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| STH 441: RACINE ST TO USH 10 (CALUMET AND OUTAGAMIE COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 93 | 0.0 | OFF | 93 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | |
| 1-2 AM | 74 | 0.0 | OFF | 74 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | |
| 2-3 AM | 67 | 0.0 | OFF | 67 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | |
| 3-4 AM | 99 | 0.0 | OFF | 99 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | |
| 4-5 AM | 303 | 0.0 | OFF | 303 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | |
| 5-6 AM | 956 | 0.0 | OFF | 956 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | |
| 6-7 AM | 1779 | 0.0 | OFF | 1779 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 | |
| 7-8 AM | 2649 | 0.0 | OFF | 2649 | 0 | 0.00 | 0 | 59.4 | 59.4 | 59.4 | |
| 8-9 AM | 1682 | 0.0 | OFF | 1682 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | |
| 9-10 AM | 1178 | 0.0 | OFF | 1178 | 0 | 0.00 | 0 | 64.2 | 64.2 | 64.2 | |
| 10-11 AM | 1146 | 0.0 | 1500 | 1146 | 0 | 0.57 | 0 | 64.3 | 52.8 | 40.2 | |
| 11AM-NOON | 1230 | 0.0 | 1500 | 1230 | 0 | 0.68 | 0 | 64.1 | 51.0 | 37.5 | |
| NOON-1PM | 1317 | 0.0 | 1500 | 1317 | 0 | 0.79 | 0 | 64.0 | 49.2 | 35.1 | |
| 1-2 PM | 1434 | 0.0 | 1499 | 1434 | 0 | 0.94 | 0 | 63.7 | 47.0 | 32.2 | |
| 2-3 PM | 1484 | 0.0 | 1499 | 1484 | 0 | 1.09 | 2 | 63.6 | 45.0 | 31.4 | |
| 3-4 PM | 1743 | 0.0 | OFF | 1743 | 0 | 0.00 | 0 | 63.2 | 63.1 | 63.1 | |
| 4-5 PM | 1963 | 0.0 | OFF | 1963 | 0 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | |
| 5-6 PM | 1881 | 0.0 | OFF | 1881 | 0 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | |
| 6-7 PM | 1243 | 0.0 | OFF | 1243 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | |
| 7-8 PM | 776 | 0.0 | OFF | 776 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | |
| 8-9 PM | 638 | 0.0 | OFF | 638 | 0 | 0.00 | 0 | 65.2 | 65.2 | 65.2 | |
| 9-10 PM | 617 | 0.0 | OFF | 617 | 0 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | |
| 10-11 PM | 406 | 0.0 | OFF | 406 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | |
| 11PM-MID | 213 | 0.0 | OFF | 213 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0111 |
| MAIN ROUTE WITH WORKS | 0.0107 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$1,066 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

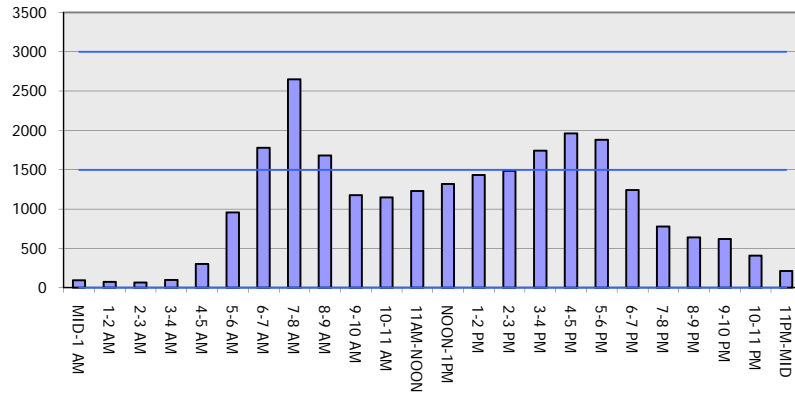
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

