

**STH 441: CTH 00 TO CTH CE (OUTAGAMIE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH CE - CTH N - CTH 00**

MAY
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 | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 250 | 0.0 | 86 | 0.0 | 1500 | 250 | 0 | 86 | 0.45 | 0 | 65.9 | 52.9 | 44.5 | 24.2 | 24.2 |
| 1-2 AM | 153 | 0.0 | 50 | 0.0 | 1500 | 153 | 0 | 50 | 0.44 | 0 | 66.1 | 53.3 | 44.9 | 24.5 | 24.5 |
| 2-3 AM | 136 | 0.0 | 55 | 0.0 | 1500 | 136 | 0 | 55 | 0.44 | 0 | 66.1 | 53.3 | 45.0 | 24.4 | 24.4 |
| 3-4 AM | 111 | 0.0 | 43 | 0.0 | 1500 | 111 | 0 | 43 | 0.43 | 0 | 66.2 | 53.4 | 45.0 | 24.5 | 24.5 |
| 4-5 AM | 165 | 0.0 | 74 | 0.0 | 1500 | 165 | 0 | 74 | 0.44 | 0 | 66.1 | 53.2 | 44.8 | 24.3 | 24.3 |
| 5-6 AM | 332 | 0.0 | 127 | 0.0 | 1500 | 332 | 0 | 127 | 0.45 | 0 | 65.8 | 52.7 | 44.2 | 23.8 | 23.8 |
| 6-7 AM | 628 | 0.0 | 191 | 0.0 | 1500 | 628 | 0 | 191 | 0.48 | 0 | 65.2 | 51.7 | 43.0 | 23.3 | 23.3 |
| 7-8 AM | 1054 | 0.0 | 266 | 0.0 | 1500 | 1054 | 0 | 266 | 0.52 | 0 | 64.4 | 50.3 | 41.5 | 22.8 | 22.8 |
| 8-9 AM | 1393 | 0.0 | 379 | 0.0 | 1499 | 1393 | 0 | 379 | 0.88 | 0 | 63.8 | 43.4 | 33.2 | 21.9 | 21.9 |
| 9-10 AM | 1688 | 0.0 | 424 | 0.0 | 1499 | 1688 | 0 | 424 | 3.58 | 83 | 63.2 | 21.9 | 30.8 | 21.6 | 21.6 |
| 10-11 AM | 1732 | 0.0 | 448 | 0.0 | 1500 | 1732 | 0 | 448 | 12.03 | 304 | 63.2 | 10.2 | 30.8 | 21.4 | 22.2 |
| 11A-NOON | 1680 | 0.0 | 446 | 0.0 | 1499 | 1517 | 162 | 608 | 17.17 | 435 | 63.3 | 8.6 | 30.8 | 21.4 | 21.6 |
| NOON-1PM | 1603 | 0.0 | 469 | 0.0 | 1500 | 1487 | 116 | 585 | 17.00 | 431 | 63.4 | 8.7 | 30.8 | 21.2 | 21.8 |
| 1-2 PM | 1466 | 0.0 | 438 | 0.0 | 1499 | 1449 | 18 | 456 | 15.85 | 400 | 63.7 | 8.9 | 30.8 | 21.5 | 22.6 |
| 2-3 PM | 1346 | 0.0 | 411 | 0.0 | 1499 | 1346 | 0 | 411 | 12.05 | 300 | 63.9 | 10.2 | 30.8 | 21.7 | 22.5 |
| 3-4 PM | 1306 | 0.0 | 415 | 0.0 | 1499 | 1306 | 0 | 415 | 5.02 | 123 | 64.0 | 17.6 | 31.8 | 21.7 | 21.7 |
| 4-5 PM | 1269 | 0.0 | 377 | 0.0 | 1500 | 1269 | 0 | 377 | 0.77 | 1 | 64.0 | 45.3 | 36.3 | 21.9 | 21.9 |
| 5-6 PM | 1066 | 0.0 | 375 | 0.0 | 1500 | 1066 | 0 | 375 | 0.53 | 0 | 64.4 | 50.2 | 41.4 | 22.0 | 22.0 |
| 6-7 PM | 843 | 0.0 | 323 | 0.0 | 1500 | 843 | 0 | 323 | 0.50 | 0 | 64.8 | 50.9 | 42.2 | 22.4 | 22.4 |
| 7-8 PM | 708 | 0.0 | 260 | 0.0 | 1500 | 708 | 0 | 260 | 0.49 | 0 | 65.1 | 51.4 | 42.7 | 22.9 | 22.9 |
| 8-9 PM | 646 | 0.0 | 238 | 0.0 | 1500 | 646 | 0 | 238 | 0.49 | 0 | 65.2 | 51.6 | 43.0 | 23.0 | 23.0 |
| 9-10 PM | 796 | 0.0 | 206 | 0.0 | 1500 | 796 | 0 | 206 | 0.50 | 0 | 64.9 | 51.1 | 42.4 | 23.3 | 23.3 |
| 10-11 PM | 545 | 0.0 | 160 | 0.0 | 1500 | 545 | 0 | 160 | 0.48 | 0 | 65.4 | 51.9 | 43.3 | 23.6 | 23.6 |
| 11PM-MID | 287 | 0.0 | 122 | 0.0 | 1500 | 287 | 0 | 122 | 0.45 | 0 | 65.8 | 52.8 | 44.3 | 23.9 | 23.9 |

