

<b>STH 441: RACINE ST TO USH 10 (CALUMET AND OUTAGAMIE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  WESTBOUND 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	108	0.0	1500	108	0	0.43	0	66.2	56.6	45.1	
1-2 AM	68	0.0	1500	68	0	0.43	0	66.3	56.7	45.2	
2-3 AM	69	0.0	1500	69	0	0.43	0	66.3	56.7	45.2	
3-4 AM	115	0.0	1500	115	0	0.43	0	66.2	56.5	45.0	
4-5 AM	313	0.0	1500	313	0	0.45	0	65.8	55.9	44.2	
5-6 AM	971	0.0	1499	971	0	0.55	0	64.6	53.4	41.0	
6-7 AM	1896	0.0	1499	1896	0	4.83	145	62.8	22.4	30.8	
7-8 AM	2655	0.0	1499	1509	1146	16.20+	415	59.3	9.9	30.8	
8-9 AM	1612	0.0	1500	1466	147	15.86+	400	63.4	10.1	30.8	
9-10 AM	1200	0.0	1499	1200	0	8.77	233	64.1	14.9	32.4	
10-11 AM	1194	0.0	1500	1194	0	0.86	8	64.1	48.3	38.3	
11AM-NOON	1258	0.0	1500	1258	0	0.71	0	64.0	50.4	36.7	
NOON-1PM	1369	0.0	1500	1369	0	0.86	0	63.8	48.2	33.7	
1-2 PM	1439	0.0	1499	1439	0	0.95	0	63.7	46.9	32.1	
2-3 PM	1545	0.0	1499	1545	0	1.46	13	63.5	40.9	30.8	
3-4 PM	1745	0.0	1500	1745	0	6.11	154	63.2	19.1	30.8	
4-5 PM	1980	0.0	1499	1655	325	15.70+	398	62.7	10.1	30.8	
5-6 PM	1849	0.0	1499	1492	357	16.30+	412	63.0	9.9	30.8	
6-7 PM	1271	0.0	1499	1255	17	13.23+	338	64.0	11.2	31.2	
7-8 PM	864	0.0	1500	864	0	1.14	32	64.8	45.0	42.0	
8-9 PM	712	0.0	1500	712	0	0.49	0	65.1	54.6	42.7	
9-10 PM	603	0.0	1500	603	0	0.48	0	65.3	55.0	43.1	
10-11 PM	398	0.0	1500	398	0	0.46	0	65.6	55.6	43.9	
11PM-MID	233	0.0	1500	233	0	0.45	0	66.0	56.1	44.5	

