

USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	431	0.0	1500	431	0	0.53	0	70.2	61.9	43.8
1-2 AM	281	0.0	1500	281	0	0.51	0	70.2	62.2	44.3
2-3 AM	307	0.0	1500	307	0	0.51	0	70.2	62.1	44.3
3-4 AM	419	0.0	1500	419	0	0.52	0	70.2	61.9	43.8
4-5 AM	818	0.0	1500	818	0	0.57	0	69.7	61.0	42.4
5-6 AM	2735	0.0	1499	1818	917	10.34+	279	67.3	19.1	31.3
6-7 AM	5613	0.0	1500	1500	4113	15.06+	400	52.5	13.6	31.9
7-8 AM	6113	0.0	1500	1500	4613	14.70+	400	49.1	13.6	31.9
8-9 AM	4053	0.0	1500	1500	2553	15.95+	400	63.2	13.6	31.9
9-10 AM	3216	0.0	1500	1500	1716	16.18+	400	66.8	13.6	31.9
10-11 AM	3174	0.0	1500	1500	1674	16.18+	400	66.8	13.6	31.9
11AM-NOON	3268	0.0	1500	1500	1768	16.18+	400	66.7	13.6	31.9
NOON-1PM	3544	0.0	1500	1500	2044	16.16+	400	66.3	13.6	31.9
1-2 PM	3554	0.0	1500	1500	2054	16.15+	400	66.3	13.6	31.9
2-3 PM	3990	0.0	1500	1500	2490	15.98+	400	63.6	13.6	31.9
3-4 PM	4179	0.0	1500	1500	2679	15.89+	400	62.3	13.6	31.9
4-5 PM	4181	0.0	1499	1500	2681	15.89+	400	62.3	13.6	31.9
5-6 PM	3858	0.0	1500	1500	2358	16.04+	400	64.5	13.6	31.9
6-7 PM	3307	0.0	1500	1500	1807	16.17+	400	66.6	13.6	31.9
7-8 PM	2340	0.0	1500	1526	814	16.18+	397	67.8	13.6	31.3
8-9 PM	1801	0.0	1500	1530	271	16.22+	396	68.5	13.6	30.8
9-10 PM	1750	0.0	1500	1503	246	16.34+	399	68.6	13.5	30.8
10-11 PM	1421	0.0	1500	1421	0	14.66	356	69.0	14.8	30.8
11PM-MID	1133	0.0	1499	1133	0	4.85	149	69.3	31.2	35.7

+ 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	0.0479
MAIN ROUTE WITH WORKS	0.0204
'DIVERSION'	0.0590
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$216,794
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)**

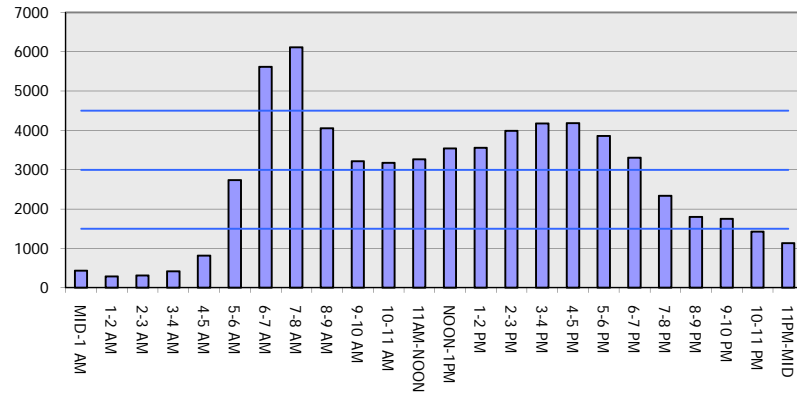
OCTOBER

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 Construction Season

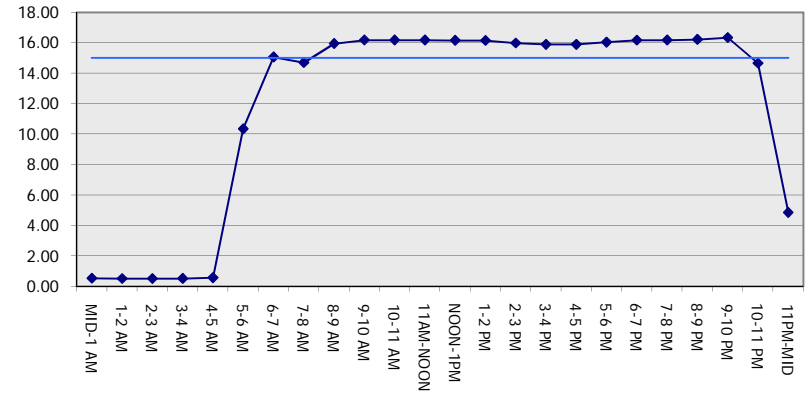
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

