

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

SUNDAY 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	554	0.0	1500	554	0	0.54	0	70.0	61.6	43.3	
1-2 AM	315	0.0	1500	315	0	0.51	0	70.2	62.1	44.2	
2-3 AM	260	0.0	1500	260	0	0.50	0	70.2	62.2	44.5	
3-4 AM	205	0.0	1500	205	0	0.50	0	70.2	62.3	44.6	
4-5 AM	211	0.0	1500	211	0	0.50	0	70.2	62.3	44.6	
5-6 AM	343	0.0	1500	343	0	0.51	0	70.2	62.0	44.1	
6-7 AM	656	0.0	1500	656	0	0.55	0	69.9	61.4	42.9	
7-8 AM	958	0.0	1499	958	0	0.58	0	69.6	60.6	41.9	
8-9 AM	1418	0.0	1499	1418	0	1.23	8	69.0	52.7	33.7	
9-10 AM	2182	0.0	1500	1824	357	10.04+	270	68.0	19.6	30.8	
10-11 AM	2993	0.0	1499	1500	1493	16.27+	399	67.0	13.5	30.8	
11AM-NOON	3634	0.0	1500	1500	2134	16.20+	400	66.0	13.5	30.8	
NOON-1PM	3630	0.0	1500	1500	2130	16.21+	400	66.1	13.5	30.8	
1-2 PM	3529	0.0	1500	1500	2029	16.22+	400	66.3	13.5	30.8	
2-3 PM	3589	0.0	1500	1500	2089	16.22+	400	66.3	13.5	30.8	
3-4 PM	3542	0.0	1500	1500	2042	16.22+	400	66.3	13.5	30.8	
4-5 PM	3560	0.0	1500	1500	2060	16.22+	400	66.3	13.5	30.8	
5-6 PM	3365	0.0	1500	1500	1865	16.24+	400	66.6	13.5	30.8	
6-7 PM	2963	0.0	1500	1500	1463	16.27+	400	67.1	13.5	30.8	
7-8 PM	2600	0.0	1500	1500	1100	16.30+	400	67.5	13.5	30.8	
8-9 PM	2079	0.0	1500	1500	579	16.33+	400	68.1	13.5	30.8	
9-10 PM	1545	0.0	1500	1505	41	15.85+	386	68.8	13.9	30.8	
10-11 PM	1129	0.0	1499	1129	0	7.24	206	69.3	24.6	34.7	
11PM-MID	679	0.0	1500	679	0	0.55	0	69.9	61.3	42.8	

+ 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

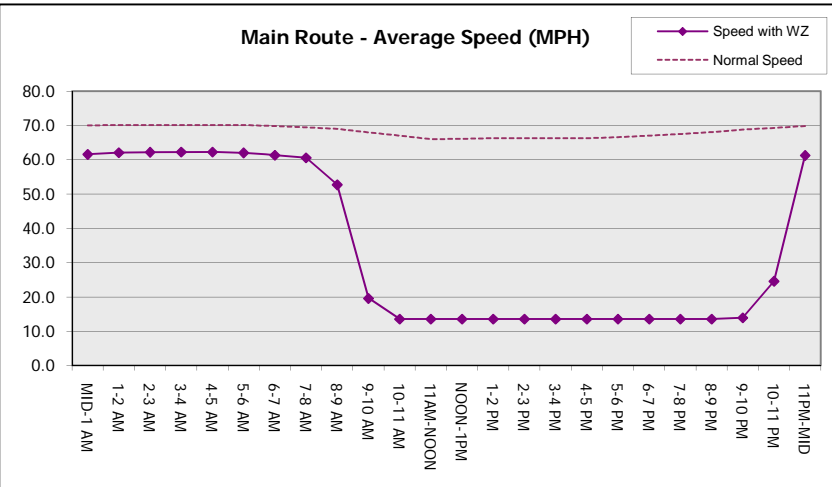
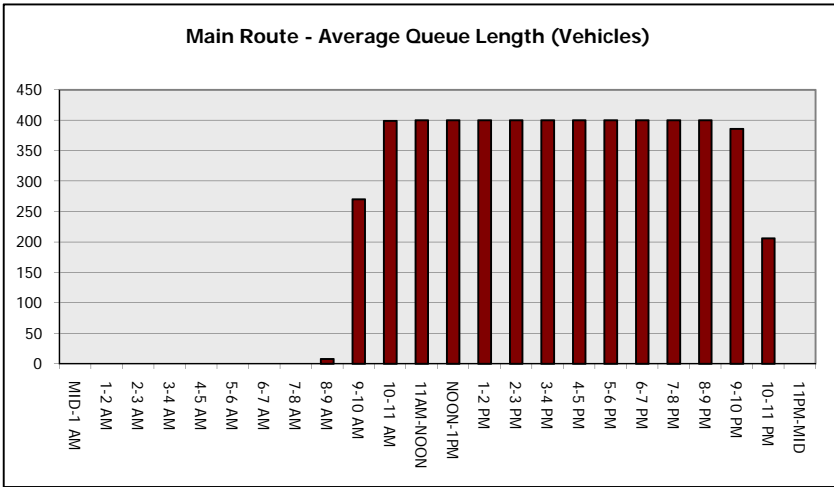
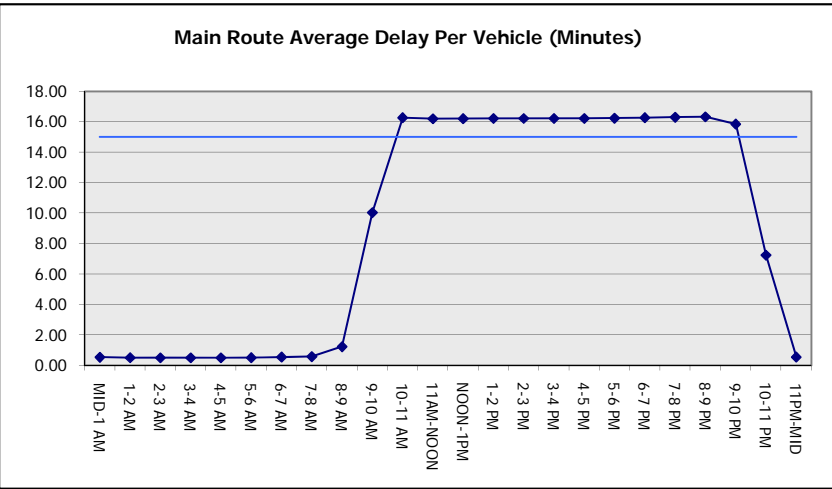
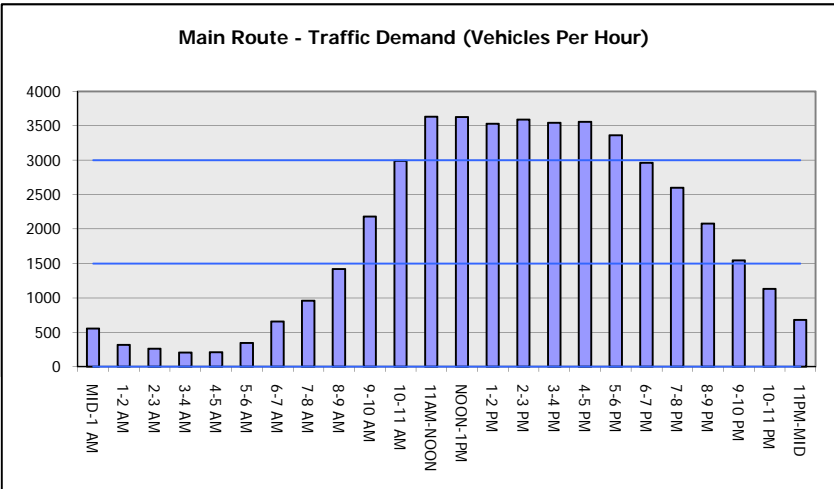
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0336
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0328
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$177,438
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



