

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

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	1500	616	0	0.55	0	70.0	61.5	43.1	
1-2 AM	338	0.0	1500	338	0	0.51	0	70.2	62.0	44.2	
2-3 AM	265	0.0	1500	265	0	0.50	0	70.2	62.2	44.4	
3-4 AM	286	0.0	1500	286	0	0.51	0	70.2	62.2	44.3	
4-5 AM	404	0.0	1500	404	0	0.52	0	70.2	62.0	43.9	
5-6 AM	831	0.0	1500	831	0	0.57	0	69.7	60.9	42.3	
6-7 AM	1289	0.0	1499	1289	0	0.82	0	69.1	57.4	36.1	
7-8 AM	1784	0.0	1499	1784	0	4.47	110	68.5	32.5	30.8	
8-9 AM	2305	0.0	1499	1603	702	15.91+	390	67.9	13.8	30.8	
9-10 AM	2812	0.0	1500	1500	1312	16.28+	400	67.3	13.5	30.8	
10-11 AM	3164	0.0	1500	1500	1664	16.25+	400	66.8	13.5	30.8	
11AM-NOON	3439	0.0	1500	1500	1939	16.23+	400	66.4	13.5	30.8	
NOON-1PM	3500	0.0	1500	1500	2000	16.23+	400	66.4	13.5	30.8	
1-2 PM	3354	0.0	1500	1500	1854	16.24+	400	66.6	13.5	30.8	
2-3 PM	3411	0.0	1500	1500	1911	16.23+	400	66.5	13.5	30.8	
3-4 PM	3371	0.0	1500	1500	1871	16.24+	400	66.6	13.5	30.8	
4-5 PM	3448	0.0	1500	1500	1948	16.23+	400	66.4	13.5	30.8	
5-6 PM	3275	0.0	1500	1500	1775	16.24+	400	66.6	13.5	30.8	
6-7 PM	2934	0.0	1500	1500	1434	16.27+	400	67.1	13.5	30.8	
7-8 PM	2291	0.0	1500	1500	791	16.32+	400	67.9	13.5	30.8	
8-9 PM	1838	0.0	1500	1500	338	16.35+	400	68.4	13.5	30.8	
9-10 PM	1734	0.0	1500	1500	234	16.36+	400	68.6	13.5	30.8	
10-11 PM	1311	0.0	1500	1311	0	12.89	315	69.1	16.3	30.8	
11PM-MID	1018	0.0	1499	1018	0	1.91	49	69.5	46.9	39.2	

+ 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	0.0195
'DIVERSION'	0.0335
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,819
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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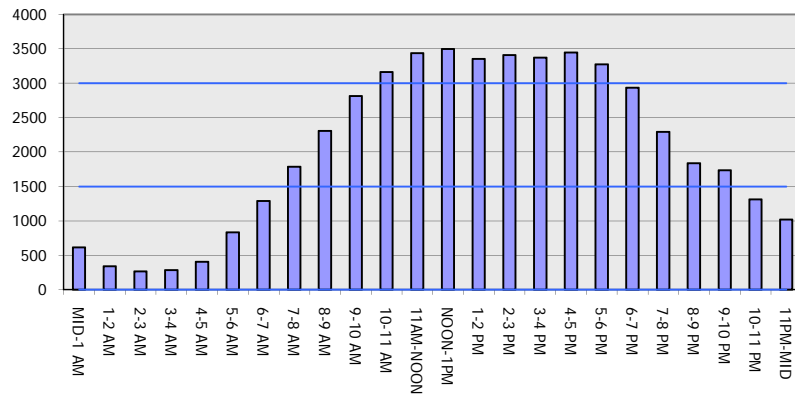
OCTOBER

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 Construction Season

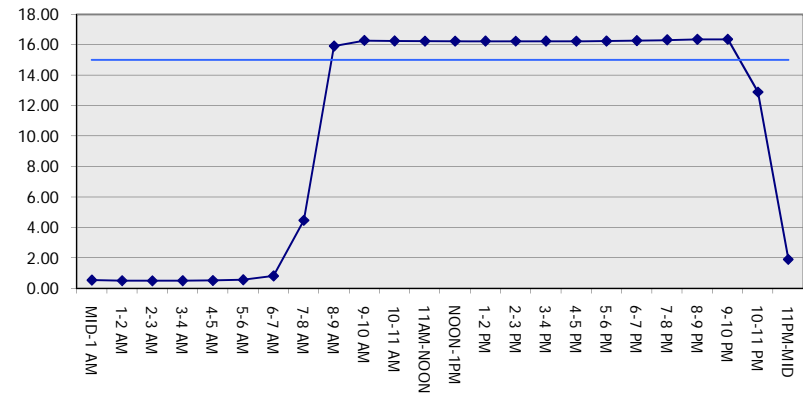
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