----- SITE BREAKDOWN DELAYS -----

| | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

----- SITE ACCIDENT DELAYS -----

| | |
|--|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

AVERAGE ACCIDENT NUMBERS (PIA/DAY)

| | |
|--------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0068 |
| MAIN ROUTE WITH WORKS | 0.0053 |
| DIVERSION | 0.0494 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

| | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$38,733 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding 15 Minutes

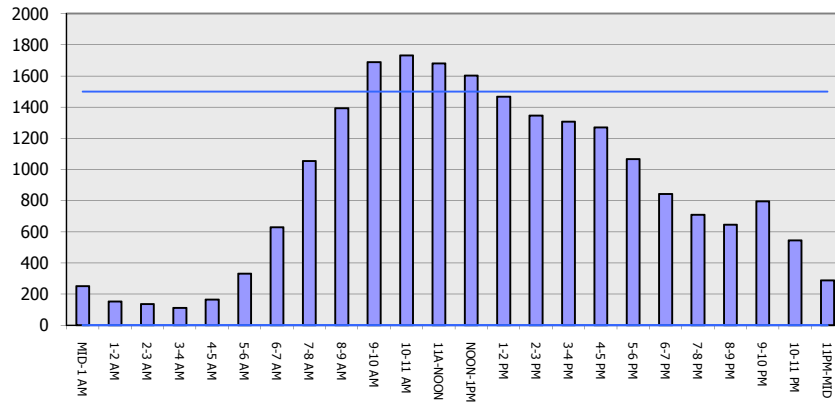
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CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH CE - CTH N - CTH 00

MAY
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 Construction Season

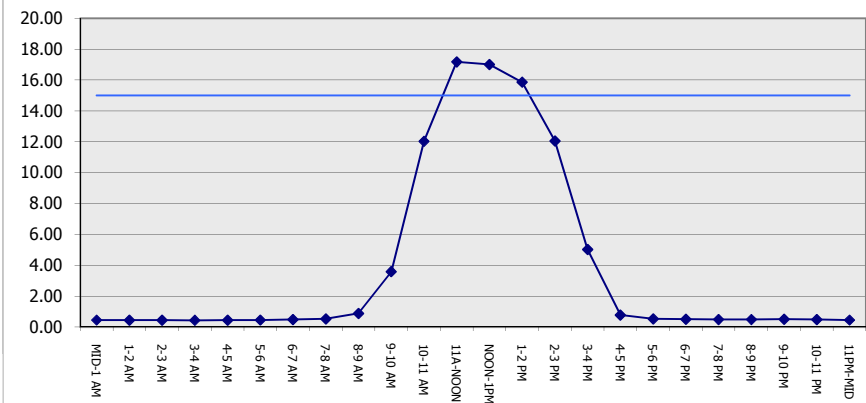
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

