

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

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	616	0.0	3000	616	0	0.36	0	70.0	64.1	49.7
1-2 AM	338	0.0	3000	338	0	0.36	0	70.2	64.3	49.7
2-3 AM	265	0.0	3000	265	0	0.36	0	70.2	64.3	49.7
3-4 AM	286	0.0	3000	286	0	0.36	0	70.2	64.3	49.7
4-5 AM	404	0.0	3000	404	0	0.36	0	70.2	64.3	49.7
5-6 AM	831	0.0	3000	831	0	0.35	0	69.7	64.0	49.7
6-7 AM	1289	0.0	3000	1289	0	0.35	0	69.1	63.6	49.7
7-8 AM	1784	0.0	3000	1784	0	0.34	0	68.5	63.2	49.7
8-9 AM	2305	0.0	3000	2305	0	0.33	0	67.9	62.8	49.7
9-10 AM	2812	0.0	2999	2812	0	0.60	0	67.3	58.6	40.4
10-11 AM	3164	0.0	2999	3164	0	1.76	62	66.8	46.8	37.3
11AM-NOON	3439	0.0	3000	3439	0	7.08	373	66.4	24.5	37.3
NOON-1PM	3500	0.0	3000	3243	257	14.50+	764	66.4	14.8	37.3
1-2 PM	3354	0.0	2999	2987	367	15.19+	798	66.6	14.3	37.3
2-3 PM	3411	0.0	3000	3000	411	15.21+	800	66.5	14.2	37.3
3-4 PM	3371	0.0	3000	3000	371	15.22+	800	66.6	14.2	37.3
4-5 PM	3448	0.0	3000	3000	448	15.21+	800	66.4	14.2	37.3
5-6 PM	3275	0.0	3000	2980	295	15.18+	797	66.6	14.3	37.3
6-7 PM	2934	0.0	2999	2891	43	14.77+	774	67.1	14.6	37.3
7-8 PM	2291	0.0	2999	2291	0	6.26	384	67.9	26.7	42.2
8-9 PM	1838	0.0	3000	1838	0	0.34	0	68.4	63.2	49.7
9-10 PM	1734	0.0	3000	1734	0	0.34	0	68.6	63.2	49.7
10-11 PM	1311	0.0	3000	1311	0	0.35	0	69.1	63.6	49.7
11PM-MID	1018	0.0	3000	1018	0	0.35	0	69.5	63.8	49.7

+ 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	0.0359
MAIN ROUTE WITH WORKS	0.0312
'DIVERSION'	0.0037
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$112,309
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

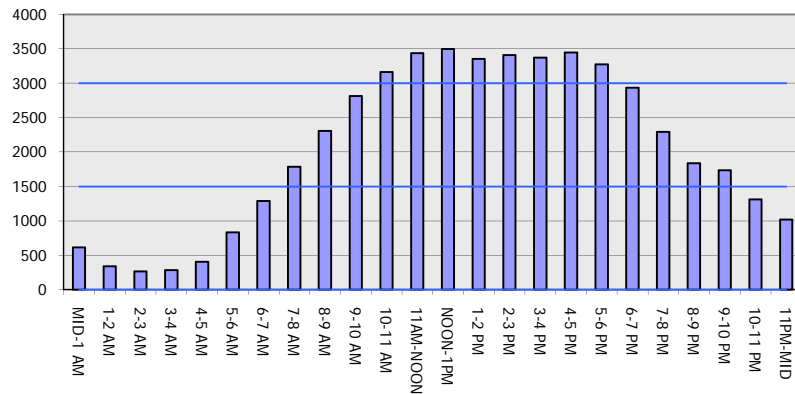
OCTOBER

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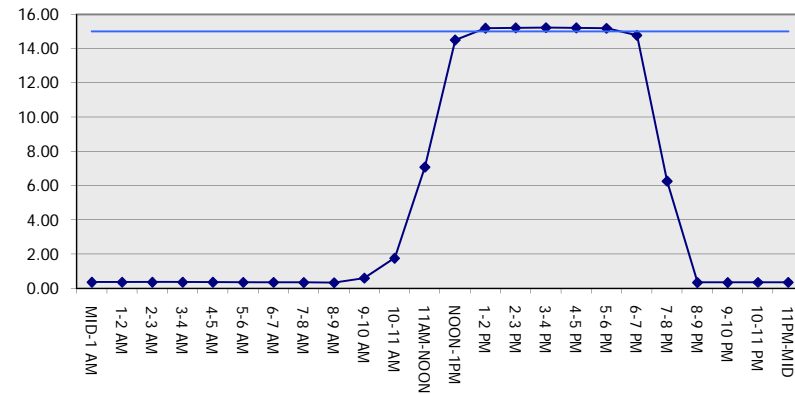
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

