

<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	770	0.0	1500	770	0	0.56	0	69.8	61.1	42.5	
1-2 AM	565	0.0	1500	565	0	0.54	0	70.0	61.6	43.3	
2-3 AM	313	0.0	1500	313	0	0.51	0	70.2	62.1	44.2	
3-4 AM	224	0.0	1500	224	0	0.50	0	70.2	62.3	44.6	
4-5 AM	257	0.0	1500	257	0	0.50	0	70.2	62.2	44.5	
5-6 AM	396	0.0	1500	396	0	0.52	0	70.2	62.0	43.9	
6-7 AM	746	0.0	1500	746	0	0.56	0	69.8	61.2	42.6	
7-8 AM	884	0.0	1500	884	0	0.57	0	69.6	60.8	42.1	
8-9 AM	1440	0.0	1499	1440	0	1.37	13	68.9	51.4	33.5	
9-10 AM	2212	0.0	1500	1758	454	10.78+	287	68.0	18.6	31.5	
10-11 AM	3142	0.0	1499	1500	1642	16.16+	399	66.8	13.6	32.4	
11AM-NOON	3799	0.0	1500	1500	2299	16.04+	400	64.9	13.6	32.4	
NOON-1PM	4054	0.0	1500	1500	2554	15.92+	400	63.2	13.6	32.4	
1-2 PM	3988	0.0	1500	1500	2488	15.95+	400	63.6	13.6	32.4	
2-3 PM	4246	0.0	1500	1500	2746	15.83+	400	61.9	13.6	32.4	
3-4 PM	3963	0.0	1500	1500	2463	15.96+	400	63.8	13.6	32.4	
4-5 PM	4017	0.0	1500	1500	2517	15.94+	400	63.4	13.6	32.4	
5-6 PM	3833	0.0	1500	1500	2333	16.02+	400	64.6	13.6	32.4	
6-7 PM	3369	0.0	1500	1500	1869	16.14+	400	66.6	13.6	32.4	
7-8 PM	2886	0.0	1499	1500	1386	16.18+	400	67.1	13.6	32.4	
8-9 PM	2411	0.0	1499	1520	891	16.18+	397	67.8	13.6	31.5	
9-10 PM	1687	0.0	1500	1565	122	16.08+	392	68.6	13.7	30.8	
10-11 PM	1203	0.0	1499	1203	0	10.96	281	69.2	18.4	32.8	
11PM-MID	595	0.0	1500	595	0	0.70	5	70.0	59.5	43.1	

+ 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

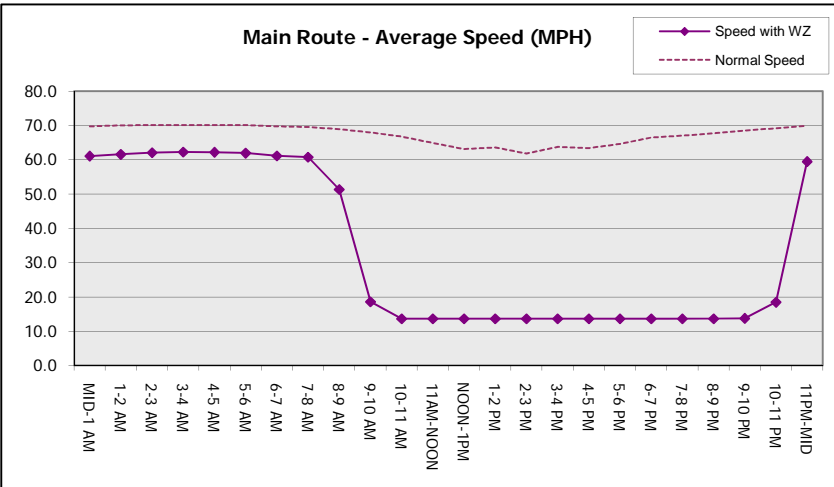
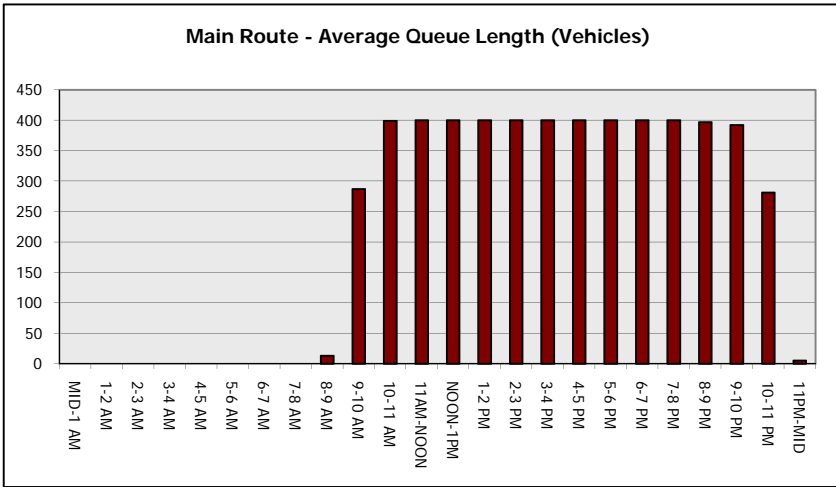
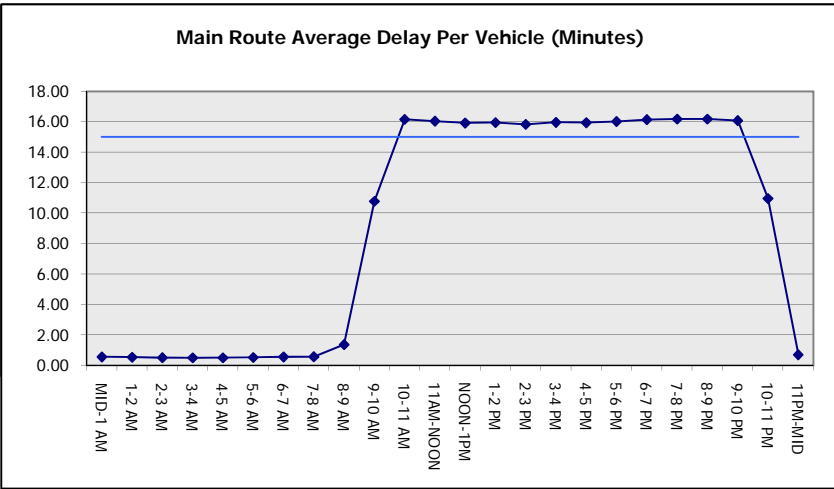
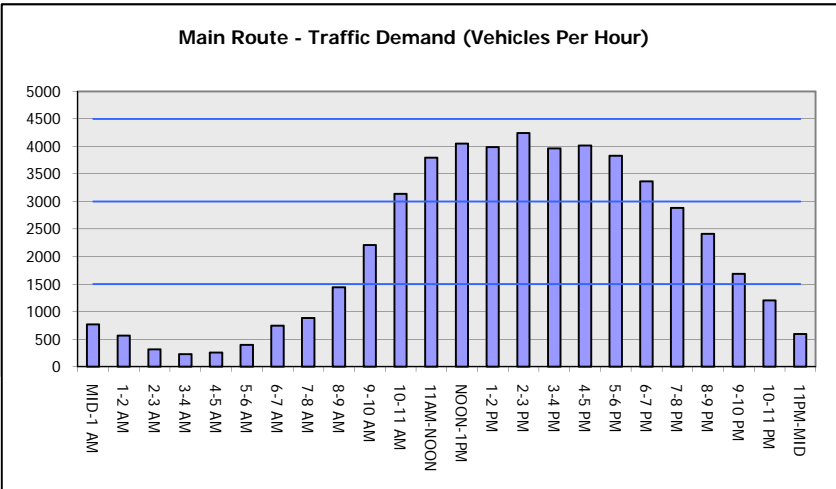
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0373
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0403
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$195,553
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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



