

USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY SOUTHBOUND 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	459	0.0	1500	459	0	0.53	0	70.2	61.9	43.7	
1-2 AM	320	0.0	1500	320	0	0.51	0	70.2	62.1	44.2	
2-3 AM	294	0.0	1500	294	0	0.51	0	70.2	62.2	44.3	
3-4 AM	383	0.0	1500	383	0	0.52	0	70.2	62.0	44.0	
4-5 AM	829	0.0	1500	829	0	0.57	0	69.7	60.9	42.3	
5-6 AM	2611	0.0	1499	1779	832	9.67+	269	67.5	20.1	32.7	
6-7 AM	5252	0.0	1500	1500	3752	15.15+	400	55.0	13.7	34.7	
7-8 AM	6164	0.0	1500	1500	4664	14.51+	400	48.7	13.7	34.7	
8-9 AM	3986	0.0	1500	1500	2486	15.83+	400	63.7	13.7	34.7	
9-10 AM	3214	0.0	1500	1500	1714	16.04+	400	66.8	13.7	34.7	
10-11 AM	3010	0.0	1500	1500	1510	16.05+	400	67.0	13.7	34.7	
11AM-NOON	3214	0.0	1500	1500	1714	16.04+	400	66.8	13.7	34.7	
NOON-1PM	3356	0.0	1500	1500	1856	16.03+	400	66.6	13.7	34.7	
1-2 PM	3397	0.0	1500	1500	1897	16.02+	400	66.5	13.7	34.7	
2-3 PM	3876	0.0	1500	1500	2376	15.88+	400	64.4	13.7	34.7	
3-4 PM	4352	0.0	1500	1500	2852	15.66+	400	61.1	13.7	34.7	
4-5 PM	4277	0.0	1500	1500	2777	15.69+	400	61.7	13.7	34.7	
5-6 PM	3985	0.0	1499	1500	2485	15.83+	400	63.7	13.7	34.7	
6-7 PM	3146	0.0	1500	1500	1646	16.04+	400	66.8	13.7	34.7	
7-8 PM	2322	0.0	1500	1560	762	16.09+	394	67.9	13.7	30.8	
8-9 PM	1878	0.0	1500	1526	352	16.24+	397	68.4	13.6	30.8	
9-10 PM	1780	0.0	1499	1516	264	16.28+	398	68.5	13.6	30.8	
10-11 PM	1424	0.0	1500	1424	0	14.92	362	69.0	14.6	30.8	
11PM-MID	1137	0.0	1499	1137	0	5.15	157	69.3	30.2	35.5	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0473
MAIN ROUTE WITH WORKS	0.0205
'DIVERSION'	0.0575
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$209,447
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

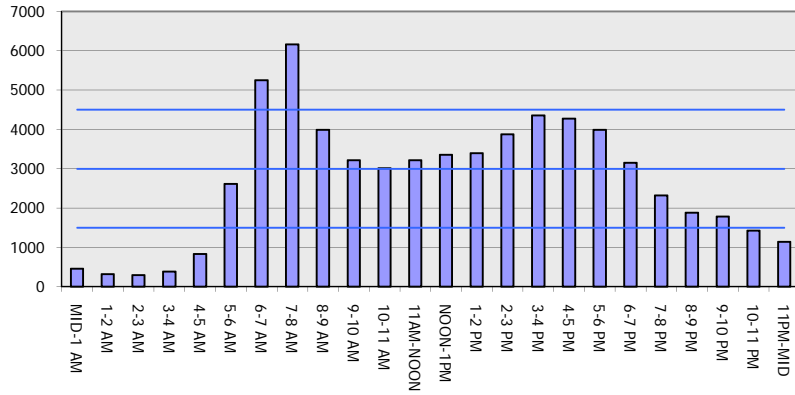
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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
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 Construction Season

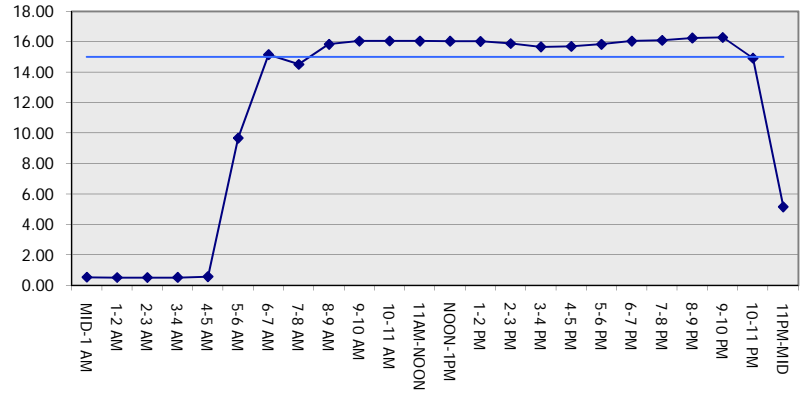
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

