

<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**

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	133	0.0	1500	133	0	0.44	0	66.1	56.4	45.0	
1-2 AM	91	0.0	1500	91	0	0.43	0	66.2	56.6	45.1	
2-3 AM	78	0.0	1500	78	0	0.43	0	66.3	56.6	45.2	
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	56.5	45.0	
4-5 AM	354	0.0	1500	354	0	0.46	0	65.7	55.8	44.1	
5-6 AM	1004	0.0	1499	1004	0	0.56	0	64.5	53.1	40.6	
6-7 AM	1821	0.0	1499	1821	0	4.12	115	63.0	24.8	30.8	
7-8 AM	2445	0.0	1499	1528	917	16.34+	417	61.5	9.9	31.4	
8-9 AM	1514	0.0	1500	1514	0	15.63+	394	63.6	10.1	30.8	
9-10 AM	1203	0.0	1499	1203	0	8.38	223	64.1	15.4	32.3	
10-11 AM	1226	0.0	1500	1226	0	0.90	7	64.1	47.8	37.3	
11AM-NOON	1304	0.0	1500	1304	0	0.77	0	64.0	49.4	35.4	
NOON-1PM	1410	0.0	1499	1410	0	0.91	0	63.8	47.4	32.7	
1-2 PM	1537	0.0	1499	1537	0	1.55	15	63.5	40.1	30.8	
2-3 PM	1520	0.0	1499	1520	0	2.63	43	63.5	31.9	30.8	
3-4 PM	1652	0.0	1500	1652	0	5.22	120	63.3	21.3	30.8	
4-5 PM	1923	0.0	1500	1697	226	14.10+	360	62.8	10.7	30.8	
5-6 PM	1884	0.0	1500	1501	383	16.31+	413	62.8	9.9	30.8	
6-7 PM	1253	0.0	1499	1253	0	12.27+	316	64.0	11.8	31.6	
7-8 PM	839	0.0	1500	839	0	0.94	21	64.8	47.6	42.2	
8-9 PM	743	0.0	1500	743	0	0.49	0	65.0	54.6	42.6	
9-10 PM	602	0.0	1500	602	0	0.48	0	65.3	55.0	43.1	
10-11 PM	487	0.0	1500	487	0	0.47	0	65.5	55.3	43.5	
11PM-MID	322	0.0	1500	322	0	0.45	0	65.8	55.9	44.2	

+ 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	0.0091
'DIVERSION'	0.0016
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$38,164
CONGESTED HOURS PER DAY*	5

