

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY      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	586	0.0	3000	586	0	0.36	0	70.0	64.2	49.7
1-2 AM	352	0.0	3000	352	0	0.36	0	70.2	64.3	49.7
2-3 AM	317	0.0	3000	317	0	0.36	0	70.2	64.3	49.7
3-4 AM	424	0.0	3000	424	0	0.36	0	70.2	64.3	49.7
4-5 AM	895	0.0	3000	895	0	0.35	0	69.6	64.0	49.7
5-6 AM	2618	0.0	2999	2618	0	0.81	19	67.5	56.3	43.5
6-7 AM	5191	0.0	3000	3884	1307	11.23+	659	55.4	17.0	37.5
7-8 AM	5996	0.0	3000	3000	2996	13.82+	800	49.9	14.3	37.7
8-9 AM	4084	0.0	2999	2904	1180	14.81+	791	63.0	14.3	37.5
9-10 AM	3445	0.0	2999	2967	478	15.15+	796	66.4	14.3	37.3
10-11 AM	3412	0.0	2999	3000	412	15.21+	799	66.5	14.2	37.3
11AM-NOON	3602	0.0	3000	3000	602	15.20+	800	66.3	14.2	37.3
NOON-1PM	3765	0.0	3000	3000	765	15.13+	800	65.1	14.2	37.3
1-2 PM	3780	0.0	3000	3000	780	15.12+	800	65.0	14.2	37.3
2-3 PM	4156	0.0	3000	3000	1156	14.95+	800	62.5	14.2	37.3
3-4 PM	4474	0.0	3000	3000	1474	14.79+	800	60.3	14.2	37.3
4-5 PM	4202	0.0	3000	3000	1202	14.92+	800	62.2	14.2	37.3
5-6 PM	3923	0.0	3000	3000	923	15.06+	800	64.0	14.2	37.3
6-7 PM	3225	0.0	3000	2941	284	15.11+	793	66.8	14.3	37.3
7-8 PM	2368	0.0	2999	2368	0	8.81	497	67.8	21.4	40.3
8-9 PM	1945	0.0	3000	1945	0	0.48	10	68.3	61.0	49.7
9-10 PM	1801	0.0	3000	1801	0	0.34	0	68.5	63.2	49.7
10-11 PM	1474	0.0	3000	1474	0	0.34	0	68.9	63.5	49.7
11PM-MID	1217	0.0	3000	1217	0	0.35	0	69.2	63.7	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

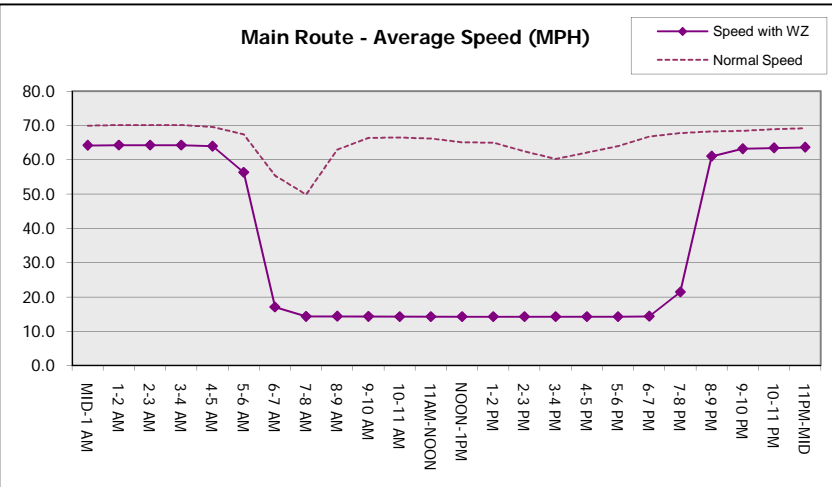
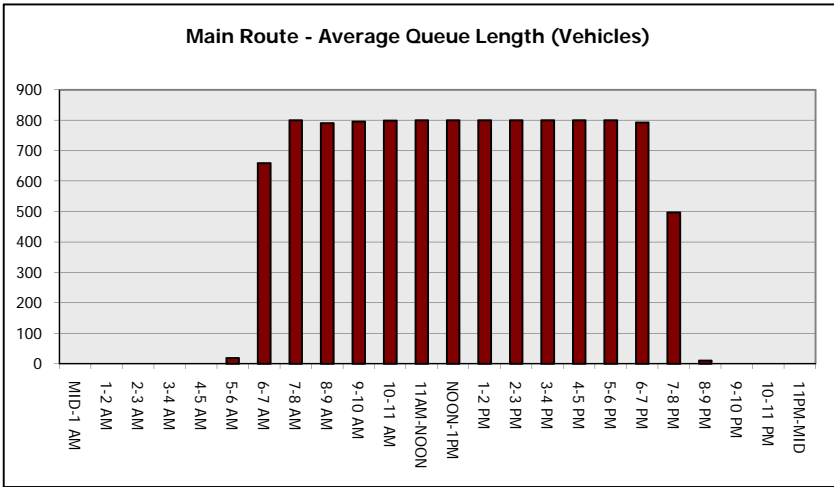
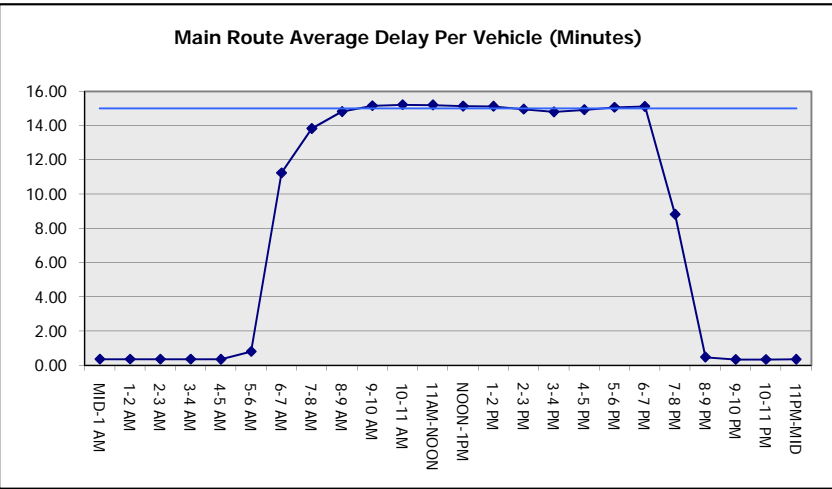
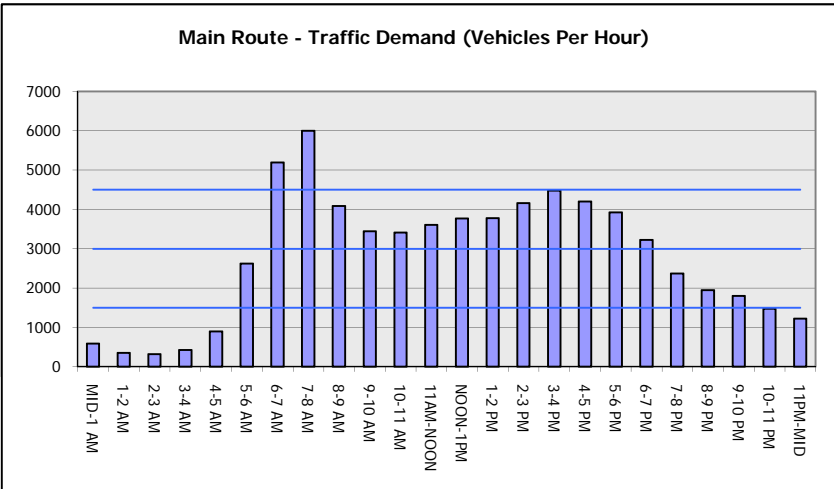
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0492
MAIN ROUTE WITH WORKS	0.0357
'DIVERSION'	0.0230
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$179,925
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY SOUTHBOUND DIRECTION**



