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| USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 1500 | 586 | 0 | 0.61 | 2 | 70.0 | 60.5 | 43.2 | |
| 1-2 AM | 352 | 0.0 | 1500 | 352 | 0 | 0.52 | 0 | 70.2 | 62.0 | 44.1 | |
| 2-3 AM | 317 | 0.0 | 1500 | 317 | 0 | 0.51 | 0 | 70.2 | 62.1 | 44.2 | |
| 3-4 AM | 424 | 0.0 | 1500 | 424 | 0 | 0.52 | 0 | 70.2 | 61.9 | 43.8 | |
| 4-5 AM | 895 | 0.0 | 1500 | 895 | 0 | 0.58 | 0 | 69.6 | 60.8 | 42.0 | |
| 5-6 AM | 2618 | 0.0 | 1499 | 1790 | 828 | 9.88+ | 272 | 67.5 | 19.7 | 32.3 | |
| 6-7 AM | 5191 | 0.0 | 1500 | 1500 | 3691 | 15.23+ | 400 | 55.4 | 13.7 | 33.8 | |
| 7-8 AM | 5996 | 0.0 | 1500 | 1500 | 4496 | 14.68+ | 400 | 49.9 | 13.7 | 33.8 | |
| 8-9 AM | 4084 | 0.0 | 1500 | 1500 | 2584 | 15.83+ | 400 | 63.0 | 13.7 | 33.8 | |
| 9-10 AM | 3445 | 0.0 | 1500 | 1500 | 1945 | 16.06+ | 400 | 66.4 | 13.7 | 33.8 | |
| 10-11 AM | 3412 | 0.0 | 1500 | 1500 | 1912 | 16.06+ | 400 | 66.5 | 13.7 | 33.8 | |
| 11AM-NOON | 3602 | 0.0 | 1500 | 1500 | 2102 | 16.05+ | 400 | 66.3 | 13.7 | 33.8 | |
| NOON-1PM | 3765 | 0.0 | 1500 | 1500 | 2265 | 15.98+ | 400 | 65.1 | 13.7 | 33.8 | |
