

<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>OCTOBER</b>
	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	335	0.0	OFF	335	0	0.00	0	65.8	65.8	65.8
1-2 AM	201	0.0	OFF	201	0	0.00	0	66.0	66.0	66.0
2-3 AM	149	0.0	OFF	149	0	0.00	0	66.1	66.1	66.1
3-4 AM	136	0.0	OFF	136	0	0.00	0	66.1	66.1	66.1
4-5 AM	247	0.0	OFF	247	0	0.00	0	66.0	66.0	66.0
5-6 AM	360	0.0	OFF	360	0	0.00	0	65.7	65.7	65.7
6-7 AM	595	0.0	OFF	595	0	0.00	0	65.3	65.3	65.3
7-8 AM	945	0.0	OFF	945	0	0.00	0	64.6	64.6	64.6
8-9 AM	1399	0.0	1499	1399	0	0.89	0	63.8	55.0	33.1
9-10 AM	1555	0.0	1499	1555	0	1.51	14	63.5	49.9	30.9
10-11 AM	1894	0.0	1500	1894	0	9.09+	245	62.8	24.0	30.8
11AM-NOON	1893	0.0	1499	1472	421	15.68+	397	62.8	16.6	30.8
NOON-1PM	1936	0.0	1500	1500	436	15.78+	400	62.8	16.5	30.8
1-2 PM	1843	0.0	1500	1500	343	15.80+	399	63.0	16.5	30.8
2-3 PM	1811	0.0	1500	1500	311	15.80+	400	63.0	16.5	30.8
3-4 PM	1695	0.0	1500	1489	206	15.78+	398	63.2	16.6	30.8
4-5 PM	1608	0.0	1499	1493	115	15.81+	399	63.4	16.5	30.8
5-6 PM	1527	0.0	1499	1490	36	15.81+	398	63.5	16.6	30.8
6-7 PM	1442	0.0	OFF	1442	0	0.53	30	63.7	58.2	58.2
7-8 PM	1117	0.0	OFF	1117	0	0.00	0	64.3	64.3	64.3
8-9 PM	962	0.0	OFF	962	0	0.00	0	64.6	64.6	64.6
9-10 PM	887	0.0	OFF	887	0	0.00	0	64.7	64.7	64.7
10-11 PM	693	0.0	OFF	693	0	0.00	0	65.1	65.1	65.1
11PM-MID	545	0.0	OFF	545	0	0.00	0	65.4	65.4	65.4

"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	0.0242
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0041
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,574
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

**USH 41: STH 15 TO STH 441 (OUTAGAMIE COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

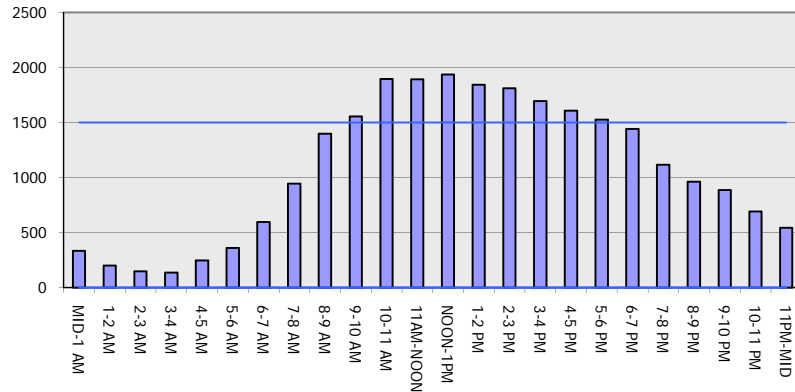
**OCTOBER**

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Construction Season

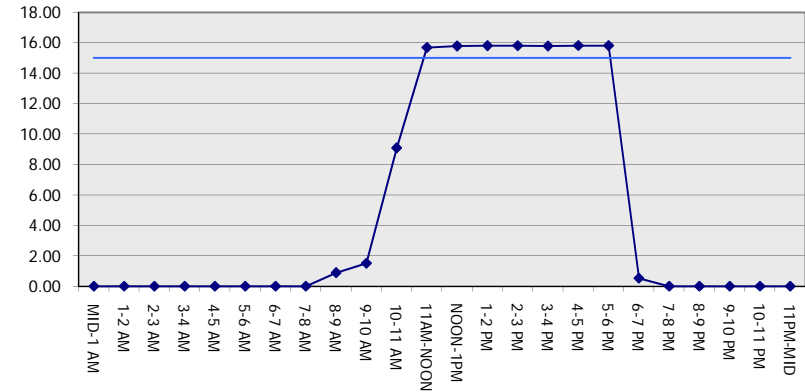
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

