

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	223	0.0	1500	223	0	0.44	0	66.0	56.2	44.6
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	56.4	44.9
2-3 AM	130	0.0	1500	130	0	0.44	0	66.1	56.4	45.0
3-4 AM	97	0.0	1500	97	0	0.43	0	66.2	56.6	45.1
4-5 AM	176	0.0	1500	176	0	0.44	0	66.1	56.3	44.8
5-6 AM	332	0.0	1500	332	0	0.45	0	65.8	55.8	44.2
6-7 AM	496	0.0	1500	496	0	0.47	0	65.5	55.3	43.5
7-8 AM	792	0.0	1500	792	0	0.50	0	64.9	54.4	42.4
8-9 AM	1004	0.0	1500	1004	0	0.52	0	64.5	53.8	41.7
9-10 AM	1091	0.0	1500	1091	0	0.53	0	64.3	53.5	41.4
10-11 AM	1295	0.0	1500	1295	0	0.76	0	64.0	49.6	35.6
11AM-NOON	1285	0.0	1500	1285	0	0.75	0	64.0	49.8	35.9
NOON-1PM	1362	0.0	1500	1362	0	0.85	0	63.8	48.3	33.9
1-2 PM	1301	0.0	1500	1301	0	0.77	0	64.0	49.5	35.5
2-3 PM	1258	0.0	1500	1258	0	0.71	0	64.0	50.4	36.7
3-4 PM	1186	0.0	1500	1186	0	0.62	0	64.1	51.9	38.9
4-5 PM	1079	0.0	1500	1079	0	0.53	0	64.4	53.6	41.4
5-6 PM	1079	0.0	1500	1079	0	0.53	0	64.4	53.6	41.4
6-7 PM	977	0.0	1500	977	0	0.52	0	64.6	53.8	41.7
7-8 PM	726	0.0	1500	726	0	0.49	0	65.0	54.6	42.7
8-9 PM	624	0.0	1500	624	0	0.48	0	65.2	55.0	43.0
9-10 PM	533	0.0	1500	533	0	0.47	0	65.4	55.2	43.4
10-11 PM	439	0.0	1500	439	0	0.47	0	65.6	55.5	43.7
11PM-MID	303	0.0	1500	303	0	0.45	0	65.8	56.0	44.3

*----- 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	0.0080
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,024
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

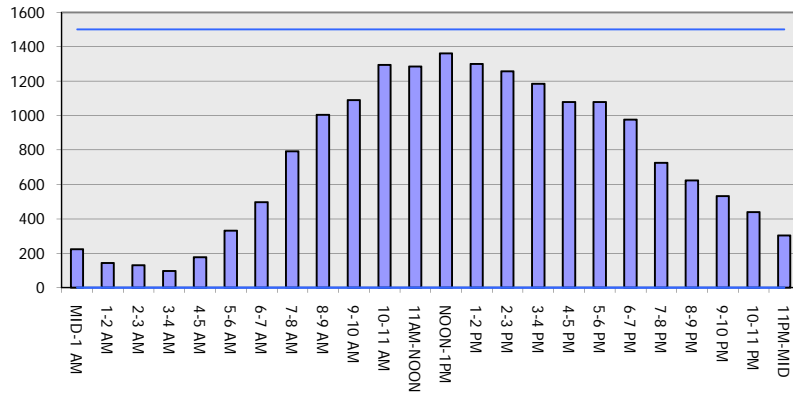
**OCTOBER**

Analyzed for 2009  
 Construction Season

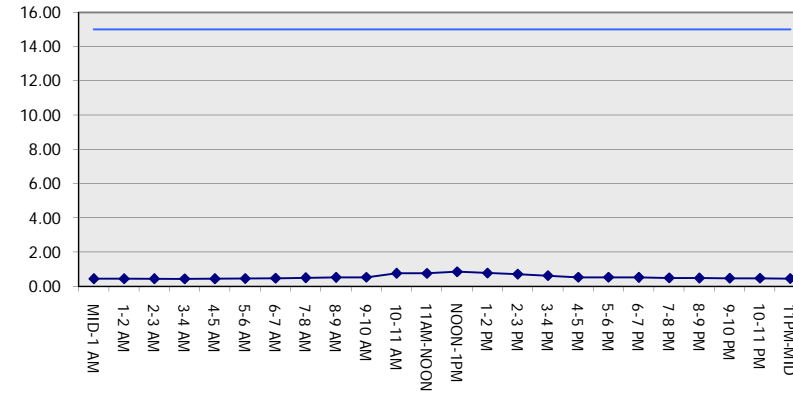
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