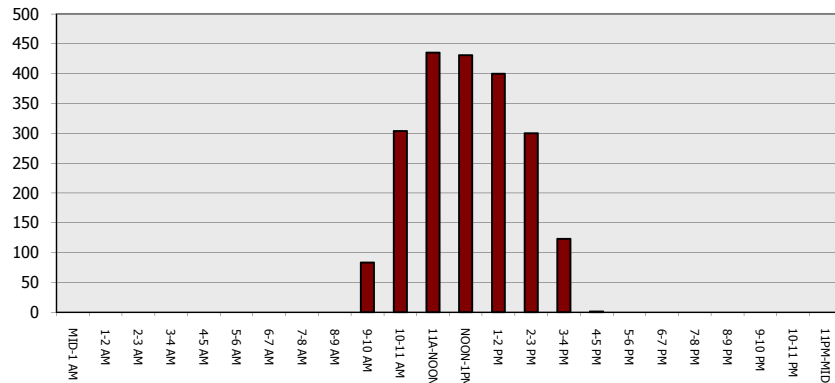
Main Route - Traffic Demand (Vehicles Per Hour)



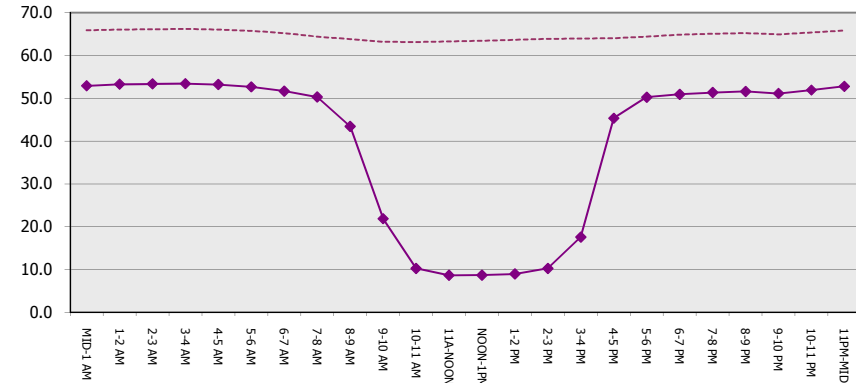
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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DIVERSION ROUTE: CTH CE - CTH N - CTH 00**