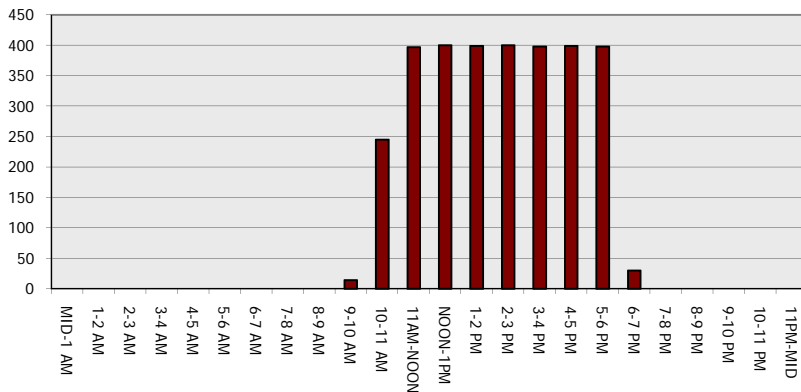
**Main Route - Traffic Demand (Vehicles Per Hour)**



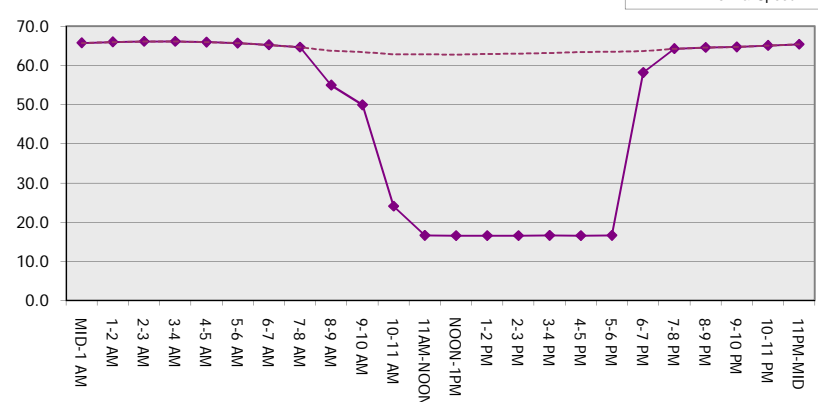
**Main Route Average Delay Per Vehicle (Minutes)**



**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	270	0.0	OFF	270	0	0.00	0	65.9	65.9	65.9
1-2 AM	175	0.0	OFF	175	0	0.00	0	66.1	66.1	66.1
2-3 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
3-4 AM	102	0.0	OFF	102	0	0.00	0	66.2	66.2	66.2
4-5 AM	147	0.0	OFF	147	0	0.00	0	66.1	66.1	66.1
5-6 AM	249	0.0	OFF	249	0	0.00	0	66.0	66.0	66.0
6-7 AM	413	0.0	OFF	413	0	0.00	0	65.6	65.6	65.6
7-8 AM	728	0.0	OFF	728	0	0.00	0	65.0	65.0	65.0
8-9 AM	1145	0.0	1500	1145	0	0.57	0	64.3	58.2	40.3
9-10 AM	1395	0.0	1499	1395	0	0.89	0	63.8	55.0	33.2
10-11 AM	1698	0.0	1499	1698	0	3.68	82	63.2	38.1	30.8
11AM-NOON	1946	0.0	1500	1703	243	13.66+	350	62.8	18.3	30.8
NOON-1PM	2016	0.0	1500	1500	516	15.77+	400	62.7	16.5	30.8
1-2 PM	1813	0.0	1500	1500	313	15.80+	400	63.0	16.5	30.8
2-3 PM	1871	0.0	1500	1500	371	15.79+	400	62.9	16.5	30.8
3-4 PM	1857	0.0	1500	1500	357	15.79+	400	62.9	16.5	30.8
4-5 PM	1933	0.0	1500	1500	433	15.78+	400	62.8	16.5	30.8
5-6 PM	1788	0.0	1500	1500	288	15.81+	400	63.0	16.5	30.8
6-7 PM	1402	0.0	OFF	1402	0	0.53	31	63.8	58.2	58.2
7-8 PM	1315	0.0	OFF	1315	0	0.00	0	64.0	64.0	64.0
8-9 PM	1103	0.0	OFF	1103	0	0.00	0	64.3	64.3	64.3
9-10 PM	871	0.0	OFF	871	0	0.00	0	64.8	64.8	64.8
10-11 PM	577	0.0	OFF	577	0	0.00	0	65.3	65.3	65.3
11PM-MID	412	0.0	OFF	412	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	0.0239
MAIN ROUTE WITH WORKS	0.0205
'DIVERSION'	0.0055

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,947
CONGESTED HOURS PER DAY*	7

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**OCTOBER**

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

