

<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	661	0.0	OFF	661	0	0.00	0	69.9	69.9	69.9	
1-2 AM	396	0.0	OFF	396	0	0.00	0	70.2	70.2	70.2	
2-3 AM	299	0.0	OFF	299	0	0.00	0	70.2	70.2	70.2	
3-4 AM	213	0.0	OFF	213	0	0.00	0	70.2	70.2	70.2	
4-5 AM	217	0.0	OFF	217	0	0.00	0	70.2	70.2	70.2	
5-6 AM	374	0.0	OFF	374	0	0.00	0	70.2	70.2	70.2	
6-7 AM	640	0.0	OFF	640	0	0.00	0	69.9	69.9	69.9	
7-8 AM	916	0.0	OFF	916	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1271	0.0	OFF	1271	0	0.00	0	69.2	69.2	69.2	
9-10 AM	2080	0.0	1499	1995	85	8.04+	230	68.1	22.8	30.8	
10-11 AM	2676	0.0	1500	1483	1192	16.19+	398	67.4	13.6	31.5	
11AM-NOON	3255	0.0	1500	1500	1755	16.23+	400	66.7	13.5	31.0	
NOON-1PM	3540	0.0	1500	1500	2040	16.21+	400	66.3	13.5	31.0	
1-2 PM	3537	0.0	1500	1500	2037	16.21+	399	66.3	13.5	31.0	
2-3 PM	3680	0.0	1500	1500	2180	16.17+	400	65.7	13.5	31.0	
3-4 PM	3785	0.0	1500	1500	2285	16.12+	400	65.0	13.5	31.0	
4-5 PM	3892	0.0	1500	1500	2392	16.08+	400	64.3	13.5	31.0	
5-6 PM	3716	0.0	1500	1500	2216	16.16+	400	65.5	13.5	31.0	
6-7 PM	3354	0.0	1500	1500	1854	16.22+	400	66.6	13.5	31.0	
7-8 PM	2636	0.0	OFF	2636	0	0.38	34	67.4	61.7	61.7	
8-9 PM	1828	0.0	OFF	1828	0	0.00	0	68.4	68.4	68.4	
9-10 PM	1289	0.0	OFF	1289	0	0.00	0	69.1	69.1	69.1	
10-11 PM	856	0.0	OFF	856	0	0.00	0	69.7	69.7	69.7	
11PM-MID	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1	

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0334
MAIN ROUTE WITH WORKS	0.0192
'DIVERSION'	0.0306
PIA: Personal Injury Accidents	
<b>IMPACTS ON ROAD USERS</b>	
ROAD USER COSTS PER DAY	\$146,041
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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

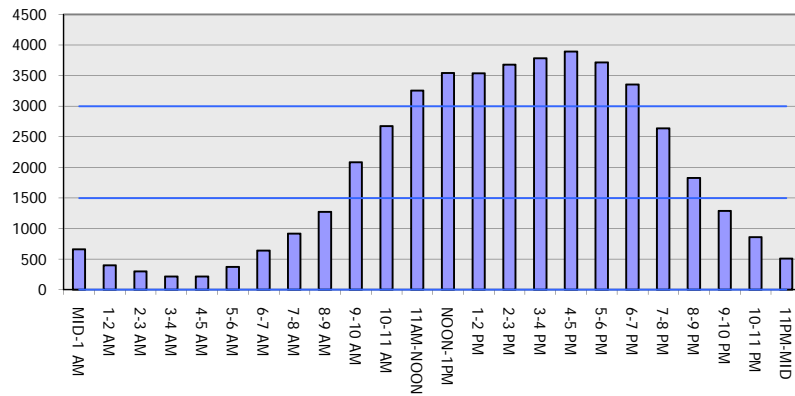
**OCTOBER**

Analyzed for 2009  
 Construction Season

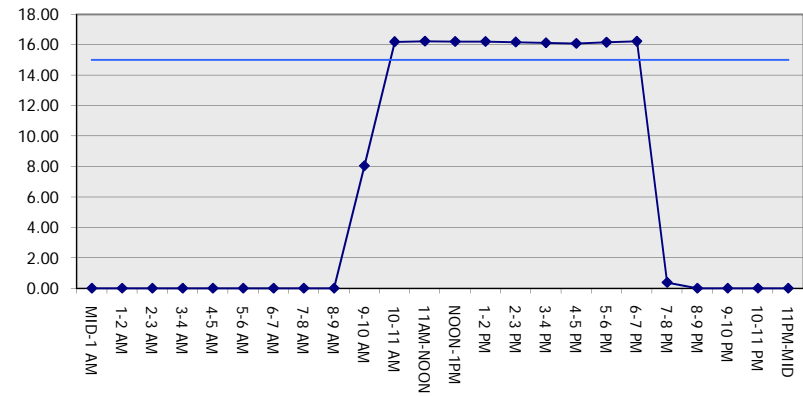
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