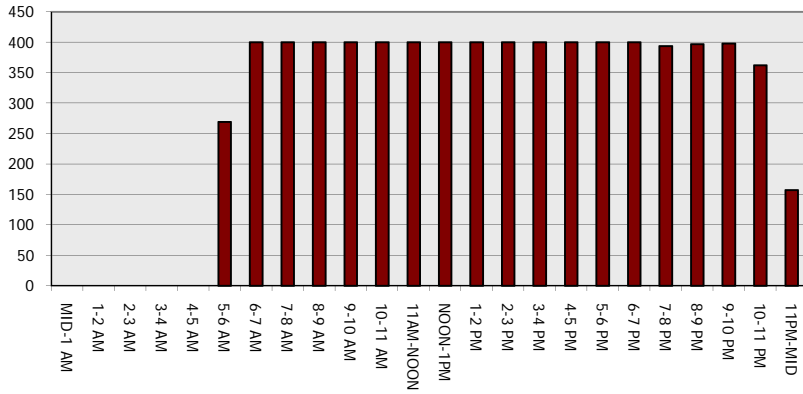
Main Route - Traffic Demand (Vehicles Per Hour)



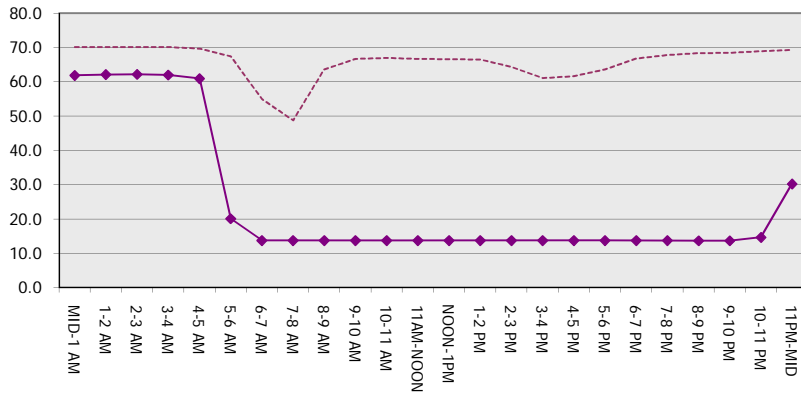
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY NORTHBOUND 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	582	0.0	1500	582	0	0.99	20	70.0	56.0	43.1
1-2 AM	363	0.0	1500	363	0	0.52	0	70.2	62.0	44.0
2-3 AM	315	0.0	1500	315	0	0.51	0	70.2	62.1	44.2
3-4 AM	355	0.0	1500	355	0	0.52	0	70.2	62.0	44.1
4-5 AM	669	0.0	1500	669	0	0.55	0	69.9	61.4	42.8
5-6 AM	1700	0.0	1499	1700	0	2.61	65	68.6	41.6	32.2
6-7 AM	3253	0.0	1499	1503	1750	15.97+	399	66.7	13.7	35.7
7-8 AM	3187	0.0	1500	1500	1687	15.99+	400	66.8	13.7	35.8
8-9 AM	2919	0.0	1500	1516	1403	16.02+	398	67.1	13.7	34.3
9-10 AM	3037	0.0	1500	1500	1537	16.06+	400	66.9	13.7	34.5
10-11 AM	3201	0.0	1500	1500	1701	16.05+	400	66.8	13.7	34.5
11AM-NOON	3638	0.0	1500	1500	2138	16.00+	400	66.0	13.7	34.5
NOON-1PM	3949	0.0	1500	1500	2449	15.86+	400	63.9	13.7	34.5
1-2 PM	4193	0.0	1500	1500	2693	15.74+	400	62.2	13.7	34.5
2-3 PM	5191	0.0	1500	1500	3691	15.20+	400	55.4	13.7	34.5
3-4 PM	6328	0.0	1500	1500	4828	14.39+	400	47.6	13.7	34.5
4-5 PM	7122	0.0	1500	1500	5622	13.64+	400	42.2	13.7	34.5
5-6 PM	6305	0.0	1500	1500	4805	14.40+	400	47.8	13.7	34.5
6-7 PM	4137	0.0	1500	1500	2637	15.77+	400	62.6	13.7	34.5
7-8 PM	2955	0.0	1500	1508	1447	16.05+	399	67.1	13.7	34.1
8-9 PM	2306	0.0	1500	1550	757	16.13+	395	67.9	13.7	30.8
9-10 PM	2214	0.0	1500	1500	714	16.32+	400	68.0	13.5	30.8
10-11 PM	2035	0.0	1500	1528	507	16.22+	396	68.2	13.6	30.8
11PM-MID	1313	0.0	1500	1313	0	12.91	318	69.1	16.3	31.4

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

WARNING: THE DEMAND FLOW IN ONE OR MORE HOURS EXCEEDS THE THEORETICAL CAPACITY OF THE MAIN ROUTE *WITHOUT* CONSTRUCTION

----- 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	0.0522
MAIN ROUTE WITH WORKS	0.0206
'DIVERSION'	0.0684

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$227,901
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