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

SUNDAY 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	600	0.0	1500	600	0	0.54	0	70.0	61.5	43.2	
1-2 AM	392	0.0	1500	392	0	0.52	0	70.2	62.0	43.9	
2-3 AM	318	0.0	1500	318	0	0.51	0	70.2	62.1	44.2	
3-4 AM	215	0.0	1500	215	0	0.50	0	70.2	62.3	44.6	
4-5 AM	204	0.0	1500	204	0	0.50	0	70.2	62.0	44.1	
5-6 AM	345	0.0	1500	345	0	0.51	0	70.0	61.5	43.2	
6-7 AM	595	0.0	1500	595	0	0.57	0	69.7	60.9	42.1	
7-8 AM	875	0.0	1500	875	0	0.99	2	69.1	55.3	34.2	
8-9 AM	1374	0.0	1499	1374	0	8.16+	232	68.2	22.6	30.8	
9-10 AM	2027	0.0	1500	1998	28	16.01+	394	67.6	13.7	31.7	
10-11 AM	2488	0.0	1500	1428	1060	16.28+	400	67.2	13.5	30.8	
11AM-NOON	2858	0.0	1500	1500	1358	16.24+	400	66.6	13.5	30.8	
NOON-1PM	3320	0.0	1500	1500	1820	16.26+	400	66.9	13.5	30.8	
1-2 PM	3110	0.0	1500	1500	1610	16.25+	400	66.8	13.5	30.8	
2-3 PM	3152	0.0	1500	1500	1652	16.25+	400	66.1	13.5	30.8	
3-4 PM	3176	0.0	1500	1500	1676	16.21+	400	66.8	13.5	30.8	
4-5 PM	3628	0.0	1500	1500	2128	16.25+	400	66.8	13.5	30.8	
5-6 PM	3182	0.0	1500	1500	1682	16.31+	400	68.2	13.5	30.8	
6-7 PM	2452	0.0	1500	1500	952	15.62+	380	68.9	14.0	30.8	
7-8 PM	2065	0.0	1500	1500	565	9.48	237	69.2	20.5	32.0	
8-9 PM	1524	0.0	1499	1415	108	0.86	9	69.5	57.2	41.5	
9-10 PM	1239	0.0	1499	1239	0	0.54	0	70.0	61.6	43.3	
10-11 PM	986	0.0	1500	986	0						
11PM-MID	554	0.0	1500	554	0						

+ 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	0.0298
MAIN ROUTE WITH WORKS	0.0173
'DIVERSION'	0.0248

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$149,376
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