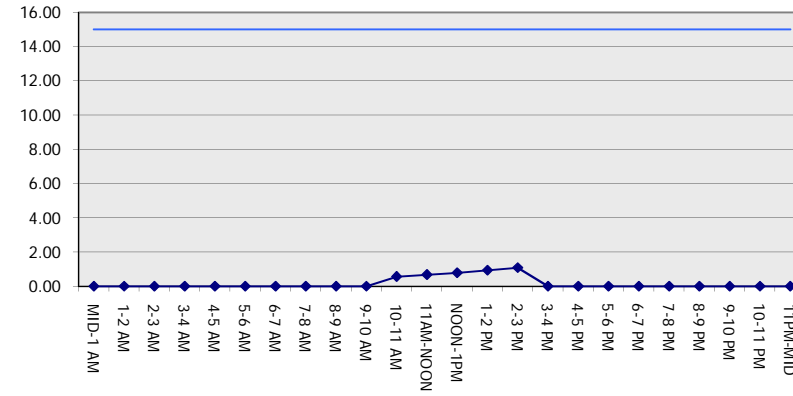
MON-THUR

WESTBOUND DIRECTION

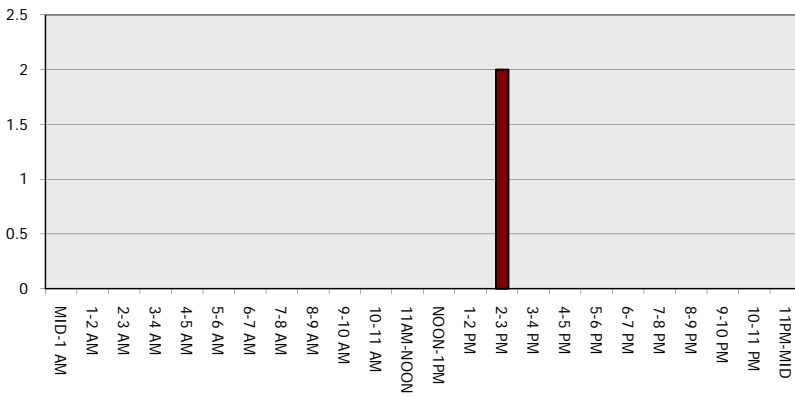
Main Route - Traffic Demand (Vehicles Per Hour)



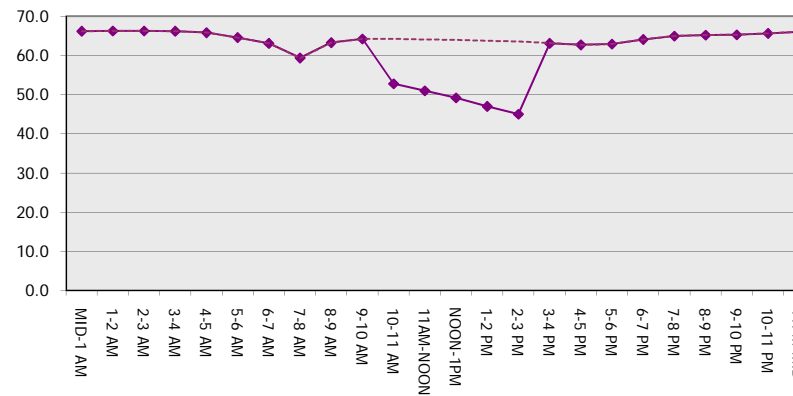
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|---|--|
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| | 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 | 219 | 0.0 | OFF | 219 | 0 | 0.00 | 0 | 66.0 | 66.0 | 66.0 |
| 1-2 AM | 146 | 0.0 | OFF | 146 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 2-3 AM | 127 | 0.0 | OFF | 127 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 3-4 AM | 69 | 0.0 | OFF | 69 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 4-5 AM | 147 | 0.0 | OFF | 147 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 5-6 AM | 522 | 0.0 | OFF | 522 | 0 | 0.00 | 0 | 65.4 | 65.4 | 65.4 |
| 6-7 AM | 1380 | 0.0 | OFF | 1380 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 7-8 AM | 2232 | 0.0 | OFF | 2232 | 0 | 0.00 | 0 | 62.2 | 62.2 | 62.2 |
| 8-9 AM | 1592 | 0.0 | OFF | 1592 | 0 | 0.00 | 0 | 63.4 | 63.4 | 63.4 |
| 9-10 AM | 1245 | 0.0 | OFF | 1245 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 |
| 10-11 AM | 1291 | 0.0 | 1500 | 1291 | 0 | 0.75 | 0 | 64.0 | 49.7 | 35.8 |
| 11AM-NOON | 1409 | 0.0 | 1499 | 1409 | 0 | 0.91 | 0 | 63.8 | 47.4 | 32.8 |
| NOON-1PM | 1537 | 0.0 | 1499 | 1537 | 0 | 1.49 | 13 | 63.5 | 40.6 | 30.8 |
| 1-2 PM | 1570 | 0.0 | 1499 | 1570 | 0 | 2.96 | 54 | 63.5 | 30.0 | 30.8 |
| 2-3 PM | 2095 | 0.0 | 1500 | 1739 | 355 | 11.95+ | 319 | 62.5 | 12.1 | 30.9 |
| 3-4 PM | 2595 | 0.0 | OFF | 2595 | 0 | 0.82 | 42 | 59.9 | 46.4 | 46.4 |
| 4-5 PM | 3142 | 0.0 | OFF | 3142 | 0 | 0.00 | 0 | 54.3 | 54.3 | 54.3 |
| 5-6 PM | 2770 | 0.0 | OFF | 2770 | 0 | 0.00 | 0 | 58.1 | 58.1 | 58.1 |
| 6-7 PM | 1791 | 0.0 | OFF | 1791 | 0 | 0.00 | 0 | 63.0 | 63.0 | 63.0 |
| 7-8 PM | 1113 | 0.0 | OFF | 1113 | 0 | 0.00 | 0 | 64.3 | 64.3 | 64.3 |
| 8-9 PM | 941 | 0.0 | OFF | 941 | 0 | 0.00 | 0 | 64.6 | 64.6 | 64.6 |
| 9-10 PM | 752 | 0.0 | OFF | 752 | 0 | 0.00 | 0 | 65.0 | 65.0 | 65.0 |
| 10-11 PM | 618 | 0.0 | OFF | 618 | 0 | 0.00 | 0 | 65.2 | 65.2 | 65.2 |
| 11PM-MID | 379 | 0.0 | OFF | 379 | 0 | 0.00 | 0 | 65.7 | 65.7 | 65.7 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0132 |
| MAIN ROUTE WITH WORKS | 0.0126 |
| 'DIVERSION' | 0.0004 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$7,051 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
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OCTOBER

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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

