

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	371	0.0	3000	371	0	0.36	0	70.2	64.3	49.7
1-2 AM	260	0.0	3000	260	0	0.36	0	70.2	64.3	49.7
2-3 AM	275	0.0	3000	275	0	0.36	0	70.2	64.3	49.7
3-4 AM	411	0.0	3000	411	0	0.36	0	70.2	64.3	49.7
4-5 AM	859	0.0	3000	859	0	0.35	0	69.7	64.0	49.7
5-6 AM	2985	0.0	2999	2985	0	1.50	80	67.0	49.1	43.5
6-7 AM	6126	0.0	3000	3669	2457	12.84+	764	49.0	14.9	38.1
7-8 AM	6548	0.0	3000	3000	3548	13.31+	800	46.1	14.3	39.0
8-9 AM	4403	0.0	2999	2879	1524	14.59+	789	60.8	14.4	38.1
9-10 AM	3159	0.0	2999	2918	241	15.06+	790	66.8	14.3	37.3
10-11 AM	2884	0.0	2999	2884	0	14.07+	735	67.1	15.2	37.3
11AM-NOON	2972	0.0	3000	2972	0	12.54	650	67.1	16.6	37.3
NOON-1PM	3113	0.0	3000	3113	0	13.30+	694	66.9	15.8	37.3
1-2 PM	3162	0.0	2999	3047	115	15.05+	790	66.8	14.3	37.3
2-3 PM	3658	0.0	3000	3000	658	15.17+	800	65.9	14.2	37.3
3-4 PM	4007	0.0	3000	3000	1007	15.02+	800	63.5	14.2	37.3
4-5 PM	3937	0.0	3000	3000	937	15.05+	800	64.0	14.2	37.3
5-6 PM	3395	0.0	3000	3000	395	15.22+	800	66.5	14.2	37.3
6-7 PM	2625	0.0	2999	2625	0	12.57+	664	67.4	16.6	37.3
7-8 PM	1871	0.0	3000	1871	0	1.39	92	68.4	50.9	49.5
8-9 PM	1529	0.0	3000	1529	0	0.34	0	68.8	63.4	49.7
9-10 PM	1340	0.0	3000	1340	0	0.35	0	69.1	63.6	49.7
10-11 PM	1042	0.0	3000	1042	0	0.35	0	69.4	63.8	49.7
11PM-MID	771	0.0	3000	771	0	0.35	0	69.8	64.0	49.7

+ 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	0.0452
MAIN ROUTE WITH WORKS	0.0338
'DIVERSION'	0.0184
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$154,629
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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

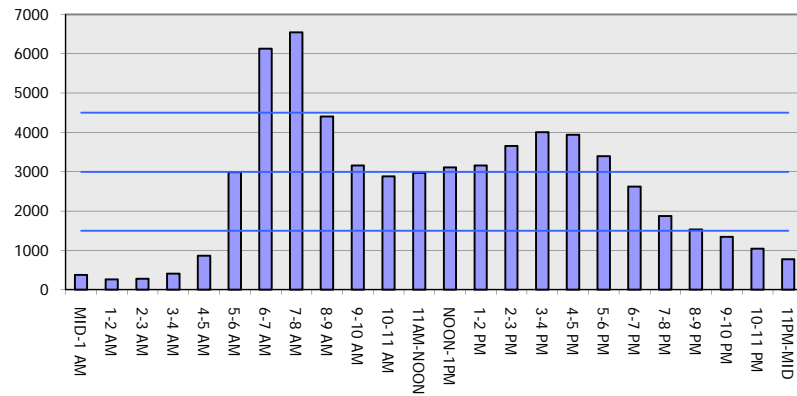
OCTOBER

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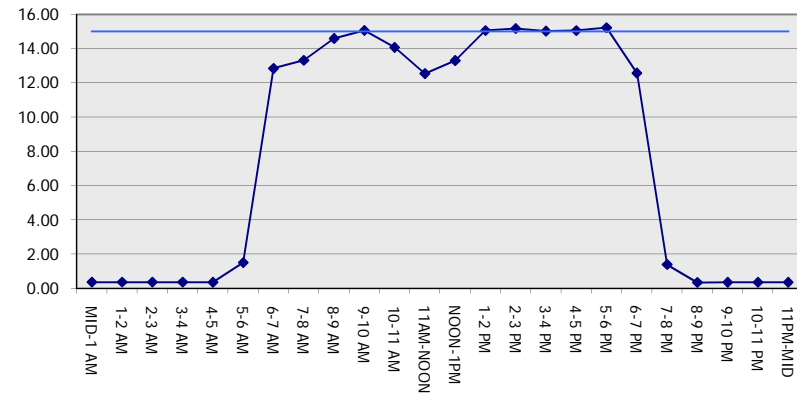
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