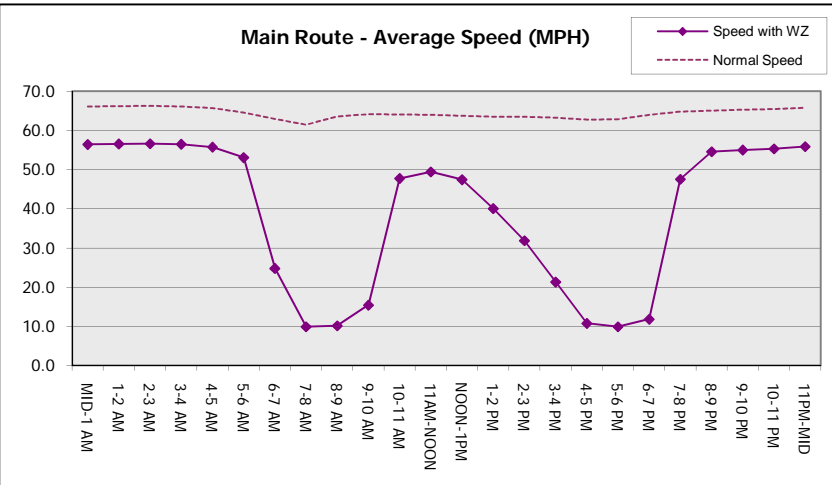
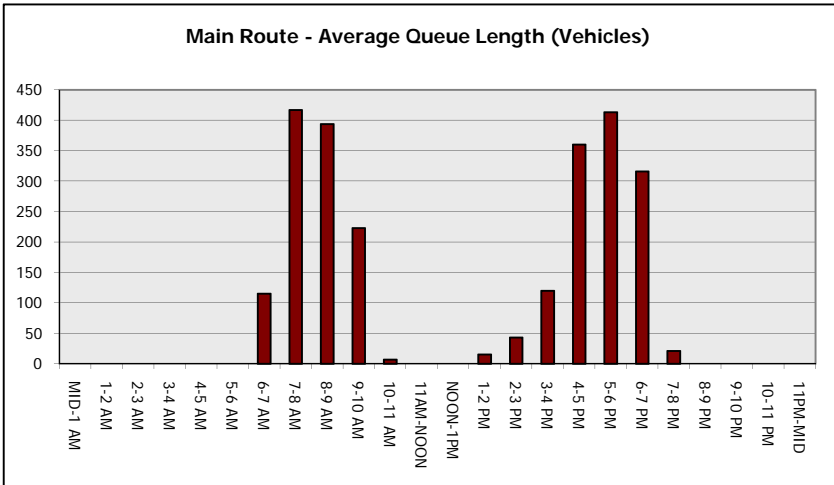
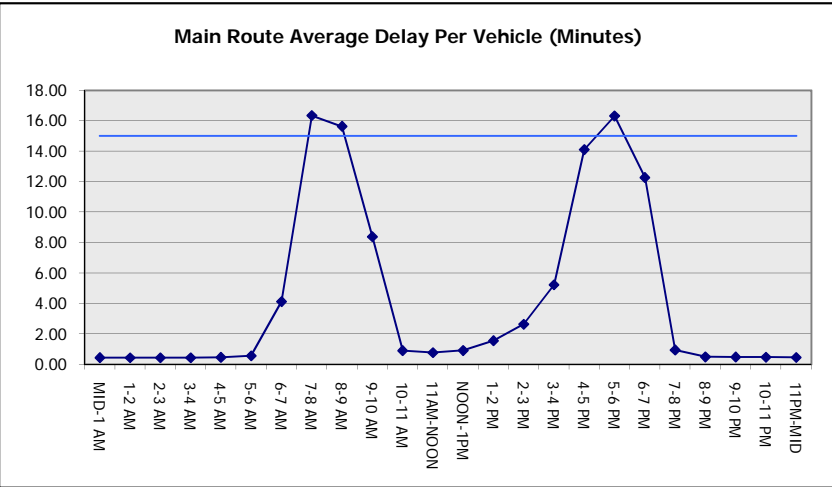
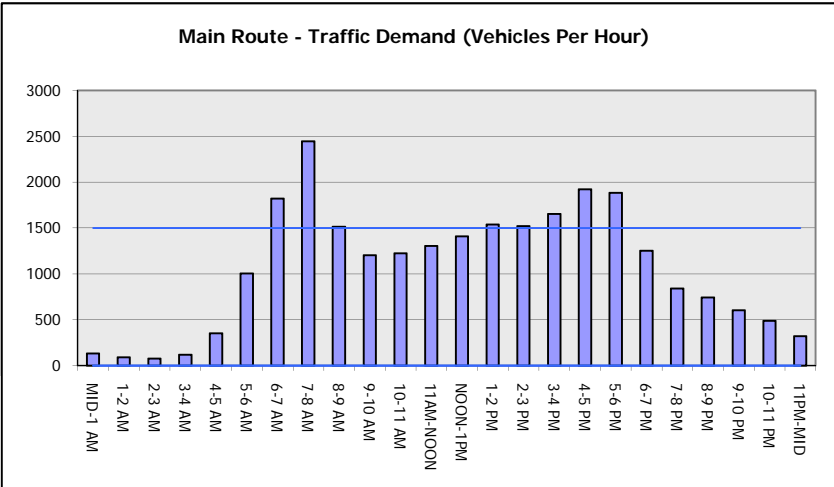
\*Delays Exceeding User-Specified Maximum

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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**

**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>AUGUST</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	239	0.0	1500	239	0	0.45	0	66.0	56.1	44.5
1-2 AM	153	0.0	1500	153	0	0.44	0	66.1	56.4	44.9
2-3 AM	131	0.0	1500	131	0	0.44	0	66.1	56.4	45.0
3-4 AM	92	0.0	1500	92	0	0.43	0	66.2	56.6	45.1
4-5 AM	168	0.0	1500	168	0	0.44	0	66.1	56.3	44.8
5-6 AM	588	0.0	1500	588	0	0.48	0	65.3	55.0	43.2
6-7 AM	1480	0.0	1499	1480	0	1.46	20	63.7	41.0	33.2
7-8 AM	2059	0.0	1500	1782	277	11.85+	317	62.5	12.2	30.8
8-9 AM	1473	0.0	1500	1473	0	14.90+	374	63.7	10.4	30.8
9-10 AM	1286	0.0	1499	1286	0	9.33	234	64.0	14.2	31.0
10-11 AM	1317	0.0	1500	1317	0	1.85	36	64.0	37.5	33.7
11AM-NOON	1463	0.0	1499	1463	0	0.98	0	63.7	46.5	31.5
NOON-1PM	1554	0.0	1499	1554	0	1.76	21	63.5	38.1	30.8
1-2 PM	1644	0.0	1499	1644	0	4.71	106	63.3	22.8	30.8
2-3 PM	2184	0.0	1500	1783	401	14.76+	379	62.3	10.5	30.8
3-4 PM	2483	0.0	1499	1481	1001	16.33+	416	61.0	9.9	30.8
4-5 PM	3202	0.0	1499	1483	1719	16.07+	420	53.7	9.8	30.8
5-6 PM	2759	0.0	1499	1486	1273	16.22+	417	58.2	9.9	30.8
6-7 PM	1803	0.0	1500	1488	315	16.28+	412	63.0	9.9	30.8
7-8 PM	1264	0.0	1499	1264	0	12.61+	321	64.0	11.6	31.1
8-9 PM	1175	0.0	1500	1175	0	1.99	58	64.2	36.5	37.0
9-10 PM	933	0.0	1500	933	0	0.51	0	64.6	54.0	41.9
10-11 PM	786	0.0	1500	786	0	0.50	0	64.9	54.5	42.4
11PM-MID	504	0.0	1500	504	0	0.47	0	65.5	55.3	43.5

+ 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	0.0137
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0052

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,749
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