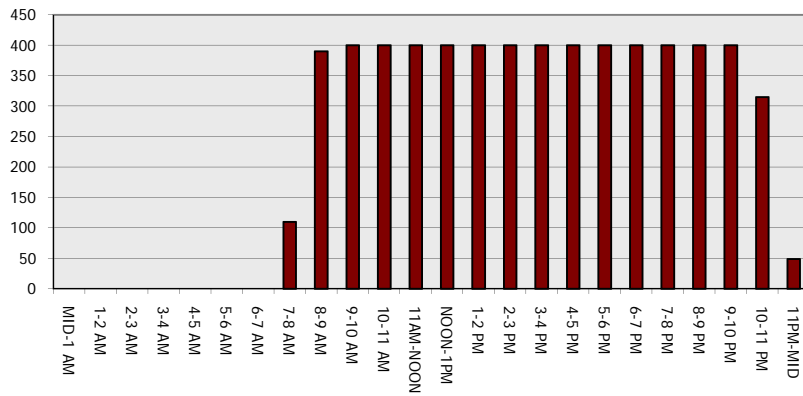
Main Route - Traffic Demand (Vehicles Per Hour)



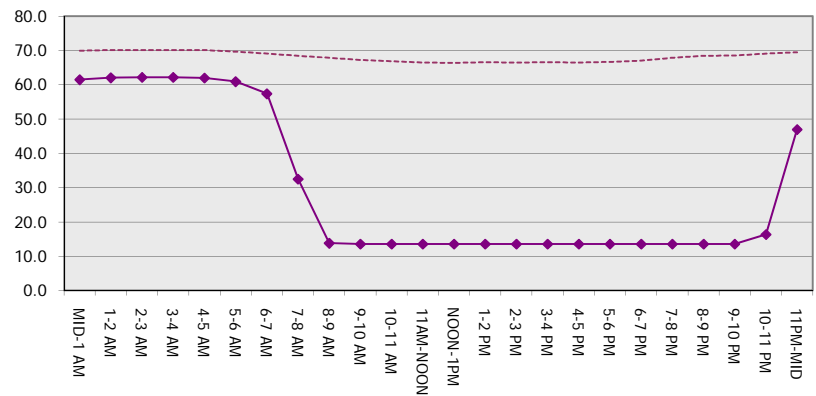
Main Route Average Delay Per Vehicle (Minutes)



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	1500	702	0	0.55	0	69.9	61.2	42.7	
1-2 AM	445	0.0	1500	445	0	0.53	0	70.2	61.9	43.7	
2-3 AM	359	0.0	1500	359	0	0.52	0	70.2	62.0	44.0	
3-4 AM	298	0.0	1500	298	0	0.51	0	70.2	62.1	44.3	
4-5 AM	469	0.0	1500	469	0	0.53	0	70.2	61.8	43.7	
5-6 AM	828	0.0	1500	828	0	0.57	0	69.7	60.9	42.3	
6-7 AM	1263	0.0	1499	1263	0	0.78	0	69.2	57.8	36.8	
7-8 AM	1729	0.0	1499	1729	0	3.55	80	68.6	36.5	30.8	
8-9 AM	2348	0.0	1500	1734	614	15.48+	382	67.8	14.1	30.8	
9-10 AM	2822	0.0	1500	1500	1322	16.28+	400	67.3	13.5	30.8	
10-11 AM	3270	0.0	1500	1500	1770	16.24+	400	66.7	13.5	30.8	
11AM-NOON	3548	0.0	1500	1500	2048	16.22+	400	66.3	13.5	30.8	
NOON-1PM	3646	0.0	1500	1500	2146	16.20+	400	66.0	13.5	30.8	
1-2 PM	3627	0.0	1500	1500	2127	16.21+	400	66.1	13.5	30.8	
2-3 PM	3565	0.0	1500	1500	2065	16.22+	400	66.3	13.5	30.8	
3-4 PM	3670	0.0	1500	1500	2170	16.19+	400	65.8	13.5	30.8	
4-5 PM	3433	0.0	1500	1500	1933	16.23+	400	66.4	13.5	30.8	
5-6 PM	3076	0.0	1500	1500	1576	16.26+	400	66.9	13.5	30.8	
6-7 PM	2675	0.0	1500	1500	1175	16.29+	400	67.4	13.5	30.8	
7-8 PM	2155	0.0	1500	1480	674	16.26+	398	68.1	13.6	30.8	
8-9 PM	1856	0.0	1499	1478	379	16.26+	397	68.4	13.6	30.8	
9-10 PM	1716	0.0	1499	1494	222	16.34+	399	68.6	13.5	30.8	
10-11 PM	1437	0.0	1499	1401	36	15.32+	373	68.9	14.3	30.8	
11PM-MID	1052	0.0	1499	1052	0	3.87	131	69.4	35.1	37.1	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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	0.0366
MAIN ROUTE WITH WORKS	0.0198
'DIVERSION'	0.0343

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$194,232
CONGESTED HOURS PER DAY*	15

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

