

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	236	0.0	1500	236	0	0.45	0	66.0	56.1	44.5
1-2 AM	148	0.0	1500	148	0	0.44	0	66.1	56.4	44.9
2-3 AM	150	0.0	1500	150	0	0.44	0	66.1	56.4	44.9
3-4 AM	92	0.0	1500	92	0	0.43	0	66.2	56.6	45.1
4-5 AM	104	0.0	1500	104	0	0.43	0	66.2	56.6	45.1
5-6 AM	186	0.0	1500	186	0	0.44	0	66.0	56.3	44.7
6-7 AM	249	0.0	1500	249	0	0.45	0	66.0	56.1	44.5
7-8 AM	316	0.0	1500	316	0	0.45	0	65.8	55.9	44.2
8-9 AM	513	0.0	1500	513	0	0.47	0	65.5	55.3	43.5
9-10 AM	749	0.0	1500	749	0	0.50	0	65.0	54.5	42.6
10-11 AM	1032	0.0	1500	1032	0	0.52	0	64.5	53.7	41.5
11AM-NOON	1092	0.0	1500	1092	0	0.53	0	64.3	53.5	41.4
NOON-1PM	1202	0.0	1500	1202	0	0.64	0	64.1	51.5	38.4
1-2 PM	1040	0.0	1500	1040	0	0.52	0	64.5	53.7	41.5
2-3 PM	1010	0.0	1500	1010	0	0.52	0	64.5	53.8	41.7
3-4 PM	1032	0.0	1500	1032	0	0.52	0	64.5	53.7	41.5
4-5 PM	1155	0.0	1500	1155	0	0.58	0	64.2	52.6	39.9
5-6 PM	1080	0.0	1500	1080	0	0.53	0	64.4	53.6	41.4
6-7 PM	881	0.0	1500	881	0	0.51	0	64.8	54.2	42.1
7-8 PM	624	0.0	1500	624	0	0.48	0	65.2	55.0	43.0
8-9 PM	467	0.0	1500	467	0	0.47	0	65.5	55.4	43.7
9-10 PM	388	0.0	1500	388	0	0.46	0	65.6	55.6	44.0
10-11 PM	273	0.0	1500	273	0	0.45	0	65.9	56.0	44.4
11PM-MID	125	0.0	1500	125	0	0.43	0	66.1	56.5	45.0

----- 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	0.0063
MAIN ROUTE WITH WORKS	0.0054
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,934
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

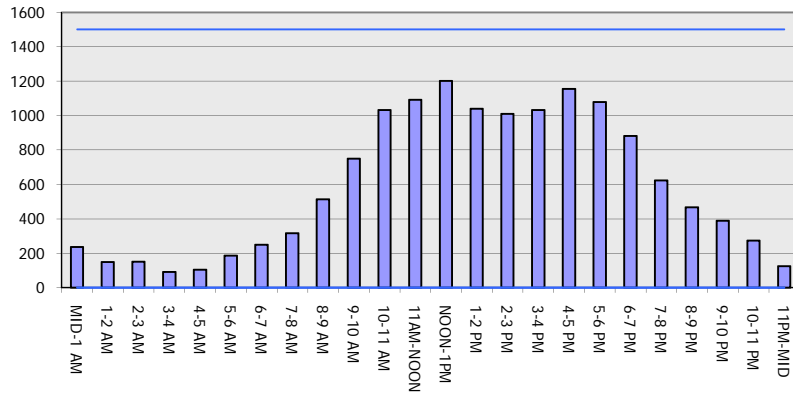
OCTOBER

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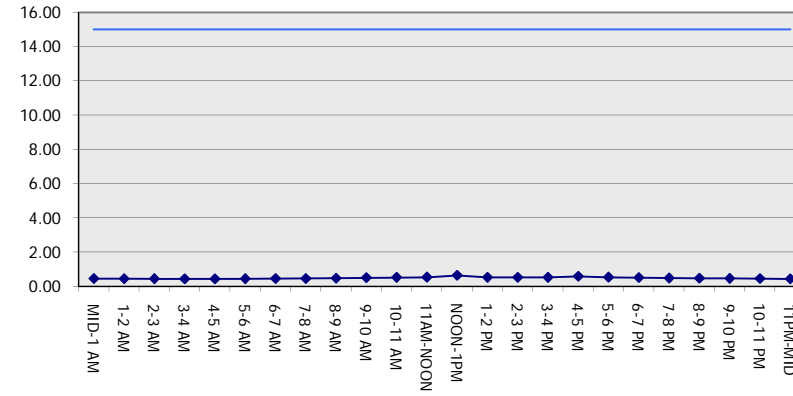
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

