

<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**

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	398	0.0	OFF	398	0	0.00	0	65.6	65.6	65.6
1-2 AM	191	0.0	OFF	191	0	0.00	0	66.0	66.0	66.0
2-3 AM	181	0.0	OFF	181	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	119	0.0	OFF	119	0	0.00	0	66.1	66.1	66.1
5-6 AM	216	0.0	OFF	216	0	0.00	0	66.0	66.0	66.0
6-7 AM	266	0.0	OFF	266	0	0.00	0	65.9	65.9	65.9
7-8 AM	358	0.0	OFF	358	0	0.00	0	65.7	65.7	65.7
8-9 AM	764	0.0	OFF	764	0	0.00	0	65.0	65.0	65.0
9-10 AM	1099	0.0	1499	1099	0	0.58	0	64.3	58.2	40.1
10-11 AM	1584	0.0	1499	1584	0	1.76	22	63.4	48.2	30.8
11AM-NOON	1732	0.0	1500	1732	0	7.68	190	63.2	26.6	30.8
NOON-1PM	1897	0.0	1499	1587	310	15.43+	390	62.8	16.8	30.8
1-2 PM	1915	0.0	1500	1500	415	15.78+	400	62.8	16.5	30.8
2-3 PM	1859	0.0	1500	1500	359	15.79+	400	62.9	16.5	30.8
3-4 PM	1895	0.0	1500	1500	395	15.79+	400	62.8	16.5	30.8
4-5 PM	1886	0.0	1500	1500	386	15.79+	400	62.8	16.5	30.8
5-6 PM	1556	0.0	1500	1487	70	15.79+	398	63.5	16.6	30.8
6-7 PM	1264	0.0	1499	1264	0	11.58	295	64.0	20.7	31.3
7-8 PM	840	0.0	OFF	840	0	0.08	3	64.8	63.8	63.8
8-9 PM	594	0.0	OFF	594	0	0.00	0	65.3	65.3	65.3
9-10 PM	555	0.0	OFF	555	0	0.00	0	65.3	65.3	65.3
10-11 PM	602	0.0	OFF	602	0	0.00	0	65.3	65.3	65.3
11PM-MID	2310	0.0	OFF	2310	0	0.00	0	62.1	62.1	62.1

"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	0.0227
MAIN ROUTE WITH WORKS	0.0199
'DIVERSION'	0.0042
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,244
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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

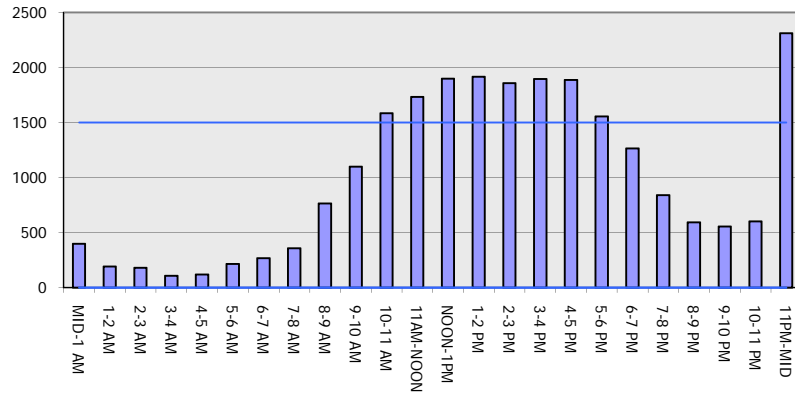
**OCTOBER**

Analyzed for 2009  
Construction Season

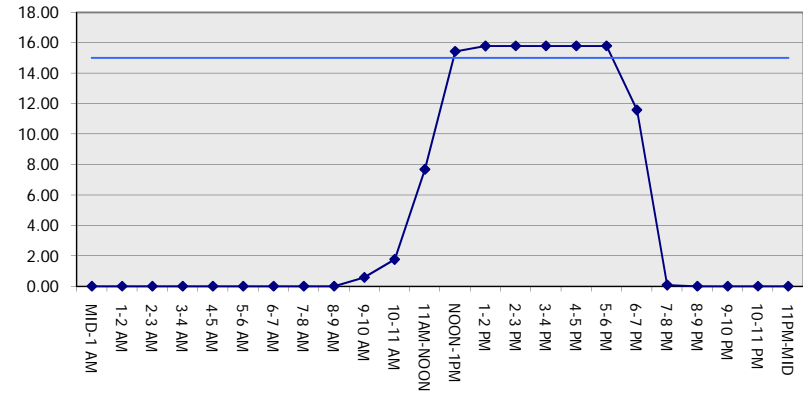
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