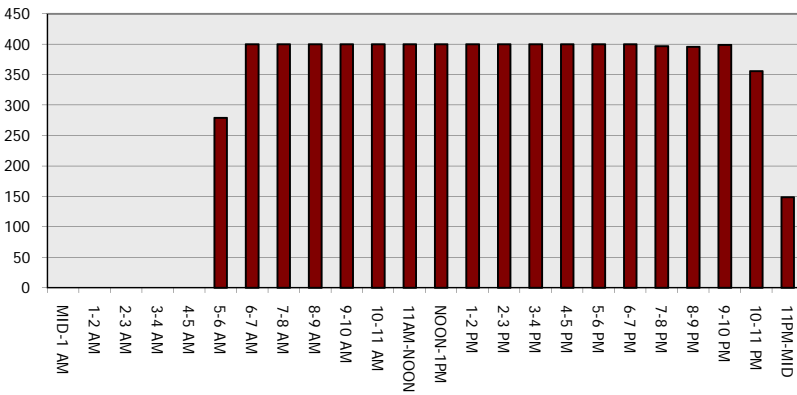
Main Route - Traffic Demand (Vehicles Per Hour)



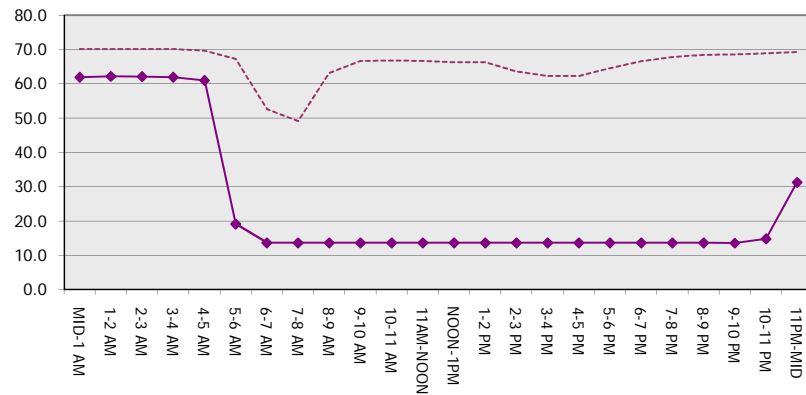
Main Route Average Delay Per Vehicle (Minutes)



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	519	0.0	1500	519	0	0.54	0	70.1	61.5	43.4	
1-2 AM	362	0.0	1500	362	0	0.52	0	70.2	62.0	44.0	
2-3 AM	345	0.0	1500	345	0	0.51	0	70.2	62.0	44.1	
3-4 AM	369	0.0	1500	369	0	0.52	0	70.2	62.0	44.0	
4-5 AM	724	0.0	1500	724	0	0.56	0	69.9	61.2	42.7	
5-6 AM	1729	0.0	1499	1729	0	2.66	63	68.6	41.2	31.3	
6-7 AM	2941	0.0	1499	1582	1360	15.99+	393	67.1	13.7	30.8	
7-8 AM	3181	0.0	1500	1500	1681	16.25+	400	66.8	13.5	30.9	
8-9 AM	2872	0.0	1500	1500	1372	16.27+	400	67.2	13.5	30.9	
9-10 AM	2809	0.0	1500	1500	1309	16.28+	400	67.3	13.5	30.9	
10-11 AM	3172	0.0	1500	1500	1672	16.25+	400	66.8	13.5	30.9	
11AM-NOON	3665	0.0	1500	1500	2165	16.19+	400	65.8	13.5	30.9	
NOON-1PM	3989	0.0	1500	1500	2489	16.04+	400	63.6	13.5	30.9	
1-2 PM	4238	0.0	1500	1500	2738	15.92+	400	61.9	13.5	30.9	
2-3 PM	5172	0.0	1500	1500	3672	15.41+	400	55.5	13.5	30.9	
3-4 PM	6397	0.0	1500	1500	4897	14.53+	400	47.1	13.5	30.9	
4-5 PM	7251	0.0	1500	1500	5751	13.70+	400	41.3	13.5	30.9	
5-6 PM	6002	0.0	1500	1500	4502	14.84+	400	49.9	13.5	30.9	
6-7 PM	4275	0.0	1500	1500	2775	15.90+	400	61.7	13.5	30.9	
7-8 PM	2744	0.0	1500	1500	1244	16.28+	400	67.3	13.5	30.9	
8-9 PM	2202	0.0	1499	1500	702	16.32+	400	68.0	13.5	30.9	
9-10 PM	2192	0.0	1500	1500	692	16.32+	400	68.0	13.5	30.9	
10-11 PM	1592	0.0	1500	1541	51	15.83+	386	68.7	13.9	30.8	
11PM-MID	1146	0.0	1499	1146	0	8.48	231	69.3	22.1	34.3	

+ 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

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	0.0511
MAIN ROUTE WITH WORKS	0.0205
'DIVERSION'	0.0662

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$227,098
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

