

USH 41: STH 15 TO STH 441 (OUTAGAMIE COUNTY) OFF-PEAK DAY 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	165	0.0	OFF	165	0	0.00	0	66.1	66.1	66.1	
1-2 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1	
2-3 AM	119	0.0	OFF	119	0	0.00	0	66.1	66.1	66.1	
3-4 AM	154	0.0	OFF	154	0	0.00	0	66.1	66.1	66.1	
4-5 AM	437	0.0	OFF	437	0	0.00	0	65.6	65.6	65.6	
5-6 AM	854	0.0	OFF	854	0	0.00	0	64.8	64.8	64.8	
6-7 AM	1918	0.0	OFF	1918	0	0.00	0	62.8	62.8	62.8	
7-8 AM	3102	0.0	OFF	3102	0	0.00	0	54.7	54.7	54.7	
8-9 AM	2204	0.0	OFF	2204	0	0.00	0	62.3	62.3	62.3	
9-10 AM	1756	0.0	OFF	1756	0	0.00	0	63.1	63.1	63.1	
10-11 AM	1837	0.0	1499	1837	0	6.25	163	63.0	29.8	30.8	
11AM-NOON	1915	0.0	1499	1537	378	15.63+	395	62.8	16.6	30.8	
NOON-1PM	2021	0.0	1500	1500	521	15.77+	400	62.6	16.5	30.8	
1-2 PM	2053	0.0	1500	1500	553	15.76+	400	62.5	16.5	30.8	
2-3 PM	2216	0.0	1500	1500	716	15.73+	400	62.3	16.5	30.8	
3-4 PM	2578	0.0	OFF	2578	0	1.14	49	60.1	50.4	50.4	
4-5 PM	2748	0.0	OFF	2748	0	0.00	0	58.4	58.4	58.4	
5-6 PM	2626	0.0	OFF	2626	0	0.00	0	59.6	59.6	59.6	
6-7 PM	1765	0.0	OFF	1765	0	0.00	0	63.1	63.1	63.1	
7-8 PM	1098	0.0	OFF	1098	0	0.00	0	64.3	64.3	64.3	
8-9 PM	817	0.0	OFF	817	0	0.00	0	64.8	64.8	64.8	
9-10 PM	806	0.0	OFF	806	0	0.00	0	64.9	64.9	64.9	
10-11 PM	664	0.0	OFF	664	0	0.00	0	65.1	65.1	65.1	
11PM-MID	477	0.0	OFF	477	0	0.00	0	65.5	65.5	65.5	

"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	0.0324
MAIN ROUTE WITH WORKS	0.0298
'DIVERSION'	0.0047
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,880
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

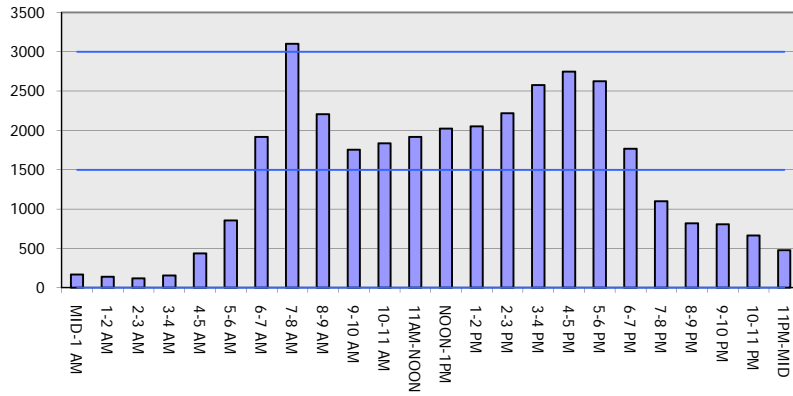
OCTOBER

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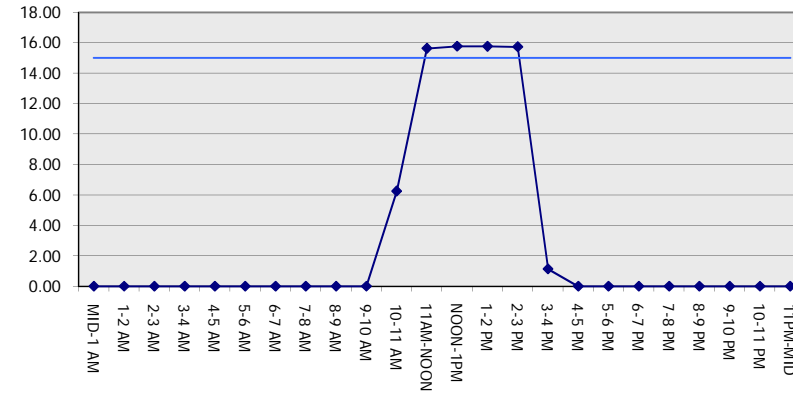
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