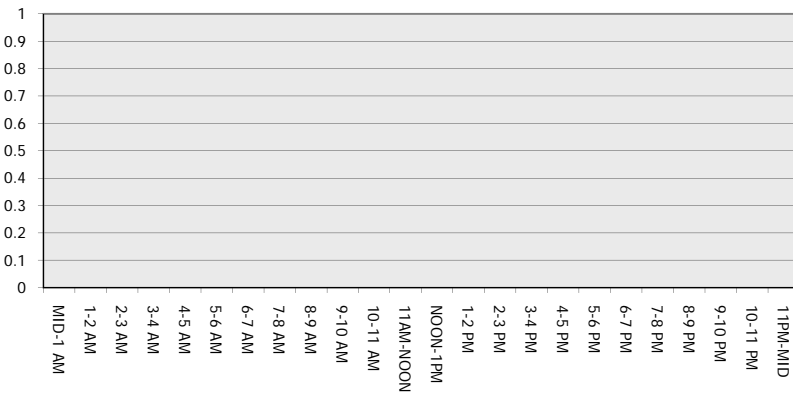
Main Route - Traffic Demand (Vehicles Per Hour)



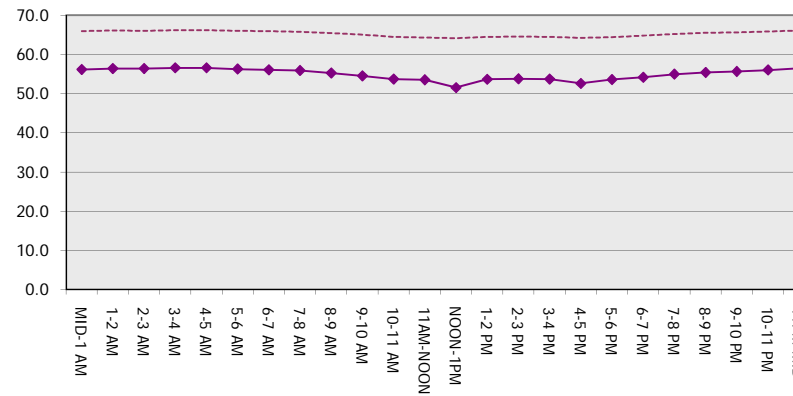
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	309	0.0	1500	309	0	0.45	0	65.8	55.9	44.3
1-2 AM	181	0.0	1500	181	0	0.44	0	66.1	56.3	44.8
2-3 AM	195	0.0	1500	195	0	0.44	0	66.0	56.3	44.7
3-4 AM	108	0.0	1500	108	0	0.43	0	66.2	56.6	45.1
4-5 AM	89	0.0	1500	89	0	0.43	0	66.2	56.6	45.1
5-6 AM	184	0.0	1500	184	0	0.44	0	66.0	56.3	44.8
6-7 AM	292	0.0	1500	292	0	0.45	0	65.8	56.0	44.3
7-8 AM	328	0.0	1500	328	0	0.45	0	65.8	55.8	44.2
8-9 AM	579	0.0	1500	579	0	0.48	0	65.3	55.1	43.2
9-10 AM	862	0.0	1500	862	0	0.51	0	64.8	54.2	42.2
10-11 AM	1090	0.0	1500	1090	0	0.53	0	64.3	53.5	41.4
11AM-NOON	1329	0.0	1500	1329	0	0.80	0	63.9	48.9	34.7
NOON-1PM	1313	0.0	1500	1313	0	0.78	0	64.0	49.2	35.1
1-2 PM	1251	0.0	1500	1251	0	0.70	0	64.0	50.5	36.9
2-3 PM	1331	0.0	1500	1331	0	0.81	0	63.9	48.9	34.7
3-4 PM	1387	0.0	1499	1387	0	0.88	0	63.8	47.9	33.3
4-5 PM	1532	0.0	1499	1532	0	1.44	11	63.5	41.2	30.8
5-6 PM	1518	0.0	1500	1518	0	2.80	48	63.5	30.9	30.8
6-7 PM	1304	0.0	1500	1304	0	1.06	9	64.0	45.6	35.0
7-8 PM	1060	0.0	1500	1060	0	0.52	0	64.4	53.6	41.5
8-9 PM	739	0.0	1500	739	0	0.49	0	65.0	54.6	42.6
9-10 PM	546	0.0	1500	546	0	0.48	0	65.4	55.1	43.3
10-11 PM	418	0.0	1500	418	0	0.46	0	65.6	55.6	43.8
11PM-MID	225	0.0	1500	225	0	0.44	0	66.0	56.1	44.6