+ 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

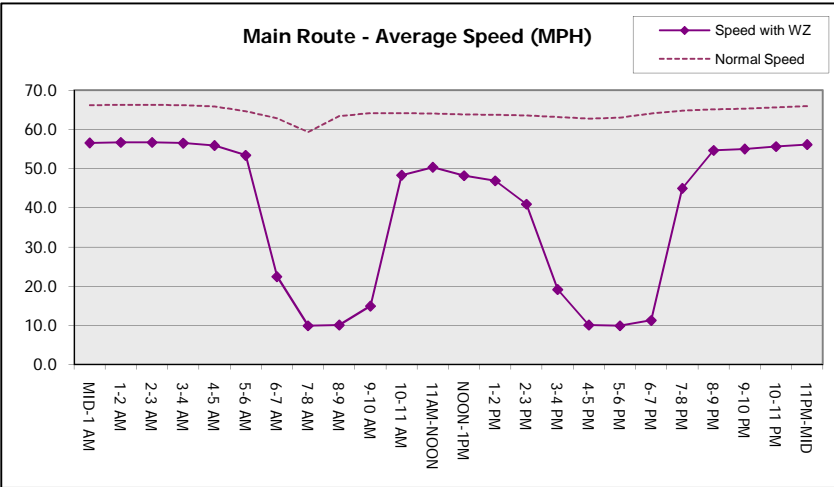
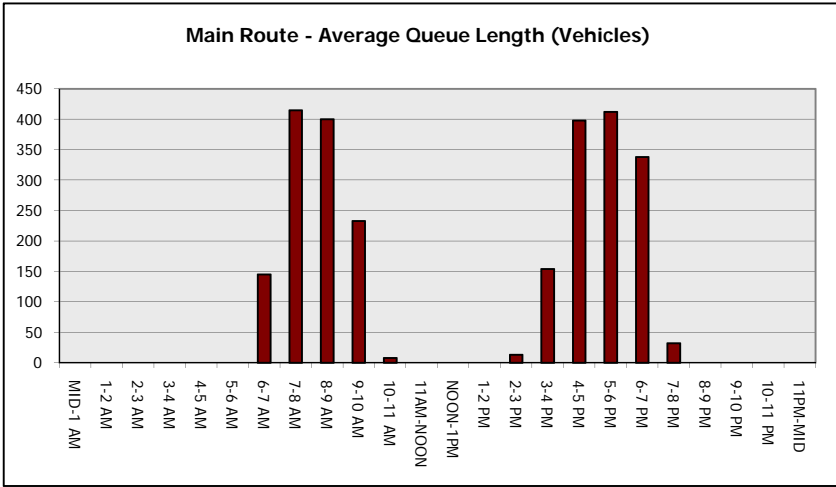
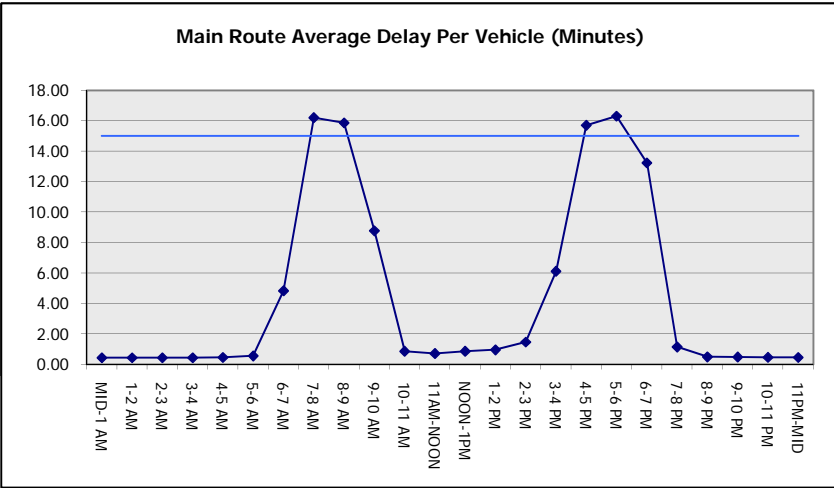
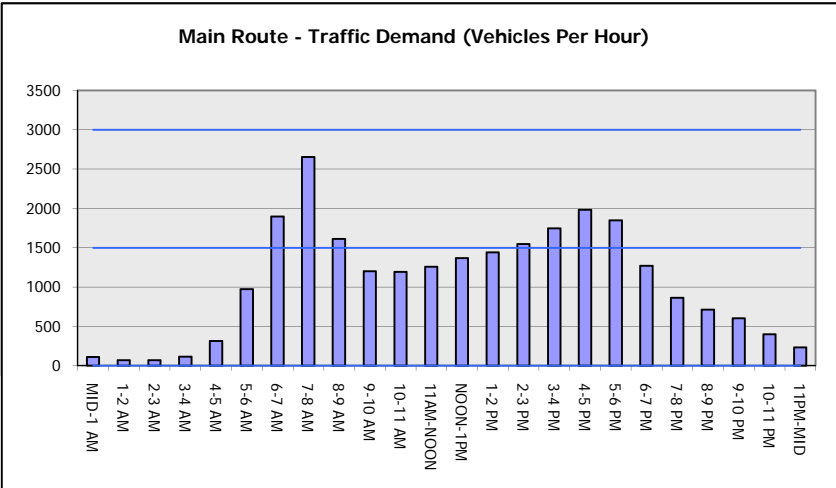
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0114
MAIN ROUTE WITH WORKS	0.0089
'DIVERSION'	0.0021
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,597
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>STH 441: RACINE ST TO USH 10 (CALUMET AND OUTAGAMIE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      EASTBOUND 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	202	0.0	1500	202	0	0.44	0	66.0	56.3	44.6
1-2 AM	127	0.0	1500	127	0	0.43	0	66.1	56.5	45.0
2-3 AM	101	0.0	1500	101	0	0.43	0	66.2	56.6	45.1
3-4 AM	73	0.0	1500	73	0	0.43	0	66.3	56.6	45.2
4-5 AM	147	0.0	1500	147	0	0.44	0	66.1	56.4	44.9
5-6 AM	539	0.0	1500	539	0	0.47	0	65.4	55.2	43.3
6-7 AM	1501	0.0	1499	1501	0	1.59	27	63.6	39.7	33.4
7-8 AM	2296	0.0	1500	1861	434	13.69+	358	62.1	11.0	30.8
8-9 AM	1644	0.0	1499	1443	201	16.06+	405	63.3	10.0	30.8
9-10 AM	1311	0.0	1499	1311	0	13.08+	329	64.0	11.2	30.8
10-11 AM	1336	0.0	1500	1336	0	5.84	138	63.9	19.9	31.0
11AM-NOON	1495	0.0	1500	1495	0	2.94	51	63.6	30.1	30.8
NOON-1PM	1581	0.0	1500	1581	0	4.37	92	63.5	24.0	30.8
1-2 PM	1641	0.0	1499	1641	0	7.78	187	63.3	16.1	30.8
2-3 PM	2245	0.0	1499	1655	590	15.71+	399	62.2	10.1	30.8
3-4 PM	2705	0.0	1499	1492	1213	16.21+	416	58.8	9.9	30.8
4-5 PM	3251	0.0	1499	1500	1751	16.10+	422	53.2	9.8	30.8
5-6 PM	2851	0.0	1500	1495	1357	16.19+	417	57.3	9.9	30.8
6-7 PM	1817	0.0	1500	1499	317	16.32+	413	63.0	9.9	30.8
7-8 PM	1244	0.0	1499	1244	0	12.25+	315	64.1	11.8	31.4
8-9 PM	1058	0.0	1500	1058	0	1.31	33	64.4	42.8	39.8
9-10 PM	854	0.0	1500	854	0	0.51	0	64.8	54.2	42.2
10-11 PM	695	0.0	1500	695	0	0.49	0	65.1	54.7	42.8
11PM-MID	409	0.0	1500	409	0	0.46	0	65.6	55.6	43.8

+ 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	0.0139
MAIN ROUTE WITH WORKS	0.0096
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,874
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