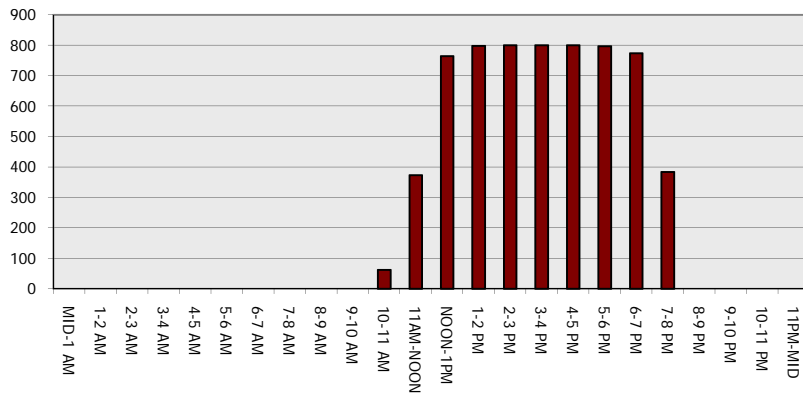
Main Route - Traffic Demand (Vehicles Per Hour)



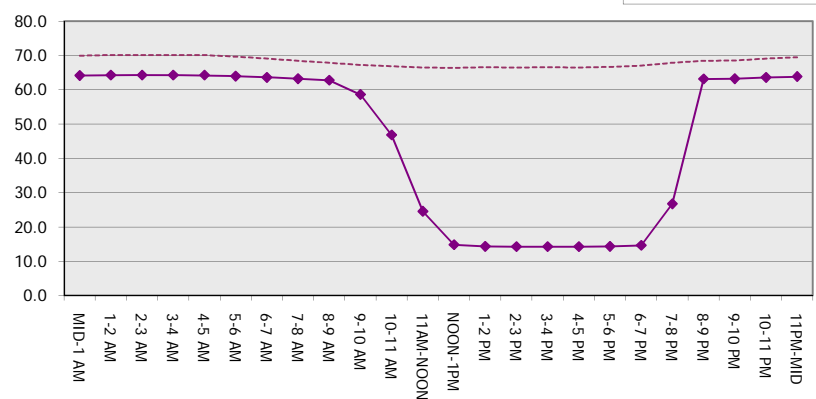
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	702	0.0	3000	702	0	0.36	0	69.9	64.1	49.7
1-2 AM	445	0.0	3000	445	0	0.36	0	70.2	64.3	49.7
2-3 AM	359	0.0	3000	359	0	0.36	0	70.2	64.3	49.7
3-4 AM	298	0.0	3000	298	0	0.36	0	70.2	64.3	49.7
4-5 AM	469	0.0	3000	469	0	0.36	0	70.2	64.3	49.7
5-6 AM	828	0.0	3000	828	0	0.35	0	69.7	64.0	49.7
6-7 AM	1263	0.0	3000	1263	0	0.35	0	69.2	63.7	49.7
7-8 AM	1729	0.0	3000	1729	0	0.34	0	68.6	63.3	49.7
8-9 AM	2348	0.0	3000	2348	0	0.33	0	67.8	62.7	49.7
9-10 AM	2822	0.0	2999	2822	0	0.61	0	67.3	58.5	40.2
10-11 AM	3270	0.0	2999	3270	0	2.53	112	66.7	41.4	37.3
11AM-NOON	3548	0.0	3000	3548	0	9.85	532	66.3	19.7	37.3
NOON-1PM	3646	0.0	2999	3000	646	15.18+	799	66.0	14.2	37.3
1-2 PM	3627	0.0	3000	3000	627	15.19+	800	66.1	14.2	37.3
2-3 PM	3565	0.0	3000	3000	565	15.20+	800	66.3	14.2	37.3
3-4 PM	3670	0.0	3000	3000	670	15.17+	800	65.8	14.2	37.3
4-5 PM	3433	0.0	3000	3000	433	15.21+	800	66.4	14.2	37.3
5-6 PM	3076	0.0	3000	2959	118	15.15+	795	66.9	14.3	37.3
6-7 PM	2675	0.0	2999	2675	0	12.25+	643	67.4	16.9	37.3
7-8 PM	2155	0.0	2999	2155	0	1.97	136	68.1	45.8	46.8
8-9 PM	1856	0.0	3000	1856	0	0.34	0	68.4	63.2	49.7
9-10 PM	1716	0.0	3000	1716	0	0.34	0	68.6	63.3	49.7
10-11 PM	1437	0.0	3000	1437	0	0.34	0	68.9	63.5	49.7
11PM-MID	1052	0.0	3000	1052	0	0.35	0	69.4	63.8	49.7

