

USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	554	0.0	OFF	554	0	0.00	0	70.0	70.0	70.0	
1-2 AM	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2	
2-3 AM	260	0.0	OFF	260	0	0.00	0	70.2	70.2	70.2	
3-4 AM	205	0.0	OFF	205	0	0.00	0	70.2	70.2	70.2	
4-5 AM	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2	
5-6 AM	343	0.0	OFF	343	0	0.00	0	70.2	70.2	70.2	
6-7 AM	656	0.0	OFF	656	0	0.00	0	69.9	69.9	69.9	
7-8 AM	958	0.0	OFF	958	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1418	0.0	OFF	1418	0	0.00	0	69.0	69.0	69.0	
9-10 AM	2182	0.0	1499	1915	266	8.87+	246	68.0	21.4	30.8	
10-11 AM	2993	0.0	1500	1500	2134	16.20+	400	67.0	13.5	30.8	
11AM-NOON	3634	0.0	1500	1500	2130	16.21+	400	66.0	13.5	30.8	
NOON-1PM	3630	0.0	1500	1500	2130	16.21+	400	66.1	13.5	30.8	
1-2 PM	3529	0.0	1500	1500	2029	16.22+	400	66.3	13.5	30.8	
2-3 PM	3589	0.0	1500	1500	2089	16.22+	400	66.3	13.5	30.8	
3-4 PM	3542	0.0	1500	1500	2042	16.22+	400	66.3	13.5	30.8	
4-5 PM	3560	0.0	1500	1500	2060	16.22+	400	66.3	13.5	30.8	
5-6 PM	3365	0.0	1500	1500	1865	16.24+	400	66.6	13.5	30.8	
6-7 PM	2963	0.0	1500	1500	1463	16.27+	400	67.1	13.5	30.8	
7-8 PM	2600	0.0	OFF	2600	0	0.29	25	67.5	63.1	63.1	
8-9 PM	2079	0.0	OFF	2079	0	0.00	0	68.1	68.1	68.1	
9-10 PM	1545	0.0	OFF	1545	0	0.00	0	68.8	68.8	68.8	
10-11 PM	1129	0.0	OFF	1129	0	0.00	0	69.3	69.3	69.3	
11PM-MID	679	0.0	OFF	679	0	0.00	0	69.9	69.9	69.9	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0336
MAIN ROUTE WITH WORKS	0.0197
'DIVERSION'	0.0298
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$144,587
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

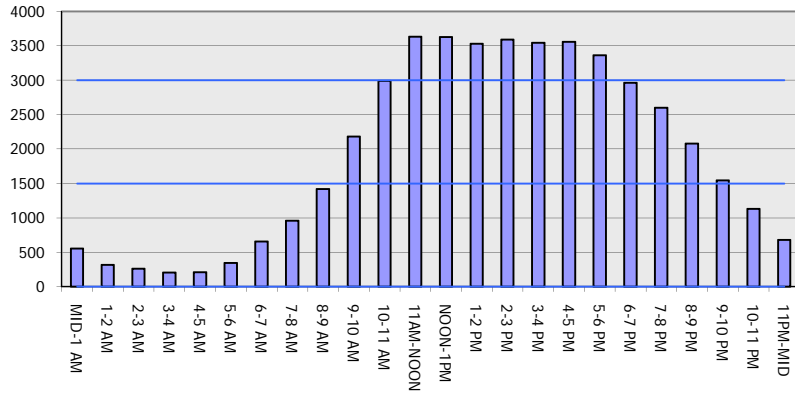
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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
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 Construction Season

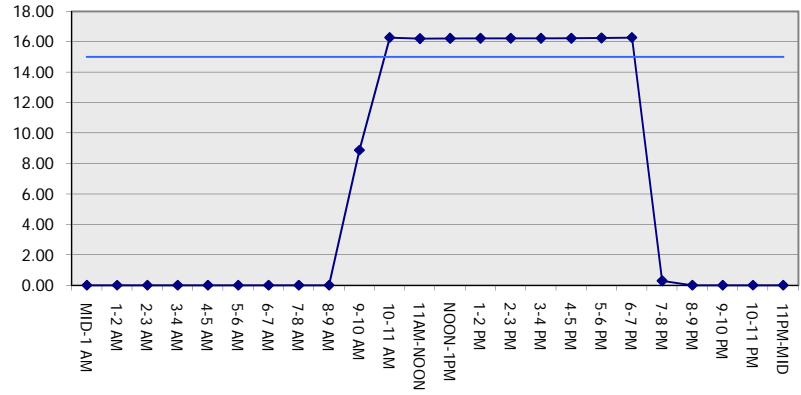
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

