

<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	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	2999	2182	0	0.33	0	68.0	62.9	49.7
10-11 AM	2993	0.0	2999	2993	0	1.02	21	67.0	53.7	38.8
11AM-NOON	3634	0.0	3000	3634	0	6.87	384	66.0	25.0	37.3
NOON-1PM	3630	0.0	2999	3005	624	15.17+	799	66.1	14.2	37.3
1-2 PM	3529	0.0	3000	3018	512	15.17+	797	66.3	14.3	37.3
2-3 PM	3589	0.0	3000	3000	589	15.20+	800	66.3	14.2	37.3
3-4 PM	3542	0.0	3000	3000	542	15.20+	800	66.3	14.2	37.3
4-5 PM	3560	0.0	2999	3000	560	15.20+	800	66.3	14.2	37.3
5-6 PM	3365	0.0	3000	3037	329	15.13+	795	66.6	14.3	37.3
6-7 PM	2963	0.0	3000	2957	6	14.93+	782	67.1	14.5	37.3
7-8 PM	2600	0.0	OFF	2600	0	0.86	80	67.5	55.8	55.8
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

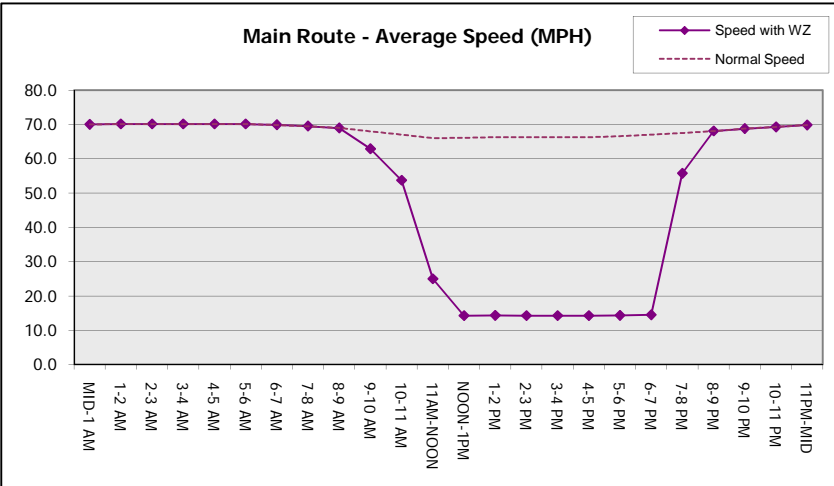
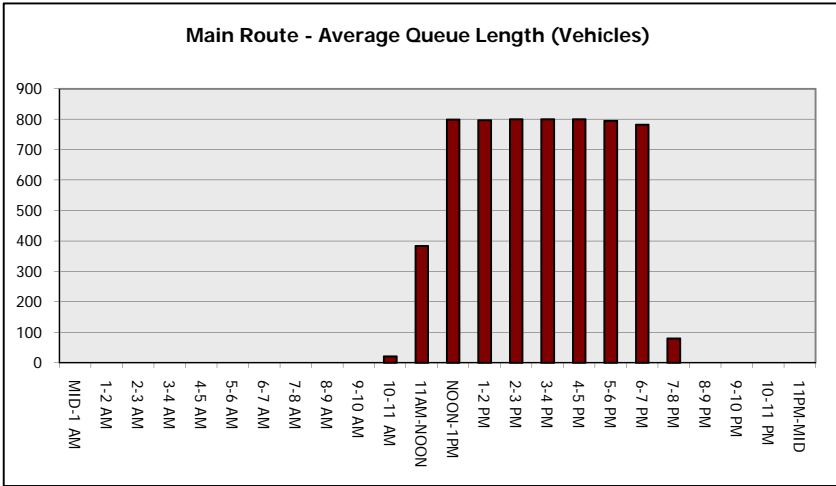
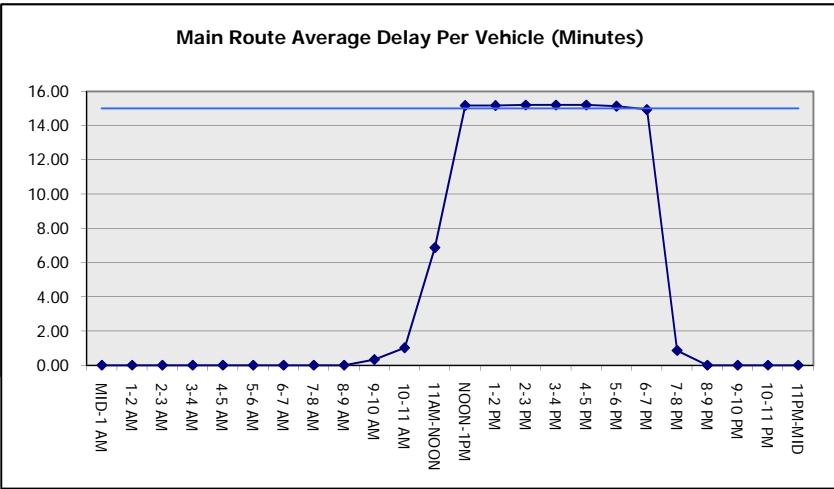
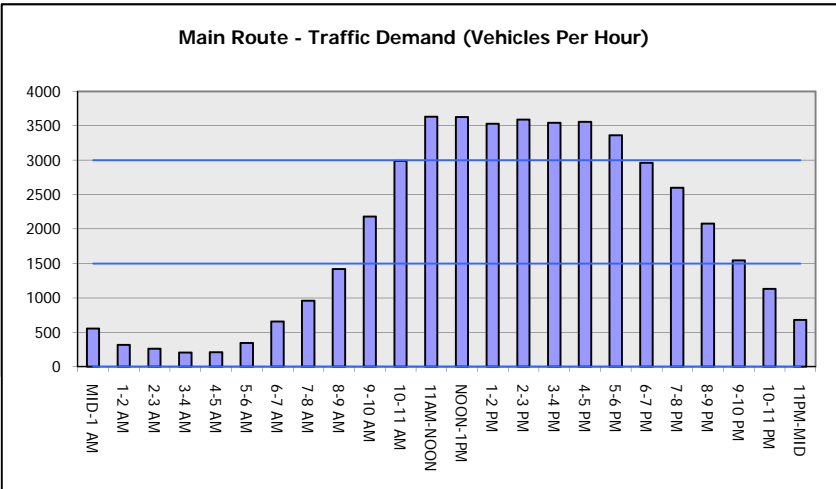
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0336
MAIN ROUTE WITH WORKS	0.0293
'DIVERSION'	0.0054
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,865
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

**USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)**  
**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 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>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	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	3000	2027	0	0.33	0	68.2	63.0	49.7
10-11 AM	2488	0.0	3000	2488	0	0.39	0	67.6	61.7	47.1
11AM-NOON	2858	0.0	2999	2858	0	0.63	0	67.2	58.2	39.6
NOON-1PM	3320	0.0	2999	3320	0	3.19	152	66.6	37.6	37.3
1-2 PM	3110	0.0	2999	3110	0	7.60	380	66.9	23.5	37.3
2-3 PM	3152	0.0	3000	3152	0	9.82	503	66.8	19.7	37.3
3-4 PM	3176	0.0	2999	3176	0	12.55	654	66.8	16.5	37.3
4-5 PM	3628	0.0	2999	3000	628	15.19+	799	66.1	14.2	37.3
5-6 PM	3182	0.0	3000	3020	162	14.94+	783	66.8	14.5	37.3
6-7 PM	2452	0.0	2999	2452	0	9.85	537	67.7	19.8	38.9
7-8 PM	2065	0.0	OFF	2065	0	0.08	6	68.2	66.8	66.8
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	0.0273
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,119
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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