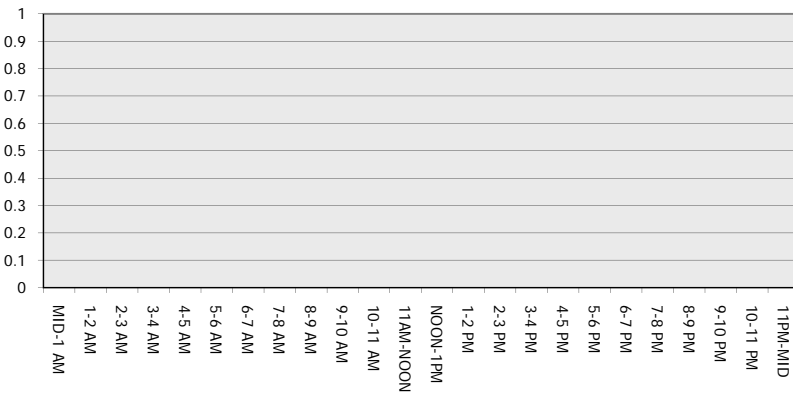
**Main Route - Traffic Demand (Vehicles Per Hour)**



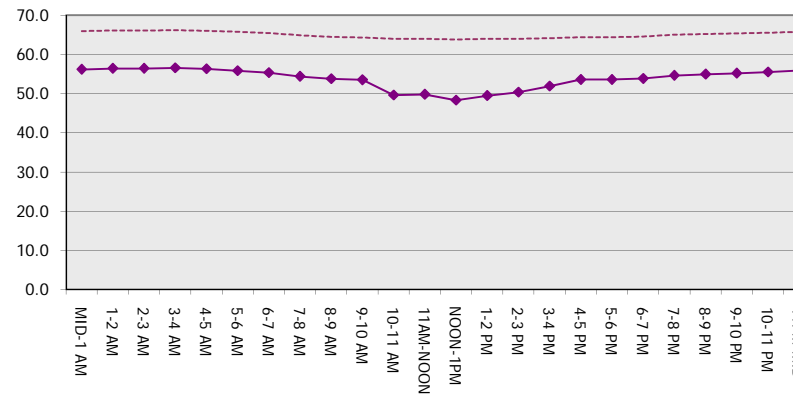
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	331	0.0	1500	331	0	0.45	0	65.8	55.8	44.2
1-2 AM	212	0.0	1500	212	0	0.44	0	66.0	56.2	44.6
2-3 AM	172	0.0	1500	172	0	0.44	0	66.1	56.3	44.8
3-4 AM	104	0.0	1500	104	0	0.43	0	66.2	56.6	45.1
4-5 AM	118	0.0	1500	118	0	0.43	0	66.1	56.5	45.0
5-6 AM	241	0.0	1500	241	0	0.45	0	66.0	56.1	44.5
6-7 AM	453	0.0	1500	453	0	0.47	0	65.5	55.5	43.7
7-8 AM	556	0.0	1500	556	0	0.48	0	65.3	55.1	43.3
8-9 AM	855	0.0	1500	855	0	0.51	0	64.8	54.2	42.2
9-10 AM	1060	0.0	1500	1060	0	0.52	0	64.4	53.6	41.5
10-11 AM	1317	0.0	1500	1317	0	0.79	0	64.0	49.2	35.1
11AM-NOON	1391	0.0	1499	1391	0	0.88	0	63.8	47.8	33.2
NOON-1PM	1586	0.0	1499	1586	0	2.35	39	63.4	33.6	30.8
1-2 PM	1511	0.0	1499	1511	0	4.43	91	63.6	23.8	30.8
2-3 PM	1585	0.0	1500	1585	0	6.03	137	63.4	19.4	30.8
3-4 PM	1595	0.0	1499	1595	0	9.43	229	63.4	13.9	30.8
4-5 PM	1613	0.0	1500	1613	0	13.37+	334	63.4	10.9	30.8
5-6 PM	1562	0.0	1499	1523	39	16.22+	409	63.5	9.9	30.8
6-7 PM	1409	0.0	1499	1409	0	15.16+	382	63.8	10.2	30.8
7-8 PM	1100	0.0	1499	1100	0	3.96	143	64.3	25.6	36.2
8-9 PM	936	0.0	1500	936	0	0.51	0	64.6	54.0	41.9
9-10 PM	867	0.0	1500	867	0	0.51	0	64.8	54.2	42.2
10-11 PM	662	0.0	1500	662	0	0.49	0	65.1	54.8	42.9
11PM-MID	439	0.0	1500	439	0	0.47	0	65.6	55.5	43.7

+ 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	0.0097
MAIN ROUTE WITH WORKS	0.0082
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,577
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