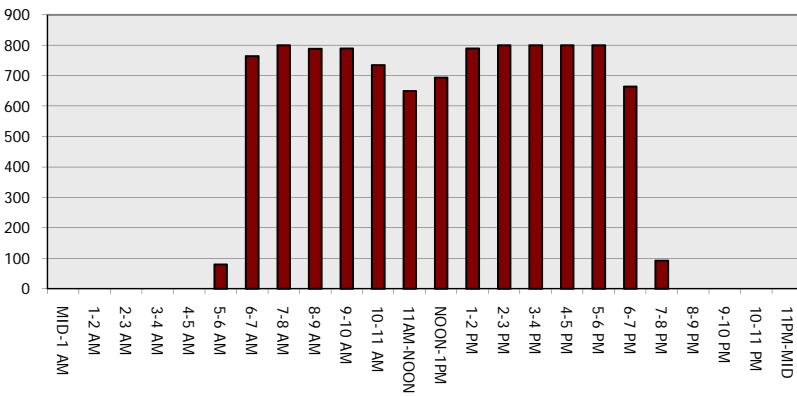
Main Route - Traffic Demand (Vehicles Per Hour)



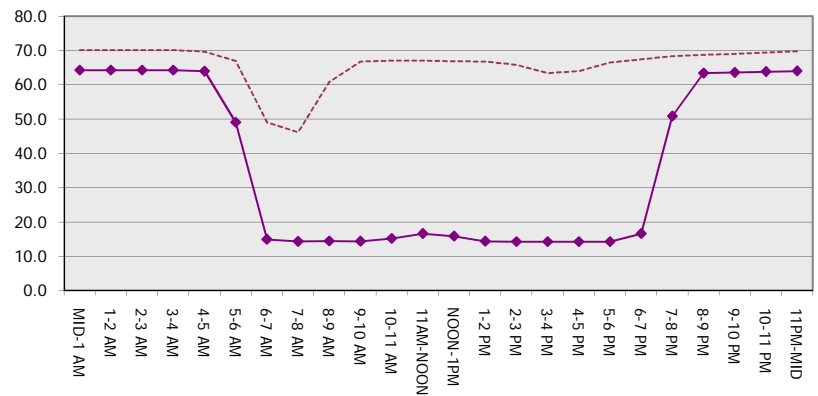
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	394	0.0	3000	394	0	0.36	0	70.2	64.3	49.7
1-2 AM	276	0.0	3000	276	0	0.36	0	70.2	64.3	49.7
2-3 AM	270	0.0	3000	270	0	0.36	0	70.2	64.3	49.7
3-4 AM	305	0.0	3000	305	0	0.36	0	70.2	64.3	49.7
4-5 AM	695	0.0	3000	695	0	0.36	0	69.9	64.1	49.7
5-6 AM	1795	0.0	3000	1795	0	0.34	0	68.5	63.2	49.7
6-7 AM	3106	0.0	2999	3106	0	1.25	34	66.9	51.4	37.8
7-8 AM	3154	0.0	2999	3154	0	4.71	223	66.8	31.2	37.3
8-9 AM	2827	0.0	2999	2827	0	4.77	227	67.2	31.1	37.4
9-10 AM	2457	0.0	3000	2457	0	0.59	13	67.7	59.1	47.3
10-11 AM	2596	0.0	3000	2596	0	0.46	0	67.5	60.6	44.6
11AM-NOON	2863	0.0	2999	2863	0	0.64	0	67.2	58.1	39.5
NOON-1PM	3003	0.0	2999	3003	0	0.81	5	67.0	56.0	37.6
1-2 PM	3199	0.0	2999	3199	0	2.01	78	66.8	44.9	37.3
2-3 PM	4383	0.0	3000	3540	843	11.40+	645	60.9	17.3	37.3
3-4 PM	5620	0.0	3000	3000	2620	14.10+	800	52.5	14.2	37.3
4-5 PM	6566	0.0	3000	3000	3566	13.37+	800	46.0	14.2	37.3
5-6 PM	5969	0.0	3000	3000	2969	13.85+	800	50.1	14.2	37.3
6-7 PM	3499	0.0	3000	3017	482	14.94+	785	66.4	14.5	37.3
7-8 PM	2251	0.0	2999	2251	0	7.48	456	67.9	23.9	42.7
8-9 PM	1851	0.0	3000	1851	0	0.34	0	68.4	63.0	49.7
9-10 PM	1613	0.0	3000	1613	0	0.34	0	68.7	63.3	49.7
10-11 PM	1245	0.0	3000	1245	0	0.35	0	69.2	63.7	49.7
11PM-MID	761	0.0	3000	761	0	0.35	0	69.8	64.0	49.7

+ 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	0.0444
MAIN ROUTE WITH WORKS	0.0334
'DIVERSION'	0.0178

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,481
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

