

USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) NIGHTTIME 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	OFF	2305	0	0.13	10	67.9	65.8	65.8	
9-10 AM	2812	0.0	OFF	2812	0	0.00	0	67.3	67.3	67.3	
10-11 AM	3164	0.0	OFF	3164	0	0.00	0	66.8	66.8	66.8	
11AM-NOON	3439	0.0	OFF	3439	0	0.00	0	66.4	66.4	66.4	
NOON-1PM	3500	0.0	OFF	3500	0	0.00	0	66.4	66.4	66.4	
1-2 PM	3354	0.0	OFF	3354	0	0.00	0	66.6	66.6	66.6	
2-3 PM	3411	0.0	OFF	3411	0	0.00	0	66.5	66.5	66.5	
3-4 PM	3371	0.0	OFF	3371	0	0.00	0	66.6	66.6	66.6	
4-5 PM	3448	0.0	OFF	3448	0	0.00	0	66.4	66.4	66.4	
5-6 PM	3275	0.0	OFF	3275	0	0.00	0	66.6	66.6	66.6	
6-7 PM	2934	0.0	1499	1529	1406	15.86+	396	67.1	13.8	36.6	
7-8 PM	2291	0.0	1499	1891	400	12.79+	324	67.9	16.3	31.3	
8-9 PM	1838	0.0	1499	1500	338	16.35+	399	68.4	13.5	30.8	
9-10 PM	1734	0.0	1500	1498	236	16.35+	399	68.6	13.5	30.8	
10-11 PM	1311	0.0	1499	1304	7	13.81+	339	69.1	15.5	30.8	
11PM-MID	1018	0.0	1499	1018	0	2.15	61	69.5	45.1	38.9	

"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	0.0359
MAIN ROUTE WITH WORKS	0.0332
'DIVERSION'	0.0040
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,451
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

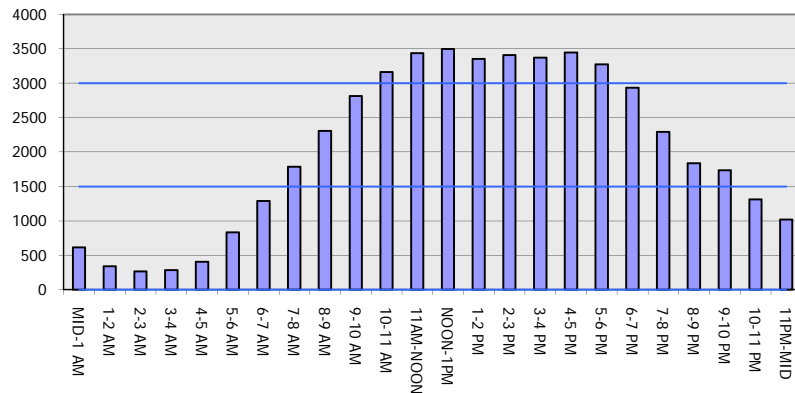
OCTOBER

Analyzed for 2009
 Construction Season

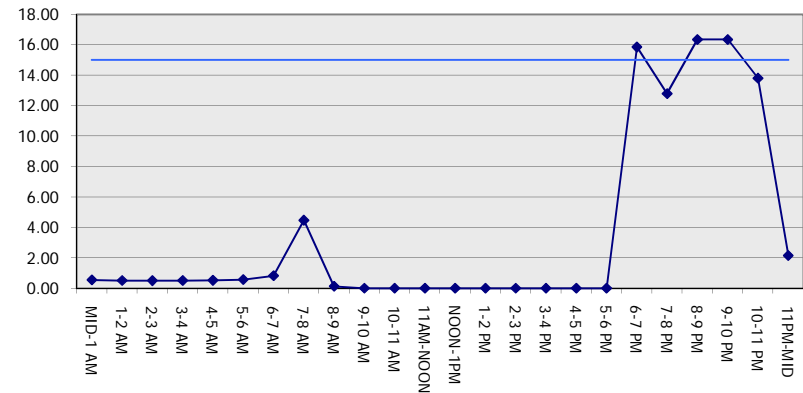
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