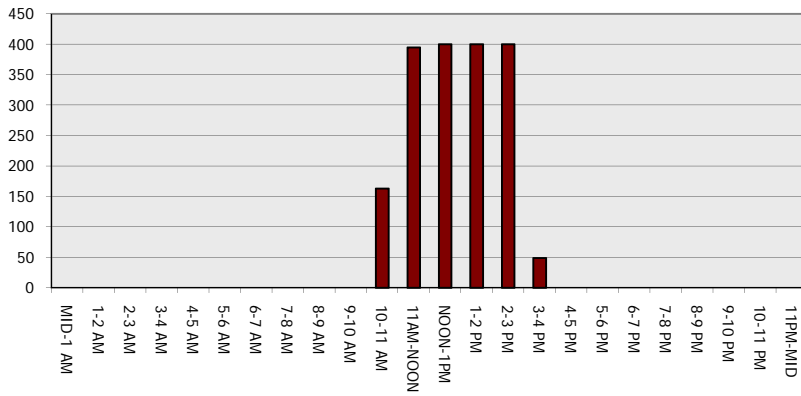
Main Route - Traffic Demand (Vehicles Per Hour)



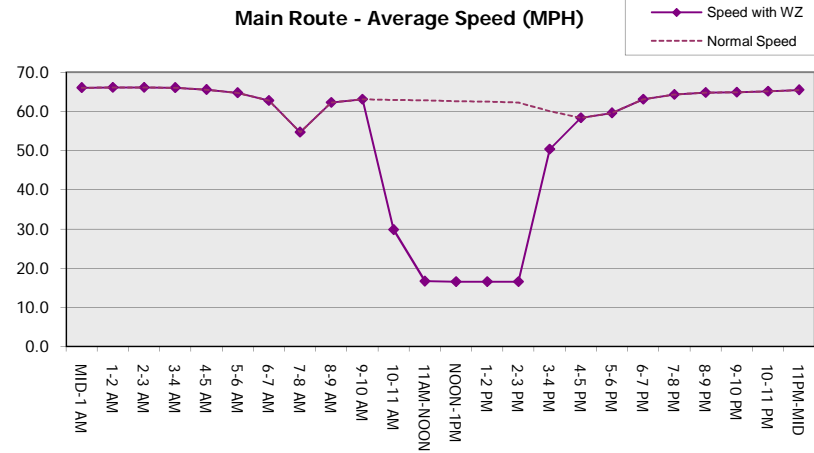
Main Route Average Delay Per Vehicle (Minutes)



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	262	0.0	OFF	262	0	0.00	0	65.9	65.9	65.9
1-2 AM	144	0.0	OFF	144	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	119	0.0	OFF	119	0	0.00	0	66.1	66.1	66.1
4-5 AM	225	0.0	OFF	225	0	0.00	0	66.0	66.0	66.0
5-6 AM	704	0.0	OFF	704	0	0.00	0	65.1	65.1	65.1
6-7 AM	1361	0.0	OFF	1361	0	0.00	0	63.8	63.8	63.8
7-8 AM	2239	0.0	OFF	2239	0	0.00	0	62.2	62.2	62.2
8-9 AM	1661	0.0	OFF	1661	0	0.00	0	63.3	63.3	63.3
9-10 AM	1542	0.0	OFF	1542	0	0.00	0	63.5	63.5	63.5
10-11 AM	1776	0.0	1499	1776	0	4.98	124	63.1	33.4	30.8
11AM-NOON	1984	0.0	1499	1670	314	15.12+	384	62.7	17.0	30.8
NOON-1PM	2215	0.0	1500	1500	715	15.73+	400	62.3	16.5	30.8
1-2 PM	2289	0.0	1500	1500	789	15.72+	400	62.1	16.5	30.8
2-3 PM	2508	0.0	1500	1500	1008	15.60+	399	60.8	16.5	30.8
3-4 PM	3060	0.0	OFF	3060	0	2.16	105	55.1	41.2	41.2
4-5 PM	3348	0.0	OFF	3348	0	0.00	0	52.2	52.2	52.2
5-6 PM	2985	0.0	OFF	2985	0	0.00	0	55.9	55.9	55.9
6-7 PM	2167	0.0	OFF	2167	0	0.00	0	62.3	62.3	62.3
7-8 PM	1568	0.0	OFF	1568	0	0.00	0	63.5	63.5	63.5
8-9 PM	1270	0.0	OFF	1270	0	0.00	0	64.0	64.0	64.0
9-10 PM	1075	0.0	OFF	1075	0	0.00	0	64.4	64.4	64.4
10-11 PM	714	0.0	OFF	714	0	0.00	0	65.1	65.1	65.1
11PM-MID	442	0.0	OFF	442	0	0.00	0	65.6	65.6	65.6