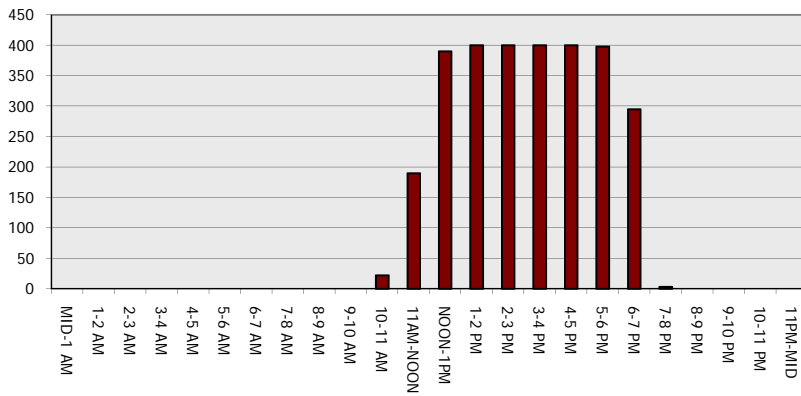
**Main Route - Traffic Demand (Vehicles Per Hour)**



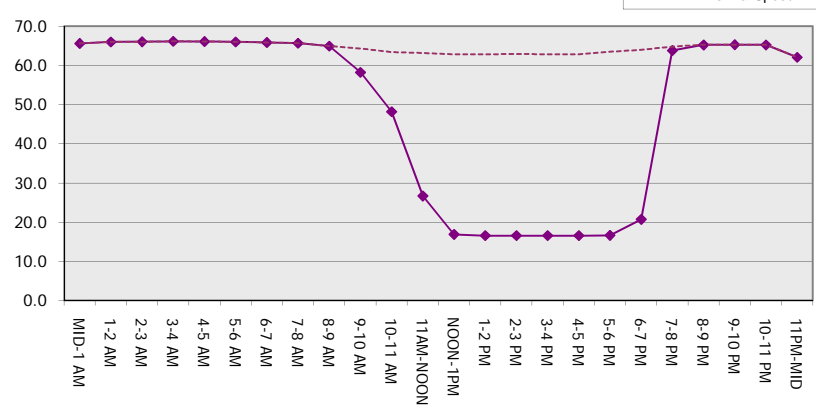
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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	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	343	0.0	OFF	343	0	0.00	0	65.8	65.8	65.8
1-2 AM	184	0.0	OFF	184	0	0.00	0	66.0	66.0	66.0
2-3 AM	221	0.0	OFF	221	0	0.00	0	66.0	66.0	66.0
3-4 AM	91	0.0	OFF	91	0	0.00	0	66.2	66.2	66.2
4-5 AM	103	0.0	OFF	103	0	0.00	0	66.2	66.2	66.2
5-6 AM	197	0.0	OFF	197	0	0.00	0	66.0	66.0	66.0
6-7 AM	251	0.0	OFF	251	0	0.00	0	65.9	65.9	65.9
7-8 AM	353	0.0	OFF	353	0	0.00	0	65.7	65.7	65.7
8-9 AM	666	0.0	OFF	666	0	0.00	0	65.1	65.1	65.1
9-10 AM	913	0.0	1500	913	0	0.51	0	64.7	59.2	42.0
10-11 AM	1218	0.0	1499	1218	0	0.66	0	64.1	57.3	38.1
11AM-NOON	1625	0.0	1499	1625	0	2.43	42	63.3	44.2	30.8
NOON-1PM	1850	0.0	1500	1822	28	10.91+	285	63.0	21.4	30.8
1-2 PM	1957	0.0	1500	1483	474	15.71+	398	62.7	16.6	30.8
2-3 PM	2436	0.0	1500	1500	936	15.67+	400	61.5	16.5	30.8
3-4 PM	3029	0.0	1500	1500	1529	15.04+	400	55.5	16.5	30.8
4-5 PM	2568	0.0	1500	1500	1068	15.54+	400	60.2	16.5	30.8
5-6 PM	1834	0.0	1500	1478	356	15.71+	397	63.0	16.6	30.8
6-7 PM	1337	0.0	1499	1330	7	13.94+	352	63.9	18.2	30.8
7-8 PM	825	0.0	OFF	825	0	0.17	8	64.8	62.8	62.8
8-9 PM	579	0.0	OFF	579	0	0.00	0	65.3	65.3	65.3
9-10 PM	477	0.0	OFF	477	0	0.00	0	65.5	65.5	65.5
10-11 PM	418	0.0	OFF	418	0	0.00	0	65.6	65.6	65.6
11PM-MID	694	0.0	OFF	694	0	0.00	0	65.1	65.1	65.1

"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	0.0227
MAIN ROUTE WITH WORKS	0.0176
'DIVERSION'	0.0096

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,633
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