+ 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	0.0366
MAIN ROUTE WITH WORKS	0.0312
'DIVERSION'	0.0052

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,683
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

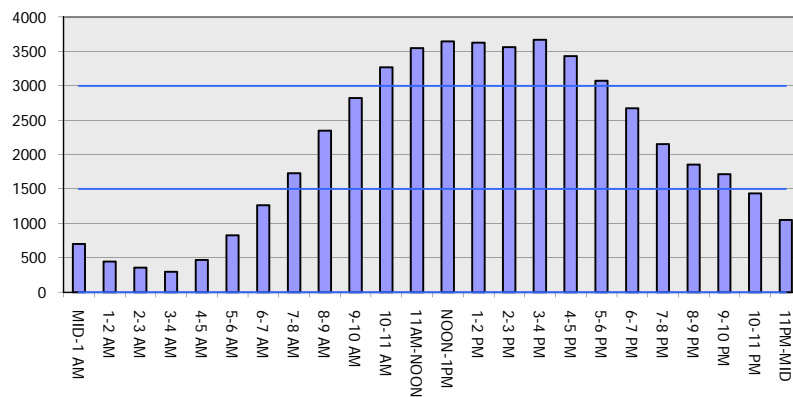
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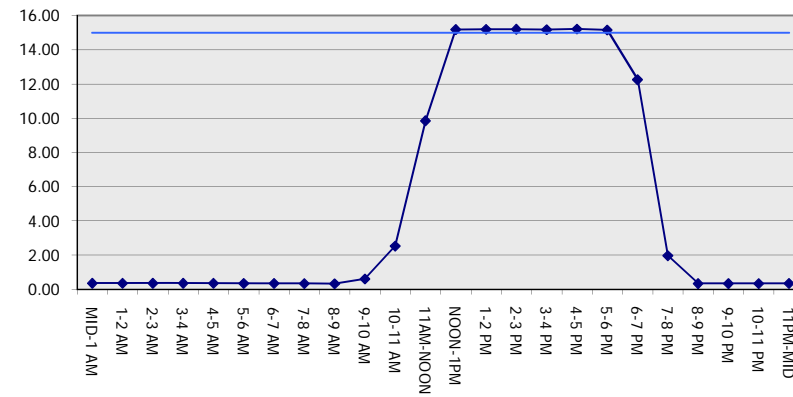
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
 SATURDAY NORTHBOUND DIRECTION**

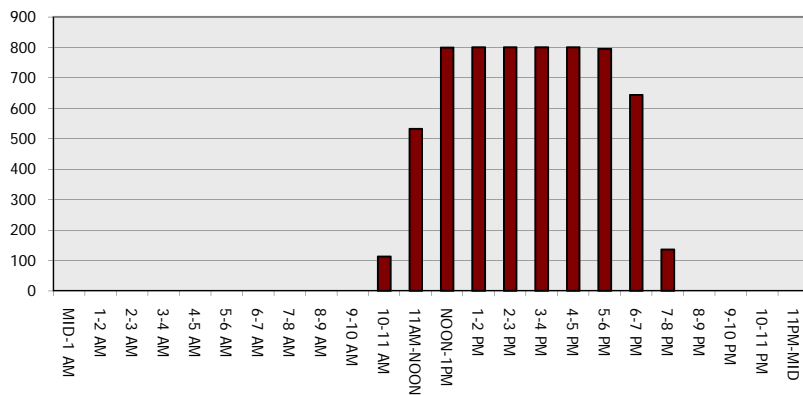
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

