

| | |
|--|--|
| USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 336 | 0.0 | 1500 | 336 | 0 | 0.51 | 0 | 70.2 | 52.6 | 44.2 | |
| 1-2 AM | 211 | 0.0 | 1500 | 211 | 0 | 0.50 | 0 | 70.2 | 53.0 | 44.6 | |
| 2-3 AM | 224 | 0.0 | 1500 | 224 | 0 | 0.50 | 0 | 70.2 | 53.0 | 44.6 | |
| 3-4 AM | 125 | 0.0 | 1500 | 125 | 0 | 0.49 | 0 | 70.2 | 53.3 | 45.0 | |
| 4-5 AM | 112 | 0.0 | 1500 | 112 | 0 | 0.49 | 0 | 70.2 | 53.3 | 45.0 | |
| 5-6 AM | 180 | 0.0 | 1500 | 180 | 0 | 0.49 | 0 | 70.2 | 53.1 | 44.8 | |
| 6-7 AM | 303 | 0.0 | 1500 | 303 | 0 | 0.51 | 0 | 70.2 | 52.7 | 44.3 | |
| 7-8 AM | 447 | 0.0 | 1500 | 447 | 0 | 0.53 | 0 | 70.2 | 52.3 | 43.7 | |
| 8-9 AM | 747 | 0.0 | 1500 | 747 | 0 | 0.56 | 0 | 69.8 | 51.3 | 42.6 | |
| 9-10 AM | 1103 | 0.0 | OFF | 1103 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | |
| 10-11 AM | 1417 | 0.0 | OFF | 1417 | 0 | 0.00 | 0 | 69.0 | 69.0 | 69.0 | |
| 11AM-NOON | 1701 | 0.0 | OFF | 1701 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | |
| NOON-1PM | 1976 | 0.0 | OFF | 1976 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 1-2 PM | 1957 | 0.0 | OFF | 1957 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | |
| 2-3 PM | 1965 | 0.0 | OFF | 1965 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | |
| 3-4 PM | 1992 | 0.0 | OFF | 1992 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 4-5 PM | 1987 | 0.0 | OFF | 1987 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 5-6 PM | 1824 | 0.0 | OFF | 1824 | 0 | 0.00 | 0 | 68.5 | 68.5 | 68.5 | |
| 6-7 PM | 1444 | 0.0 | OFF | 1444 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | |
| 7-8 PM | 1190 | 0.0 | 1500 | 1190 | 0 | 0.69 | 0 | 69.2 | 47.9 | 38.8 | |
| 8-9 PM | 860 | 0.0 | 1500 | 860 | 0 | 0.57 | 0 | 69.7 | 50.9 | 42.2 | |
| 9-10 PM | 724 | 0.0 | 1500 | 724 | 0 | 0.56 | 0 | 69.9 | 51.4 | 42.7 | |
| 10-11 PM | 488 | 0.0 | 1500 | 488 | 0 | 0.53 | 0 | 70.1 | 52.2 | 43.5 | |
| 11PM-MID | 274 | 0.0 | 1500 | 274 | 0 | 0.51 | 0 | 70.2 | 52.8 | 44.4 | |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 |

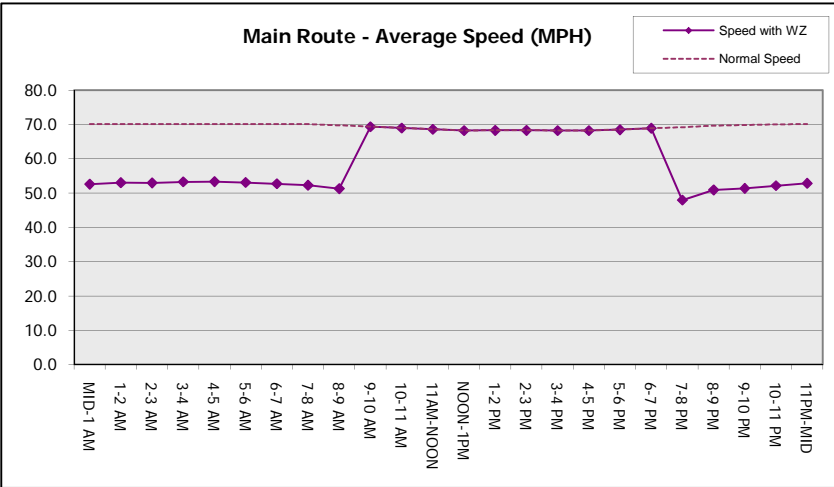
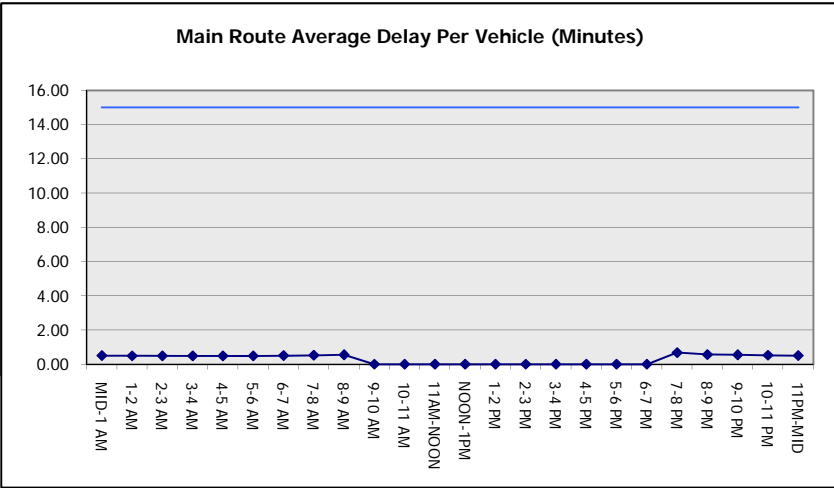
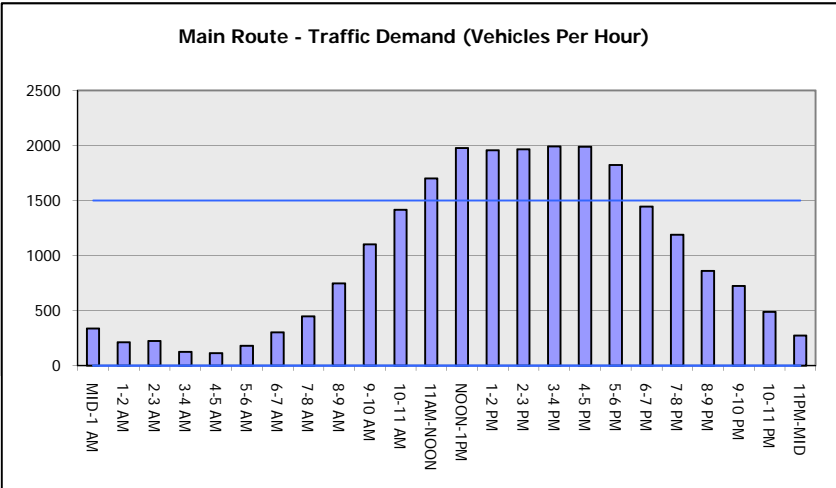
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0068 |