<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	807	0.0	1500	807	0	0.57	0	69.7	61.0	42.4	
1-2 AM	503	0.0	1500	503	0	0.53	0	70.1	61.7	43.5	
2-3 AM	359	0.0	1500	359	0	0.52	0	70.2	62.0	44.0	
3-4 AM	219	0.0	1500	219	0	0.50	0	70.2	62.3	44.6	
4-5 AM	178	0.0	1500	178	0	0.49	0	70.2	62.0	44.8	
5-6 AM	364	0.0	1500	364	0	0.52	0	70.2	61.5	44.0	
6-7 AM	582	0.0	1500	582	0	0.54	0	70.0	60.8	43.2	
7-8 AM	897	0.0	1500	897	0	0.58	0	69.6	57.6	42.0	
8-9 AM	1279	0.0	1499	1279	0	0.80	0	69.1	29.1	36.4	
9-10 AM	1864	0.0	1499	1864	0	5.44	145	68.4	29.1	30.8	
10-11 AM	2441	0.0	1499	1500	941	16.31+	399	67.7	13.5	30.8	
11AM-NOON	2821	0.0	1500	1500	1321	16.28+	400	67.3	13.5	30.8	
NOON-1PM	3110	0.0	1500	1500	1610	16.26+	400	66.9	13.5	30.8	
1-2 PM	3174	0.0	1500	1500	1674	16.25+	400	66.8	13.5	30.8	
2-3 PM	3078	0.0	1500	1500	1578	16.26+	400	66.9	13.5	30.8	
3-4 PM	3129	0.0	1500	1500	1629	16.26+	400	66.8	13.5	30.8	
4-5 PM	3413	0.0	1500	1500	1913	16.23+	400	66.5	13.5	30.8	
5-6 PM	3127	0.0	1500	1500	1627	16.26+	400	66.8	13.5	30.8	
6-7 PM	2526	0.0	1500	1500	1026	16.30+	400	67.6	13.5	30.8	
7-8 PM	2091	0.0	1500	1500	591	16.33+	400	68.1	13.5	30.8	
8-9 PM	1727	0.0	1500	1537	190	16.19+	395	68.6	13.7	30.8	
9-10 PM	1450	0.0	1500	1441	10	15.80+	385	68.9	13.9	30.8	
10-11 PM	1173	0.0	1499	1173	0	7.49	200	69.3	24.0	33.7	
11PM-MID	710	0.0	1500	710	0	0.56	0	69.9	61.2	42.7	

+ 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	0.0300
MAIN ROUTE WITH WORKS	0.0179
'DIVERSION'	0.0239

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,891
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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**SUNDAY NORTHBOUND DIRECTION**