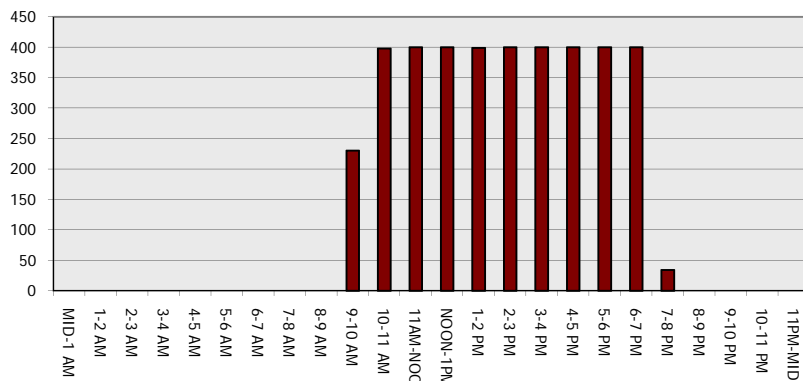
**Main Route - Traffic Demand (Vehicles Per Hour)**



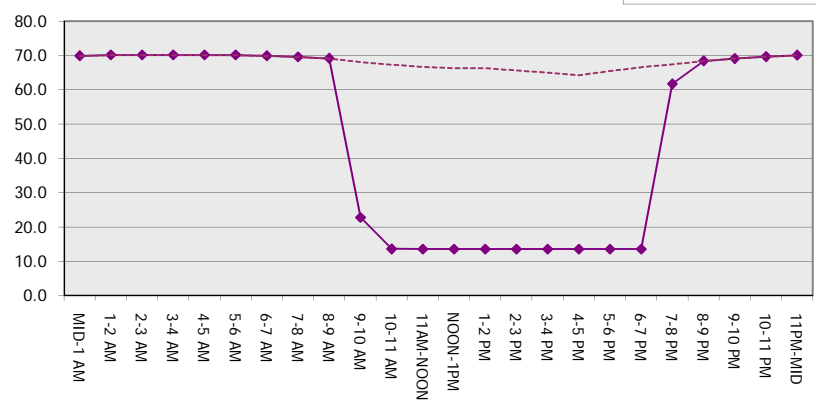
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
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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	714	0.0	OFF	714	0	0.00	0	69.9	69.9	69.9
1-2 AM	415	0.0	OFF	415	0	0.00	0	70.2	70.2	70.2
2-3 AM	367	0.0	OFF	367	0	0.00	0	70.2	70.2	70.2
3-4 AM	245	0.0	OFF	245	0	0.00	0	70.2	70.2	70.2
4-5 AM	231	0.0	OFF	231	0	0.00	0	70.2	70.2	70.2
5-6 AM	442	0.0	OFF	442	0	0.00	0	70.2	70.2	70.2
6-7 AM	563	0.0	OFF	563	0	0.00	0	70.0	70.0	70.0
7-8 AM	932	0.0	OFF	932	0	0.00	0	69.6	69.6	69.6
8-9 AM	1345	0.0	OFF	1345	0	0.00	0	69.1	69.1	69.1
9-10 AM	1909	0.0	1499	1909	0	6.11	168	68.4	27.2	30.8
10-11 AM	2502	0.0	1499	1500	1002	16.30+	399	67.6	13.5	30.8
11AM-NOON	3035	0.0	1500	1500	1535	16.26+	400	66.9	13.5	30.8
NOON-1PM	3286	0.0	1500	1500	1786	16.24+	400	66.6	13.5	30.8
1-2 PM	3229	0.0	1500	1500	1729	16.25+	400	66.7	13.5	30.8
2-3 PM	2986	0.0	1500	1500	1486	16.27+	400	67.0	13.5	30.8
3-4 PM	3203	0.0	1500	1500	1703	16.25+	400	66.8	13.5	30.8
4-5 PM	3058	0.0	1500	1500	1558	16.26+	400	66.9	13.5	30.8
5-6 PM	2647	0.0	1500	1500	1147	16.29+	400	67.4	13.5	30.8
6-7 PM	2313	0.0	1500	1500	813	16.32+	400	67.9	13.5	30.8
7-8 PM	1789	0.0	OFF	1789	0	0.23	19	68.5	64.8	64.8
8-9 PM	1285	0.0	OFF	1285	0	0.00	0	69.1	69.1	69.1
9-10 PM	1073	0.0	OFF	1073	0	0.00	0	69.4	69.4	69.4
10-11 PM	904	0.0	OFF	904	0	0.00	0	69.6	69.6	69.6
11PM-MID	548	0.0	OFF	548	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	0.0286
MAIN ROUTE WITH WORKS	0.0182
'DIVERSION'	0.0216

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$121,924
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
 Construction Season

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

