

<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	177	0.0	1500	177	0	0.44	0	66.1	56.3	44.8	
1-2 AM	128	0.0	1500	128	0	0.43	0	66.1	56.4	45.0	
2-3 AM	104	0.0	1500	104	0	0.43	0	66.2	56.6	45.1	
3-4 AM	131	0.0	1500	131	0	0.44	0	66.1	56.4	45.0	
4-5 AM	363	0.0	1500	363	0	0.46	0	65.7	55.7	44.0	
5-6 AM	895	0.0	1500	895	0	0.51	0	64.7	54.1	42.0	
6-7 AM	1731	0.0	1499	1731	0	2.94	72	63.2	30.0	30.8	
7-8 AM	2288	0.0	1499	1736	552	15.50+	395	62.1	10.2	30.8	
8-9 AM	1535	0.0	1499	1375	159	15.19+	382	63.5	10.2	30.8	
9-10 AM	1250	0.0	1499	1250	0	8.68	223	64.1	15.0	31.5	
10-11 AM	1369	0.0	1500	1369	0	1.70	26	63.8	38.8	32.7	
11AM-NOON	1490	0.0	1499	1490	0	1.09	2	63.6	45.1	31.2	
NOON-1PM	1612	0.0	1500	1612	0	2.99	58	63.4	29.7	30.8	
1-2 PM	1726	0.0	1500	1726	0	9.22	232	63.2	14.2	30.8	
2-3 PM	1683	0.0	1499	1581	102	15.90+	402	63.3	10.0	30.8	
3-4 PM	1759	0.0	1499	1499	261	16.32+	413	63.1	9.9	30.8	
4-5 PM	1963	0.0	1499	1499	464	16.31+	413	62.7	9.9	30.8	
5-6 PM	1858	0.0	1499	1499	359	16.32+	413	62.9	9.9	30.8	
6-7 PM	1375	0.0	1499	1350	26	14.76+	372	63.8	10.4	30.8	
7-8 PM	860	0.0	1500	860	0	1.76	67	64.8	38.6	41.3	
8-9 PM	747	0.0	1500	747	0	0.49	0	65.0	54.5	42.6	
9-10 PM	674	0.0	1500	674	0	0.49	0	65.1	54.8	42.8	
10-11 PM	514	0.0	1500	514	0	0.47	0	65.5	55.3	43.5	
11PM-MID	383	0.0	1500	383	0	0.46	0	65.7	55.6	44.0	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

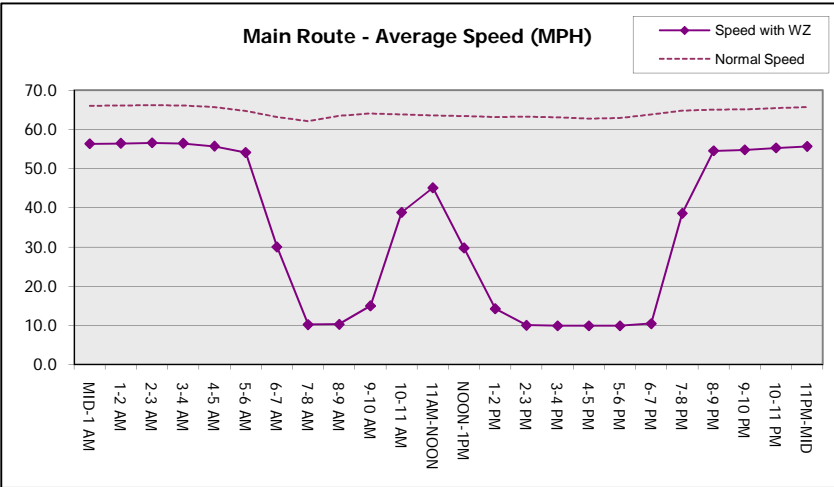
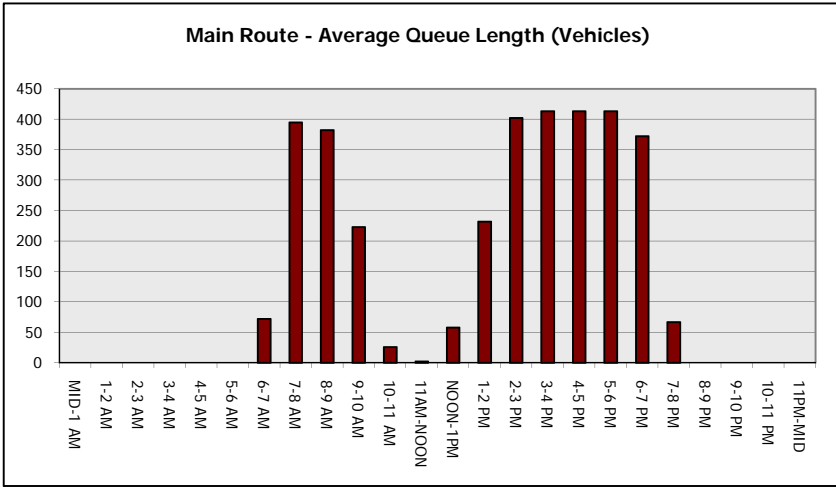
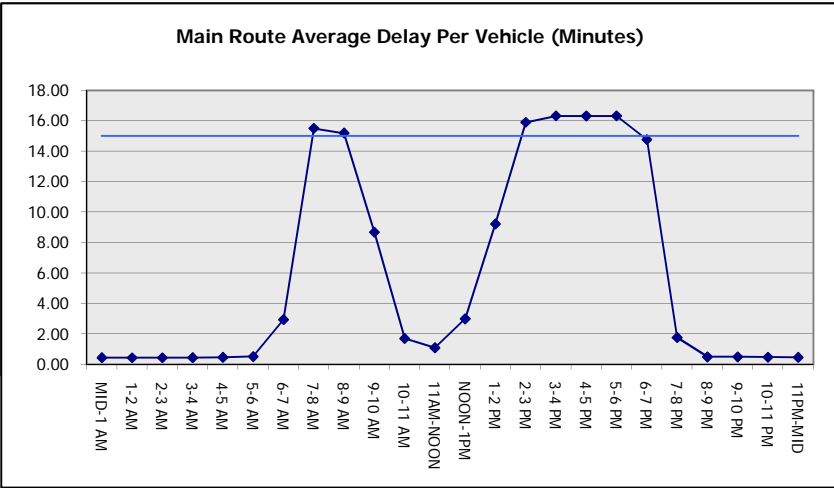
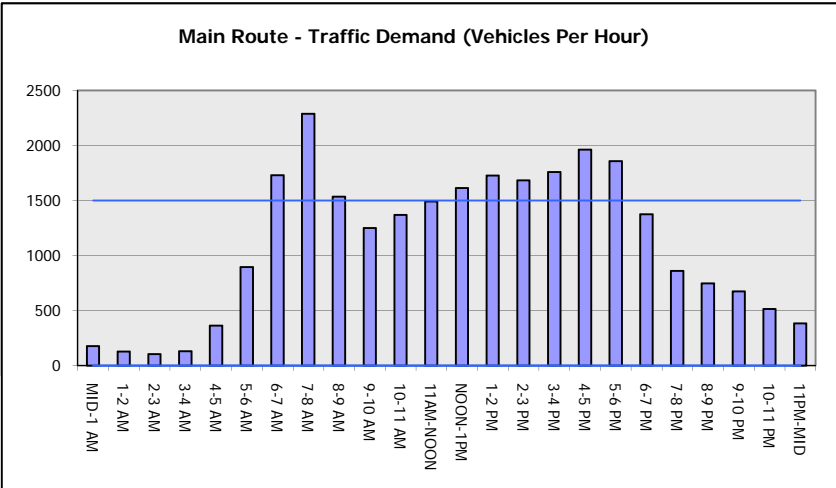
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0119
MAIN ROUTE WITH WORKS	0.0094
'DIVERSION'	0.0020
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,370
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY 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>AUGUST</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