| MAIN ROUTE WITH WORKS | 0.0064 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$826 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41: STH 15 TO STH 125 (OUTAGAMIE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 250 | 0.0 | 1500 | 250 | 0 | 0.50 | 0 | 70.2 | 52.9 | 44.5 |
| 1-2 AM | 175 | 0.0 | 1500 | 175 | 0 | 0.49 | 0 | 70.2 | 53.2 | 44.8 |
| 2-3 AM | 140 | 0.0 | 1500 | 140 | 0 | 0.49 | 0 | 70.2 | 53.2 | 44.9 |
| 3-4 AM | 89 | 0.0 | 1500 | 89 | 0 | 0.48 | 0 | 70.2 | 53.4 | 45.1 |
| 4-5 AM | 86 | 0.0 | 1500 | 86 | 0 | 0.48 | 0 | 70.2 | 53.1 | 44.8 |
| 5-6 AM | 181 | 0.0 | 1500 | 181 | 0 | 0.49 | 0 | 70.2 | 52.2 | 44.5 |
| 6-7 AM | 245 | 0.0 | 1500 | 245 | 0 | 0.53 | 0 | 70.2 | 51.6 | 43.7 |
| 7-8 AM | 458 | 0.0 | 1500 | 458 | 0 | 0.55 | 0 | 69.9 | 69.4 | 43.0 |
| 8-9 AM | 640 | 0.0 | 1500 | 640 | 0 | 0.00 | 0 | 69.4 | 68.9 | 68.9 |
| 9-10 AM | 1080 | 0.0 | OFF | 1080 | 0 | 0.00 | 0 | 68.9 | 68.6 | 68.6 |
| 10-11 AM | 1510 | 0.0 | OFF | 1510 | 0 | 0.00 | 0 | 68.6 | 68.5 | 68.5 |
| 11AM-NOON | 1753 | 0.0 | OFF | 1753 | 0 | 0.00 | 0 | 68.5 | 68.6 | 68.6 |
| NOON-1PM | 1783 | 0.0 | OFF | 1783 | 0 | 0.00 | 0 | 68.6 | 68.7 | 68.7 |
| 1-2 PM | 1714 | 0.0 | OFF | 1714 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 2-3 PM | 1604 | 0.0 | OFF | 1604 | 0 | 0.00 | 0 | 68.7 | 68.8 | 68.8 |
| 3-4 PM | 1619 | 0.0 | OFF | 1619 | 0 | 0.00 | 0 | 68.8 | 68.9 | 68.9 |
| 4-5 PM | 1549 | 0.0 | OFF | 1549 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |
| 5-6 PM | 1429 | 0.0 | OFF | 1429 | 0 | 0.00 | 0 | 69.5 | 50.4 | 41.6 |
| 6-7 PM | 1298 | 0.0 | OFF | 1298 | 0 | 0.00 | 0 | 69.7 | 51.0 | 42.4 |
| 7-8 PM | 1020 | 0.0 | 1500 | 1020 | 0 | 0.57 | 0 | 70.0 | 51.7 | 43.0 |
| 8-9 PM | 818 | 0.0 | 1500 | 818 | 0 | 0.55 | 0 | 70.2 | 52.4 | 43.8 |
| 9-10 PM | 621 | 0.0 | 1500 | 621 | 0 | 0.52 | 0 | 70.2 | 52.9 | 44.5 |
| 10-11 PM | 424 | 0.0 | 1500 | 424 | 0 | 0.50 | 0 | | | |
| 11PM-MID | 248 | 0.0 | 1500 | 248 | 0 | | | | | |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0059 |
| MAIN ROUTE WITH WORKS | 0.0056 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$686 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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