

<b>USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)</b> <b>NIGHTTIME 2 LANE 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	1500	554	0	0.54	0	70.0	61.6	43.3	
1-2 AM	315	0.0	1500	315	0	0.51	0	70.2	62.1	44.2	
2-3 AM	260	0.0	1500	260	0	0.50	0	70.2	62.2	44.5	
3-4 AM	205	0.0	1500	205	0	0.50	0	70.2	62.3	44.6	
4-5 AM	211	0.0	1500	211	0	0.50	0	70.2	62.3	44.6	
5-6 AM	343	0.0	1500	343	0	0.51	0	70.2	62.0	44.1	
6-7 AM	656	0.0	1500	656	0	0.55	0	69.9	61.4	42.9	
7-8 AM	958	0.0	1499	958	0	0.58	0	69.6	60.6	41.9	
8-9 AM	1418	0.0	1499	1418	0	1.23	8	69.0	52.7	33.7	
9-10 AM	2182	0.0	OFF	2182	0	0.00	0	68.0	67.9	67.9	
10-11 AM	2993	0.0	OFF	2993	0	0.00	0	67.0	67.0	67.0	
11AM-NOON	3634	0.0	OFF	3634	0	0.00	0	66.0	66.0	66.0	
NOON-1PM	3630	0.0	OFF	3630	0	0.00	0	66.1	66.1	66.1	
1-2 PM	3529	0.0	OFF	3529	0	0.00	0	66.3	66.3	66.3	
2-3 PM	3589	0.0	OFF	3589	0	0.00	0	66.3	66.3	66.3	
3-4 PM	3542	0.0	OFF	3542	0	0.00	0	66.3	66.3	66.3	
4-5 PM	3560	0.0	OFF	3560	0	0.00	0	66.3	66.3	66.3	
5-6 PM	3365	0.0	OFF	3365	0	0.00	0	66.6	66.6	66.6	
6-7 PM	2963	0.0	OFF	2963	0	0.00	0	67.1	67.1	67.1	
7-8 PM	2600	0.0	1499	1790	810	13.46+	336	67.5	15.7	35.1	
8-9 PM	2079	0.0	1499	1583	496	16.01+	391	68.1	13.7	30.8	
9-10 PM	1545	0.0	1500	1477	68	15.68+	382	68.8	14.0	30.8	
10-11 PM	1129	0.0	1499	1129	0	6.55	192	69.3	26.2	34.9	
11PM-MID	679	0.0	1500	679	0	0.55	0	69.9	61.3	42.8	