"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	0.0336
MAIN ROUTE WITH WORKS	0.0305
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,456
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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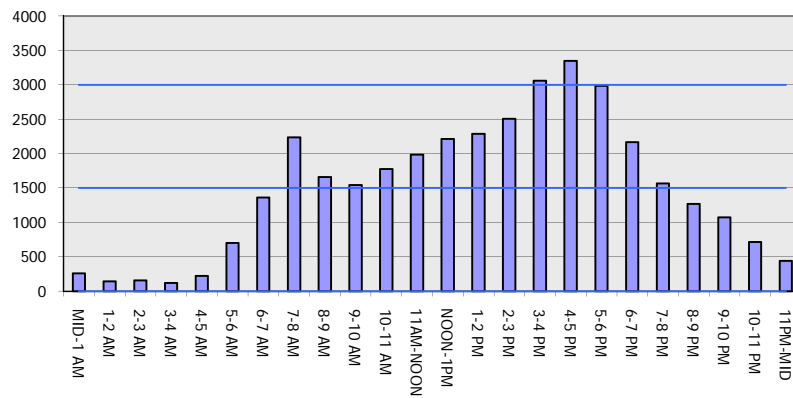
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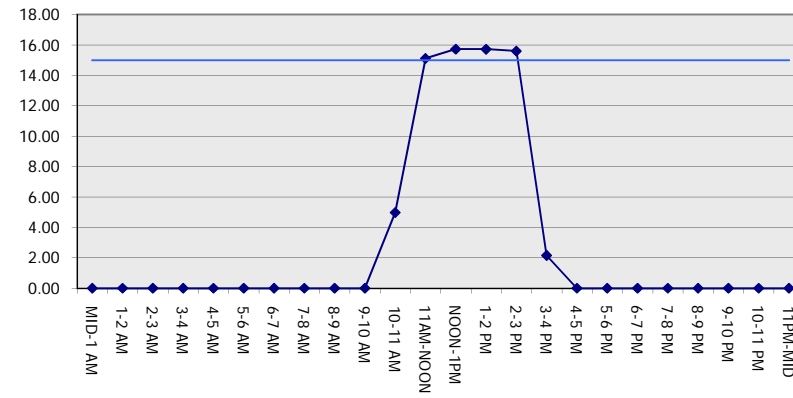
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FRIDAY NORTHBOUND DIRECTION

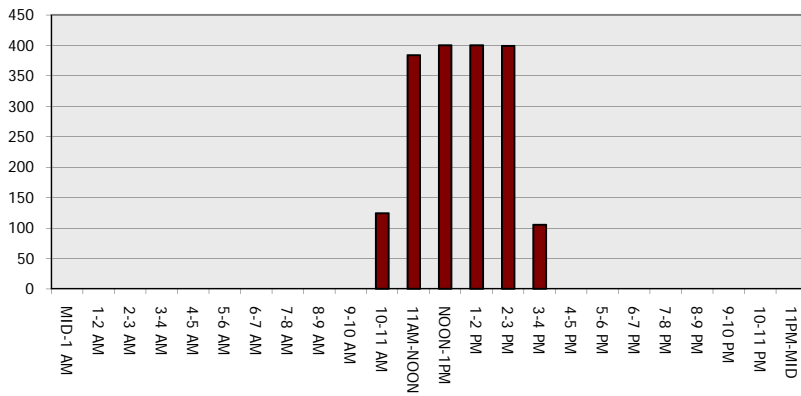
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

