

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	627	0.0	1500	627	0	0.55	0	69.9	61.4	43.0	
1-2 AM	346	0.0	1500	346	0	0.51	0	70.2	62.0	44.1	
2-3 AM	275	0.0	1500	275	0	0.51	0	70.2	62.2	44.4	
3-4 AM	272	0.0	1500	272	0	0.51	0	70.2	62.2	44.4	
4-5 AM	433	0.0	1500	433	0	0.53	0	70.2	61.9	43.8	
5-6 AM	766	0.0	1500	766	0	0.56	0	69.8	61.1	42.5	
6-7 AM	1310	0.0	1499	1310	0	0.85	0	69.1	57.0	35.5	
7-8 AM	1681	0.0	1499	1681	0	3.02	61	68.6	39.2	30.8	
8-9 AM	2233	0.0	1500	1789	444	14.57+	362	67.9	14.8	30.8	
9-10 AM	2918	0.0	1500	1500	1418	16.27+	400	67.1	13.5	30.8	
10-11 AM	3319	0.0	1500	1500	1819	16.24+	400	66.6	13.5	30.8	
11AM-NOON	3710	0.0	1500	1500	2210	16.17+	400	65.5	13.5	30.8	
NOON-1PM	3652	0.0	1500	1500	2152	16.20+	400	65.9	13.5	30.8	
1-2 PM	3686	0.0	1500	1500	2186	16.18+	400	65.6	13.5	30.8	
2-3 PM	3660	0.0	1500	1500	2160	16.19+	399	65.8	13.5	30.8	
3-4 PM	3523	0.0	1500	1500	2023	16.23+	399	66.4	13.5	30.8	
4-5 PM	3371	0.0	1500	1500	1871	16.24+	400	66.6	13.5	30.8	
5-6 PM	3120	0.0	1500	1500	1620	16.26+	399	66.9	13.5	30.8	
6-7 PM	2746	0.0	1500	1500	1246	16.28+	400	67.3	13.5	30.8	
7-8 PM	2261	0.0	1500	1488	773	16.28+	398	67.9	13.5	30.8	
8-9 PM	2099	0.0	1499	1493	606	16.31+	399	68.1	13.5	30.8	
9-10 PM	1888	0.0	1499	1471	416	16.24+	397	68.4	13.6	30.8	
10-11 PM	1493	0.0	1499	1425	68	15.73+	383	68.9	14.0	30.8	
11PM-MID	1115	0.0	1499	1115	0	6.00	182	69.4	27.6	35.3	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- 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