"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

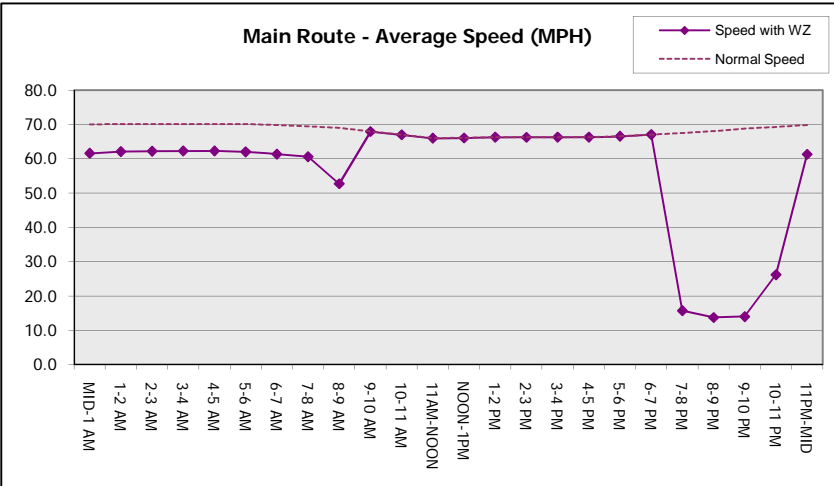
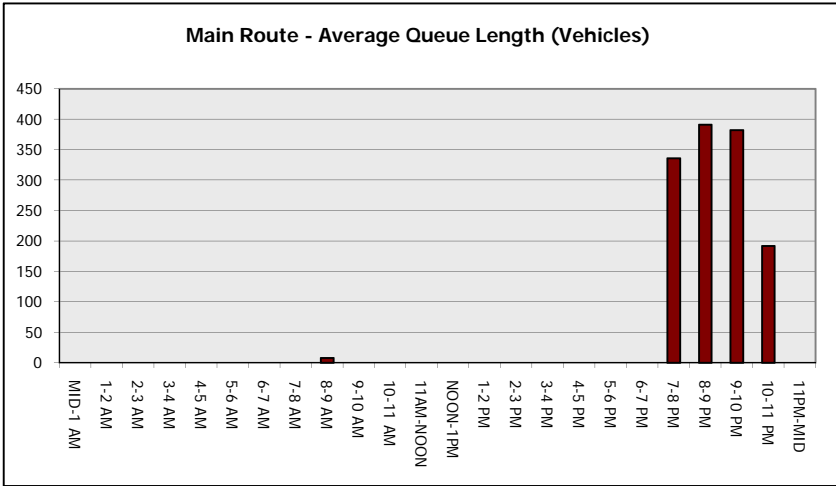
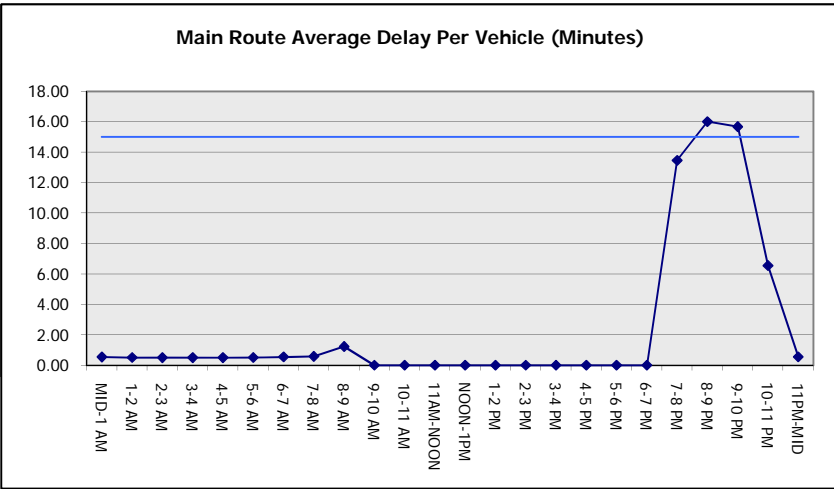
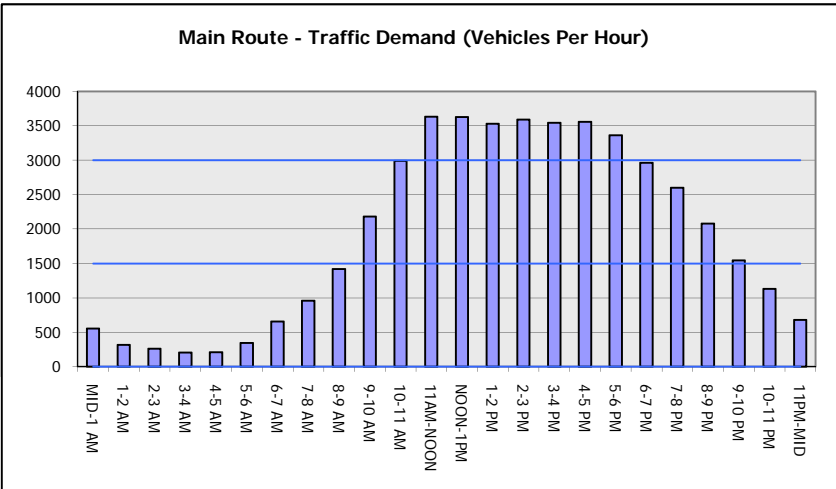
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0336
MAIN ROUTE WITH WORKS	0.0318
'DIVERSION'	0.0023
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,408
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

**USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)**  
**NIGHTTIME 2 LANE 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>NIGHTTIME 2 LANE 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	1500	600	0	0.54	0	70.0	61.5	43.2
1-2 AM	392	0.0	1500	392	0	0.52	0	70.2	62.0	43.9
2-3 AM	318	0.0	1500	318	0	0.51	0	70.2	62.1	44.2
3-4 AM	215	0.0	1500	215	0	0.50	0	70.2	62.3	44.6
4-5 AM	204	0.0	1500	204	0	0.50	0	70.2	62.0	44.1
5-6 AM	345	0.0	1500	345	0	0.51	0	70.0	61.5	43.2
6-7 AM	595	0.0	1500	595	0	0.57	0	69.7	60.9	42.1
7-8 AM	875	0.0	1500	875	0	0.99	2	69.1	55.3	34.2
8-9 AM	1374	0.0	1499	1374	0	0.00	0	68.2	68.2	68.2
9-10 AM	2027	0.0	OFF	2027	0	0.00	0	67.6	67.6	67.6
10-11 AM	2488	0.0	OFF	2488	0	0.00	0	67.2	67.2	67.2
11AM-NOON	2858	0.0	OFF	2858	0	0.00	0	66.6	66.6	66.6
NOON-1PM	3320	0.0	OFF	3320	0	0.00	0	66.9	66.9	66.9
1-2 PM	3110	0.0	OFF	3110	0	0.00	0	66.8	66.8	66.8
2-3 PM	3152	0.0	OFF	3152	0	0.00	0	66.1	66.1	66.1
3-4 PM	3176	0.0	OFF	3176	0	0.00	0	66.8	66.8	66.8
4-5 PM	3628	0.0	OFF	3628	0	0.00	0	66.8	66.8	66.8
5-6 PM	3182	0.0	OFF	3182	0	0.00	0	67.7	67.7	67.7
6-7 PM	2452	0.0	OFF	2452	0	0.00	0	68.2	18.7	30.8
7-8 PM	2065	0.0	1499	1858	207	10.71+	283	68.9	13.8	30.8
8-9 PM	1524	0.0	1500	1512	11	15.94+	388	69.2	19.4	31.8
9-10 PM	1239	0.0	1499	1239	0	10.25	256	69.5	55.9	41.3
10-11 PM	986	0.0	1500	986	0	0.97	13	70.0	61.6	43.3
11PM-MID	554	0.0	1500	554	0	0.54	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	0.0289
'DIVERSION'	0.0004

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,781
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

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