**FRIDAY 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	295	0.0	1500	295	0	0.45	0	65.8	56.0	44.3
1-2 AM	246	0.0	1500	246	0	0.45	0	66.0	56.1	44.5
2-3 AM	165	0.0	1500	165	0	0.44	0	66.1	56.4	44.8
3-4 AM	124	0.0	1500	124	0	0.43	0	66.1	56.5	45.0
4-5 AM	165	0.0	1500	165	0	0.44	0	66.1	56.4	44.8
5-6 AM	559	0.0	1500	559	0	0.48	0	65.3	55.1	43.3
6-7 AM	1358	0.0	1499	1358	0	0.93	3	63.8	47.2	34.8
7-8 AM	1947	0.0	1500	1947	0	8.37+	236	62.8	15.6	30.8
8-9 AM	1416	0.0	1499	1320	96	14.24+	358	63.8	10.6	30.8
9-10 AM	1318	0.0	1499	1318	0	7.76	190	63.9	16.1	30.9
10-11 AM	1446	0.0	1500	1446	0	3.30	62	63.7	28.3	30.8
11AM-NOON	1659	0.0	1500	1659	0	5.00	115	63.3	22.0	30.8
NOON-1PM	1784	0.0	1500	1719	65	12.95+	330	63.0	11.3	30.8
1-2 PM	1916	0.0	1500	1499	417	16.31+	413	62.8	9.9	30.8
2-3 PM	2461	0.0	1499	1499	962	16.26+	414	61.3	9.9	30.8
3-4 PM	2549	0.0	1500	1498	1051	16.23+	414	60.4	9.9	30.8
4-5 PM	2928	0.0	1499	1499	1429	16.18+	419	56.5	9.8	30.8
5-6 PM	2453	0.0	1500	1499	954	16.27+	414	61.4	9.9	30.8
6-7 PM	1784	0.0	1500	1500	284	16.32+	413	63.0	9.9	30.8
7-8 PM	1320	0.0	1499	1320	0	13.75+	347	63.9	10.9	30.8
8-9 PM	1176	0.0	1499	1176	0	2.84	92	64.2	30.7	35.9
9-10 PM	1132	0.0	1500	1132	0	0.55	0	64.3	53.1	40.7
10-11 PM	938	0.0	1500	938	0	0.51	0	64.6	54.0	41.9
11PM-MID	721	0.0	1500	721	0	0.49	0	65.0	54.6	42.7

+ 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	0.0142
MAIN ROUTE WITH WORKS	0.0101
'DIVERSION'	0.0054

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,988
CONGESTED HOURS PER DAY*	10

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**FRIDAY EASTBOUND DIRECTION**