MAY
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Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
SATURDAY NORTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 198 | 0.0 | 120 | 0.0 | 1500 | 198 | 0 | 120 | 0.44 | 0 | 66.0 | 53.1 | 44.7 | 23.9 | 23.9 |
| 1-2 AM | 121 | 0.0 | 62 | 0.0 | 1500 | 121 | 0 | 62 | 0.43 | 0 | 66.1 | 53.4 | 45.0 | 24.3 | 24.3 |
| 2-3 AM | 94 | 0.0 | 63 | 0.0 | 1500 | 94 | 0 | 63 | 0.43 | 0 | 66.2 | 53.5 | 45.1 | 24.3 | 24.3 |
| 3-4 AM | 117 | 0.0 | 37 | 0.0 | 1500 | 117 | 0 | 37 | 0.43 | 0 | 66.1 | 53.4 | 45.0 | 24.5 | 24.5 |
| 4-5 AM | 132 | 0.0 | 46 | 0.0 | 1500 | 132 | 0 | 46 | 0.44 | 0 | 66.1 | 53.3 | 45.0 | 24.5 | 24.5 |
| 5-6 AM | 206 | 0.0 | 94 | 0.0 | 1500 | 206 | 0 | 94 | 0.44 | 0 | 66.0 | 53.1 | 44.6 | 24.1 | 24.1 |
| 6-7 AM | 319 | 0.0 | 184 | 0.0 | 1500 | 319 | 0 | 184 | 0.45 | 0 | 65.8 | 52.7 | 44.2 | 23.4 | 23.4 |
| 7-8 AM | 516 | 0.0 | 235 | 0.0 | 1500 | 516 | 0 | 235 | 0.47 | 0 | 65.5 | 52.0 | 43.5 | 23.0 | 23.0 |
| 8-9 AM | 753 | 0.0 | 305 | 0.0 | 1500 | 753 | 0 | 305 | 0.50 | 0 | 65.0 | 51.2 | 42.5 | 22.5 | 22.5 |
| 9-10 AM | 953 | 0.0 | 380 | 0.0 | 1500 | 953 | 0 | 380 | 0.51 | 0 | 64.6 | 50.6 | 41.9 | 21.9 | 21.9 |
| 10-11 AM | 1169 | 0.0 | 457 | 0.0 | 1500 | 1169 | 0 | 457 | 0.60 | 0 | 64.2 | 48.7 | 39.5 | 21.4 | 21.4 |
| 11A-NOON | 1365 | 0.0 | 522 | 0.0 | 1500 | 1365 | 0 | 522 | 0.85 | 0 | 63.8 | 44.0 | 33.8 | 20.9 | 20.9 |
| NOON-1PM | 1465 | 0.0 | 556 | 0.0 | 1499 | 1465 | 0 | 556 | 0.98 | 0 | 63.7 | 41.9 | 31.5 | 20.6 | 20.6 |
| 1-2 PM | 1547 | 0.0 | 556 | 0.0 | 1499 | 1547 | 0 | 556 | 1.64 | 18 | 63.5 | 34.0 | 30.8 | 20.6 | 20.6 |
| 2-3 PM | 1631 | 0.0 | 560 | 0.0 | 1500 | 1631 | 0 | 560 | 4.72 | 106 | 63.3 | 18.1 | 30.8 | 20.6 | 20.6 |
| 3-4 PM | 1746 | 0.0 | 539 | 0.0 | 1500 | 1746 | 0 | 539 | 11.92 | 301 | 63.2 | 10.3 | 30.8 | 20.7 | 21.5 |
| 4-5 PM | 1610 | 0.0 | 555 | 0.0 | 1499 | 1513 | 98 | 652 | 17.50 | 444 | 63.4 | 8.6 | 30.8 | 20.6 | 21.3 |
| 5-6 PM | 1298 | 0.0 | 561 | 0.0 | 1499 | 1298 | 0 | 561 | 13.94 | 352 | 64.0 | 9.6 | 30.8 | 20.6 | 21.5 |
| 6-7 PM | 1078 | 0.0 | 498 | 0.0 | 1499 | 1078 | 0 | 498 | 1.91 | 72 | 64.4 | 32.0 | 38.3 | 21.0 | 21.1 |
| 7-8 PM | 948 | 0.0 | 416 | 0.0 | 1500 | 948 | 0 | 416 | 0.51 | 0 | 64.6 | 50.6 | 41.9 | 21.7 | 21.7 |
| 8-9 PM | 838 | 0.0 | 358 | 0.0 | 1500 | 838 | 0 | 358 | 0.50 | 0 | 64.8 | 51.0 | 42.2 | 22.1 | 22.1 |
| 9-10 PM | 729 | 0.0 | 305 | 0.0 | 1500 | 729 | 0 | 305 | 0.49 | 0 | 65.0 | 51.3 | 42.7 | 22.5 | 22.5 |
| 10-11 PM | 560 | 0.0 | 267 | 0.0 | 1500 | 560 | 0 | 267 | 0.48 | 0 | 65.3 | 51.9 | 43.3 | 22.8 | 22.8 |
| 11PM-MID | 403 | 0.0 | 170 | 0.0 | 1500 | 403 | 0 | 170 | 0.46 | 0 | 65.6 | 52.4 | 43.9 | 23.5 | 23.5 |

----- SITE BREAKDOWN DELAYS -----

| | |
|----------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

----- SITE ACCIDENT DELAYS -----

| | |
|----------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

AVERAGE ACCIDENT NUMBERS (PIA/DAY)

| | |
|--------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0063 |
| MAIN ROUTE WITH WORKS | 0.0050 |
| DIVERSION | 0.0588 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

| | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$24,681 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding 15 Minutes

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CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH CE - CTH N - CTH 00

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