<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	597	0.0	3000	597	0	0.36	0	70.0	64.1	49.7
1-2 AM	401	0.0	3000	401	0	0.36	0	70.2	64.3	49.7
2-3 AM	378	0.0	3000	378	0	0.36	0	70.2	64.3	49.7
3-4 AM	339	0.0	3000	339	0	0.36	0	70.2	64.3	49.7
4-5 AM	689	0.0	3000	689	0	0.36	0	69.9	64.1	49.7
5-6 AM	1718	0.0	3000	1718	0	0.34	0	68.6	63.3	49.7
6-7 AM	3010	0.0	2999	3010	0	1.05	23	67.0	53.3	38.6
7-8 AM	3141	0.0	2999	3141	0	3.70	167	66.8	35.2	37.3
8-9 AM	2923	0.0	2999	2923	0	4.37	201	67.1	32.5	37.3
9-10 AM	2999	0.0	3000	2999	0	3.34	144	67.0	36.9	37.3
10-11 AM	3346	0.0	3000	3346	0	5.93	302	66.6	27.4	37.3
11AM-NOON	3882	0.0	3000	3385	497	13.99+	747	64.3	15.1	37.3
NOON-1PM	4243	0.0	3000	3000	1243	14.91+	800	61.9	14.2	37.3
1-2 PM	4413	0.0	3000	3000	1413	14.82+	800	60.7	14.2	37.3
2-3 PM	5505	0.0	3000	3000	2505	14.18+	800	53.2	14.2	37.3
3-4 PM	6269	0.0	3000	3000	3269	13.62+	800	48.0	14.2	37.3
4-5 PM	6829	0.0	3000	3000	3829	13.12+	800	44.2	14.2	37.3
5-6 PM	6337	0.0	3000	3000	3337	13.57+	800	47.6	14.2	37.3
6-7 PM	4357	0.0	3000	3000	1357	14.85+	800	61.1	14.2	37.3
7-8 PM	3055	0.0	2999	2795	260	14.33+	751	66.9	15.0	37.3
8-9 PM	2542	0.0	2999	2542	0	8.94	476	67.6	21.2	38.1
9-10 PM	2337	0.0	3000	2337	0	0.91	41	67.8	55.4	48.1
10-11 PM	2188	0.0	3000	2188	0	0.33	0	68.0	62.8	49.7
11PM-MID	1460	0.0	3000	1460	0	0.34	0	68.9	63.5	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	0.0534
MAIN ROUTE WITH WORKS	0.0368
'DIVERSION'	0.0300

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$160,947
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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