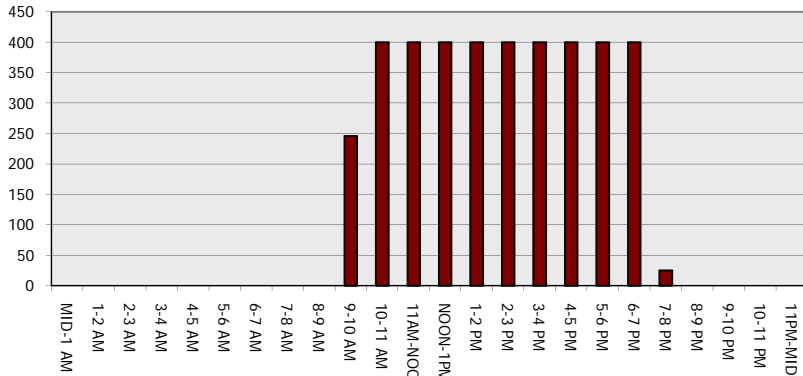
Main Route - Traffic Demand (Vehicles Per Hour)



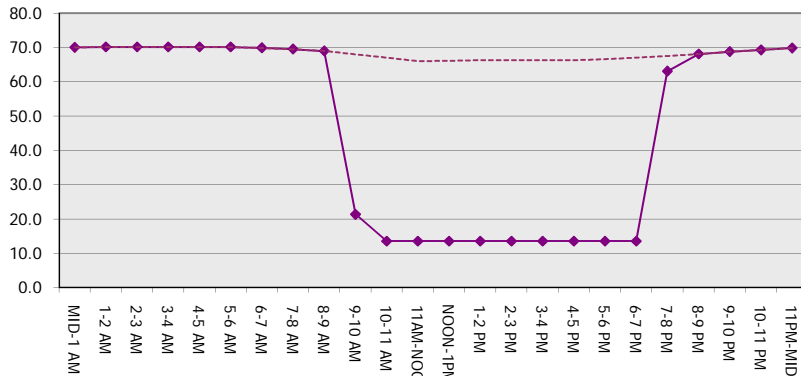
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	600	0.0	OFF	600	0	0.00	0	70.0	70.0	70.0	
1-2 AM	392	0.0	OFF	392	0	0.00	0	70.2	70.2	70.2	
2-3 AM	318	0.0	OFF	318	0	0.00	0	70.2	70.2	70.2	
3-4 AM	215	0.0	OFF	215	0	0.00	0	70.2	70.2	70.2	
4-5 AM	204	0.0	OFF	204	0	0.00	0	70.2	70.2	70.2	
5-6 AM	345	0.0	OFF	345	0	0.00	0	70.2	70.2	70.2	
6-7 AM	595	0.0	OFF	595	0	0.00	0	70.0	70.0	70.0	
7-8 AM	875	0.0	OFF	875	0	0.00	0	69.7	69.7	69.7	
8-9 AM	1374	0.0	OFF	1374	0	0.00	0	69.1	69.1	69.1	
9-10 AM	2027	0.0	1499	2020	7	7.86+	227	68.2	23.2	30.8	
10-11 AM	2488	0.0	1500	1395	1093	15.89+	391	67.6	13.8	32.2	
11AM-NOON	2858	0.0	1500	1500	1358	16.28+	400	67.2	13.5	30.8	
NOON-1PM	3320	0.0	1500	1500	1820	16.24+	400	66.6	13.5	30.8	
1-2 PM	3110	0.0	1500	1500	1610	16.26+	400	66.9	13.5	30.8	
2-3 PM	3152	0.0	1500	1500	1652	16.25+	400	66.8	13.5	30.8	
3-4 PM	3176	0.0	1500	1500	1676	16.25+	400	66.8	13.5	30.8	
4-5 PM	3628	0.0	1500	1500	2128	16.21+	400	66.1	13.5	30.8	
5-6 PM	3182	0.0	1500	1500	1682	16.25+	400	66.8	13.5	30.8	
6-7 PM	2452	0.0	1500	1500	952	16.31+	400	67.7	13.5	30.8	
7-8 PM	2065	0.0	OFF	2065	0	0.25	21	68.2	64.2	64.2	
8-9 PM	1524	0.0	OFF	1524	0	0.00	0	68.9	68.9	68.9	
9-10 PM	1239	0.0	OFF	1239	0	0.00	0	69.2	69.2	69.2	
10-11 PM	986	0.0	OFF	986	0	0.00	0	69.5	69.5	69.5	
11PM-MID	554	0.0	OFF	554	0	0.00	0	70.0	70.0	70.0	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0298
MAIN ROUTE WITH WORKS	0.0185
'DIVERSION'	0.0237

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,992
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