----- 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	0.0081
MAIN ROUTE WITH WORKS	0.0069
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,385
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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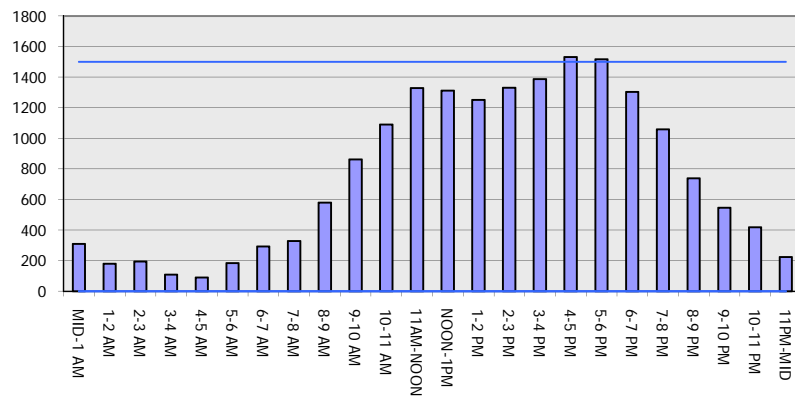
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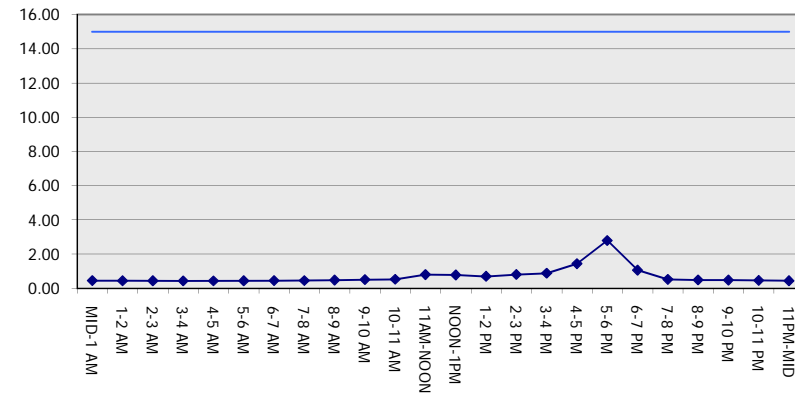
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

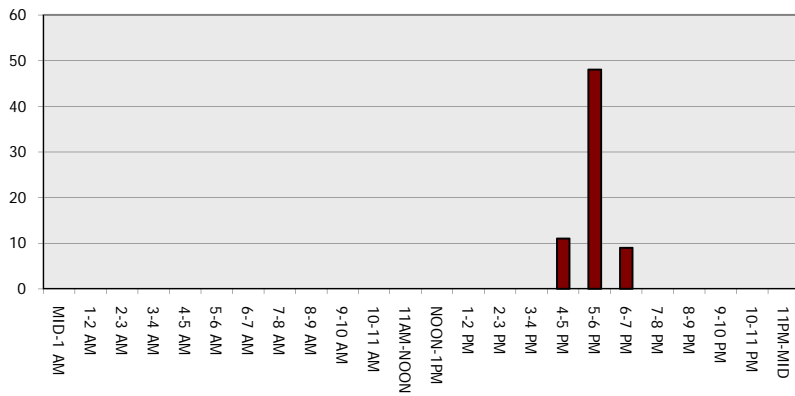
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