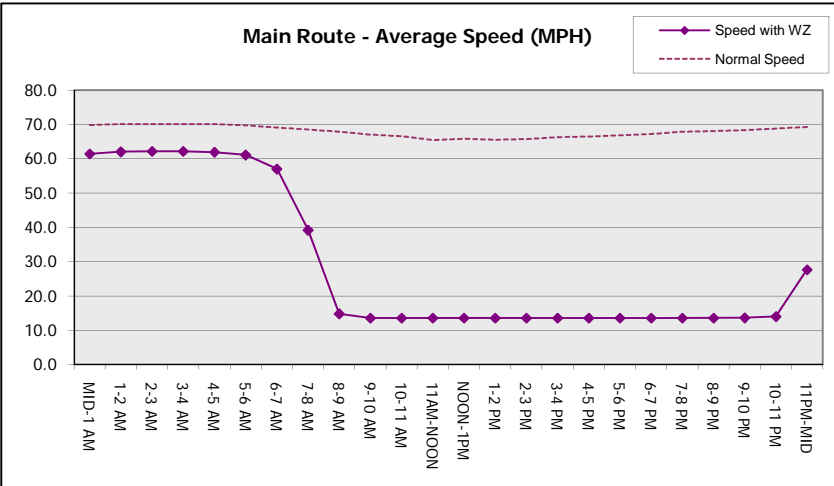
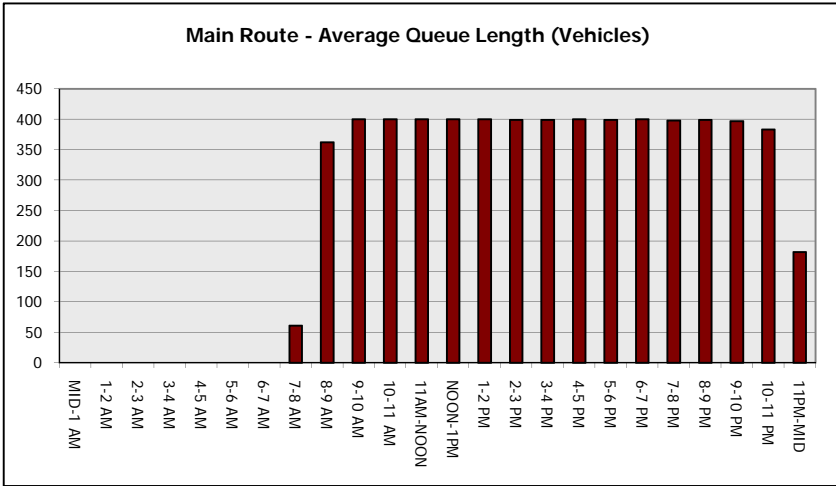
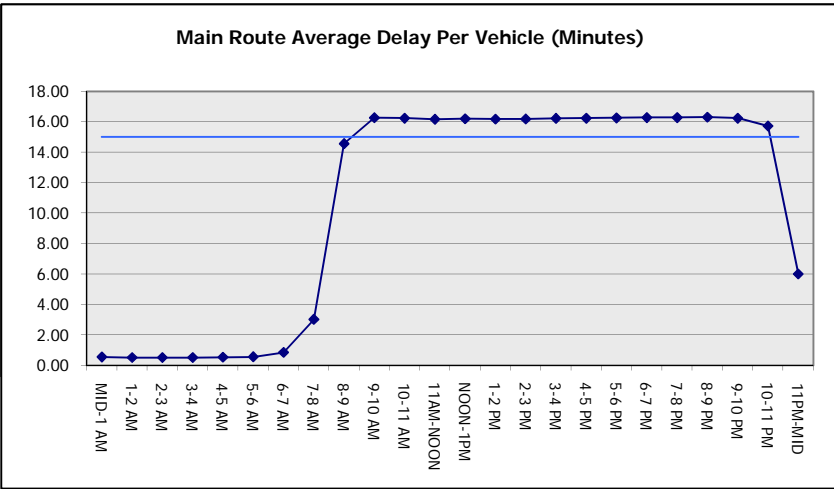
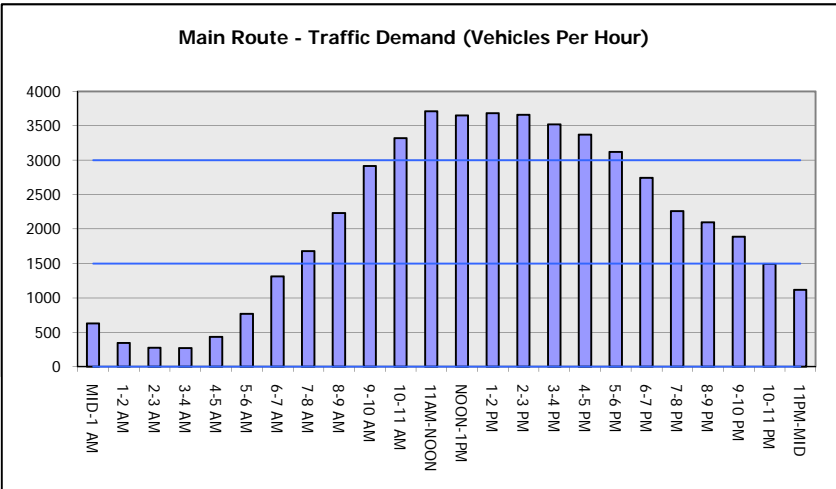
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0370
MAIN ROUTE WITH WORKS	0.0196
'DIVERSION'	0.0356
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$197,519
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	945	0.0	1500	945	0	0.58	0	69.6	60.7	41.9	
1-2 AM	518	0.0	1500	518	0	0.53	0	70.1	61.7	43.4	
2-3 AM	402	0.0	1500	402	0	0.52	0	70.2	62.0	43.9	
3-4 AM	311	0.0	1500	311	0	0.51	0	70.2	62.1	44.2	
4-5 AM	434	0.0	1500	434	0	0.53	0	70.2	61.9	43.8	
5-6 AM	735	0.0	1500	735	0	0.56	0	69.8	61.2	42.6	
6-7 AM	1368	0.0	1499	1368	0	0.93	0	69.1	56.0	34.2	
7-8 AM	1824	0.0	1500	1824	0	5.05	130	68.5	30.4	30.8	
8-9 AM	2442	0.0	1499	1500	942	16.27+	399	67.7	13.5	31.4	
9-10 AM	2948	0.0	1500	1500	1448	16.23+	400	67.1	13.5	31.4	
10-11 AM	3365	0.0	1500	1500	1865	16.20+	400	66.6	13.5	31.4	
11AM-NOON	3534	0.0	1500	1500	2034	16.19+	400	66.3	13.5	31.4	
NOON-1PM	3826	0.0	1500	1500	2326	16.08+	400	64.7	13.5	31.4	
1-2 PM	3294	0.0	1500	1500	1794	16.20+	400	66.6	13.5	31.4	
2-3 PM	3045	0.0	1500	1500	1545	16.22+	400	66.9	13.5	31.4	
3-4 PM	3512	0.0	1500	1500	2012	16.19+	400	66.4	13.5	31.4	
4-5 PM	3296	0.0	1500	1500	1796	16.20+	400	66.6	13.5	31.4	
5-6 PM	2997	0.0	1500	1500	1497	16.23+	400	67.0	13.5	31.4	
6-7 PM	2526	0.0	1500	1500	1026	16.26+	400	67.6	13.5	31.4	
7-8 PM	2118	0.0	1500	1531	587	16.18+	396	68.1	13.6	31.1	
8-9 PM	1901	0.0	1499	1500	401	16.35+	399	68.4	13.5	30.8	
9-10 PM	1887	0.0	1500	1501	386	16.35+	399	68.4	13.5	30.8	
10-11 PM	1678	0.0	1500	1547	131	16.14+	394	68.6	13.7	30.8	
11PM-MID	1076	0.0	1499	1076	0	7.10	215	69.4	24.9	35.3	

+ 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	0.0366
MAIN ROUTE WITH WORKS	0.0201
'DIVERSION'	0.0335

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$194,206
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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