4 AM	94	0.0	OFF	94	0	0.00	0	66.2	66.2	66.2
4-5 AM	101	0.0	OFF	101	0	0.00	0	66.2	66.2	66.2
5-6 AM	159	0.0	OFF	159	0	0.00	0	66.1	66.1	66.1
6-7 AM	226	0.0	OFF	226	0	0.00	0	66.0	66.0	66.0
7-8 AM	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
8-9 AM	532	0.0	OFF	532	0	0.00	0	65.4	65.4	65.4
9-10 AM	828	0.0	1500	828	0	0.50	0	64.8	59.4	42.3
10-11 AM	1128	0.0	1499	1128	0	0.58	0	64.3	58.1	39.9
11AM-NOON	1439	0.0	1499	1439	0	0.96	0	63.7	54.3	32.2
NOON-1PM	1645	0.0	1500	1645	0	3.36	68	63.3	39.6	30.8
1-2 PM	1604	0.0	1499	1604	0	8.20	196	63.4	25.6	30.8
2-3 PM	1718	0.0	1500	1649	69	13.50+	342	63.2	18.5	30.8
3-4 PM	1852	0.0	1500	1500	352	15.79+	400	62.9	16.5	30.8
4-5 PM	1808	0.0	1500	1500	308	15.80+	400	63.0	16.5	30.8
5-6 PM	1613	0.0	1500	1500	113	15.83+	400	63.4	16.5	30.8
6-7 PM	1345	0.0	1499	1345	0	13.32+	335	63.9	18.8	30.8
7-8 PM	1191	0.0	OFF	1191	0	0.20	10	64.1	61.9	61.9
8-9 PM	986	0.0	OFF	986	0	0.00	0	64.5	64.5	64.5
9-10 PM	689	0.0	OFF	689	0	0.00	0	65.1	65.1	65.1
10-11 PM	488	0.0	OFF	488	0	0.00	0	65.5	65.5	65.5
11PM-MID	260	0.0	OFF	260	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	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	0.0195
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0018

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,350
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