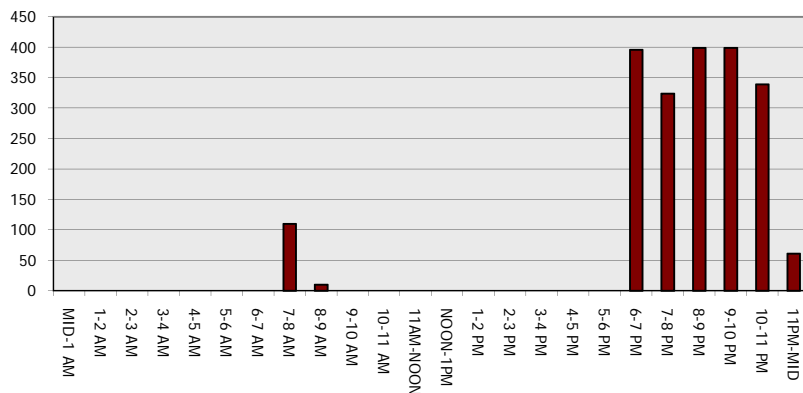
Main Route - Traffic Demand (Vehicles Per Hour)



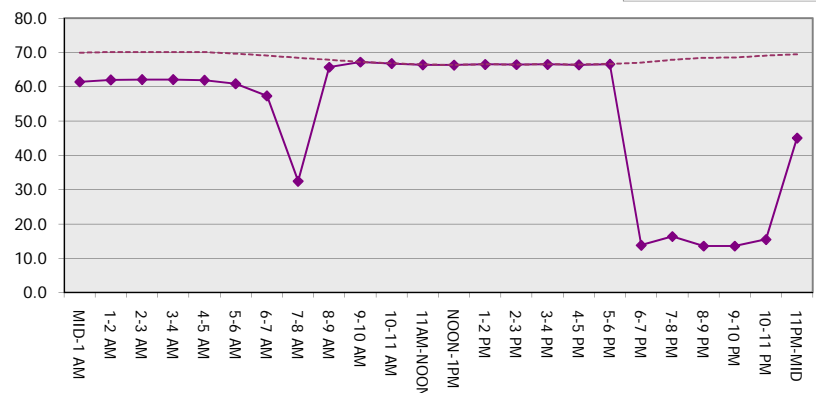
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	2348	0	0.09	7	67.8	66.4	66.4	
9-10 AM	2822	0.0	OFF	2822	0	0.00	0	67.3	67.3	67.3	
10-11 AM	3270	0.0	OFF	3270	0	0.00	0	66.7	66.7	66.7	
11AM-NOON	3548	0.0	OFF	3548	0	0.00	0	66.3	66.3	66.3	
NOON-1PM	3646	0.0	OFF	3646	0	0.00	0	66.0	66.0	66.0	
1-2 PM	3627	0.0	OFF	3627	0	0.00	0	66.1	66.1	66.1	
2-3 PM	3565	0.0	OFF	3565	0	0.00	0	66.3	66.3	66.3	
3-4 PM	3670	0.0	OFF	3670	0	0.00	0	65.8	65.8	65.8	
4-5 PM	3433	0.0	OFF	3433	0	0.00	0	66.4	66.4	66.4	
5-6 PM	3076	0.0	OFF	3076	0	0.00	0	66.9	66.9	66.9	
6-7 PM	2675	0.0	1499	1729	946	13.78+	346	67.4	15.4	35.5	
7-8 PM	2155	0.0	1499	1724	431	15.52+	382	68.1	14.1	30.8	
8-9 PM	1856	0.0	1499	1475	381	16.25+	397	68.4	13.6	30.8	
9-10 PM	1716	0.0	1500	1479	237	16.27+	397	68.6	13.6	30.8	
10-11 PM	1437	0.0	1499	1417	19	15.56+	379	68.9	14.1	30.8	
11PM-MID	1052	0.0	1499	1052	0	4.05	137	69.4	34.4	37.0	

"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	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	0.0341
'DIVERSION'	0.0034

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$42,114
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