| 1-2 PM | 3780 | 0.0 | 1500 | 1500 | 2280 | 15.97+ | 400 | 65.0 | 13.7 | 33.8 | |
| 2-3 PM | 4156 | 0.0 | 1500 | 1500 | 2656 | 15.80+ | 400 | 62.5 | 13.7 | 33.8 | |
| 3-4 PM | 4474 | 0.0 | 1500 | 1500 | 2974 | 15.64+ | 400 | 60.3 | 13.7 | 33.8 | |
| 4-5 PM | 4202 | 0.0 | 1500 | 1500 | 2702 | 15.77+ | 400 | 62.2 | 13.7 | 33.8 | |
| 5-6 PM | 3923 | 0.0 | 1500 | 1500 | 2423 | 15.91+ | 400 | 64.0 | 13.7 | 33.8 | |
| 6-7 PM | 3225 | 0.0 | 1500 | 1500 | 1725 | 16.08+ | 400 | 66.8 | 13.7 | 33.8 | |
| 7-8 PM | 2368 | 0.0 | 1500 | 1552 | 816 | 16.07+ | 394 | 67.8 | 13.7 | 31.4 | |
| 8-9 PM | 1945 | 0.0 | 1499 | 1529 | 416 | 16.22+ | 396 | 68.3 | 13.6 | 30.8 | |
| 9-10 PM | 1801 | 0.0 | 1499 | 1500 | 301 | 16.35+ | 399 | 68.5 | 13.5 | 30.8 | |
| 10-11 PM | 1474 | 0.0 | 1500 | 1474 | 0 | 15.49+ | 376 | 68.9 | 14.2 | 30.8 | |
| 11PM-MID | 1217 | 0.0 | 1499 | 1217 | 0 | 9.07 | 232 | 69.2 | 21.1 | 32.9 | |

+ 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 |

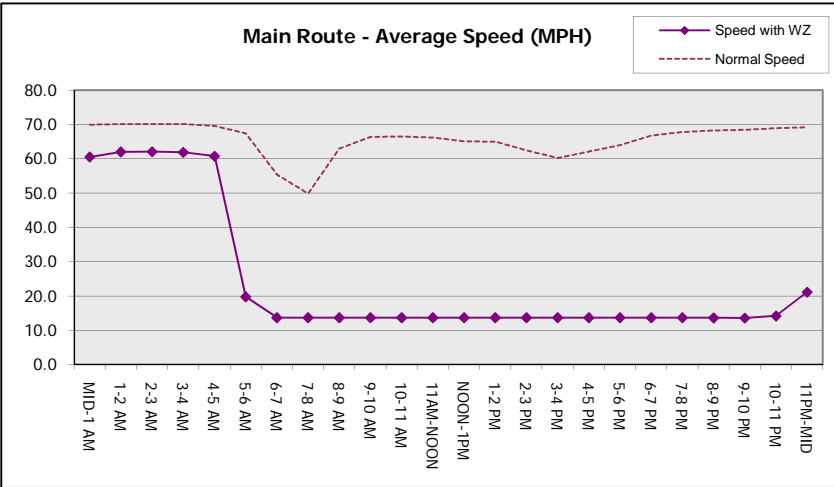
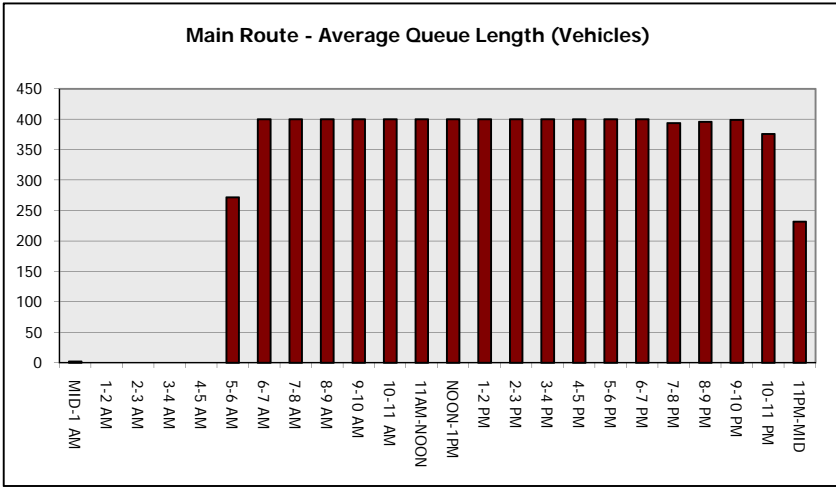
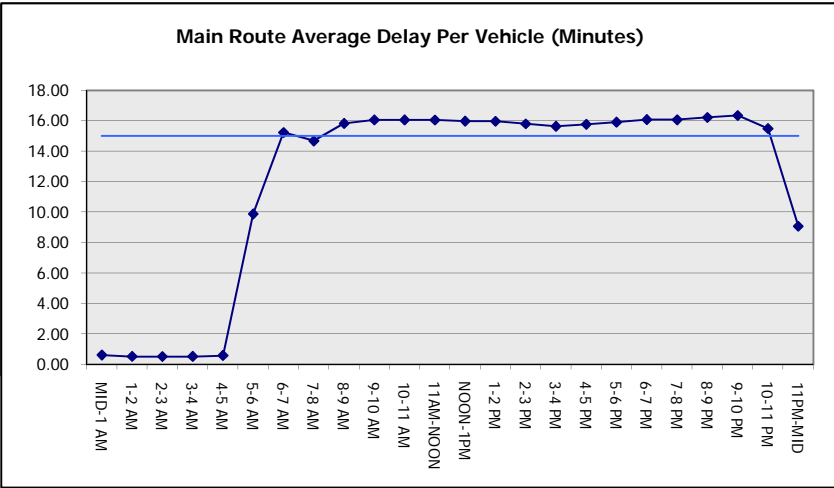
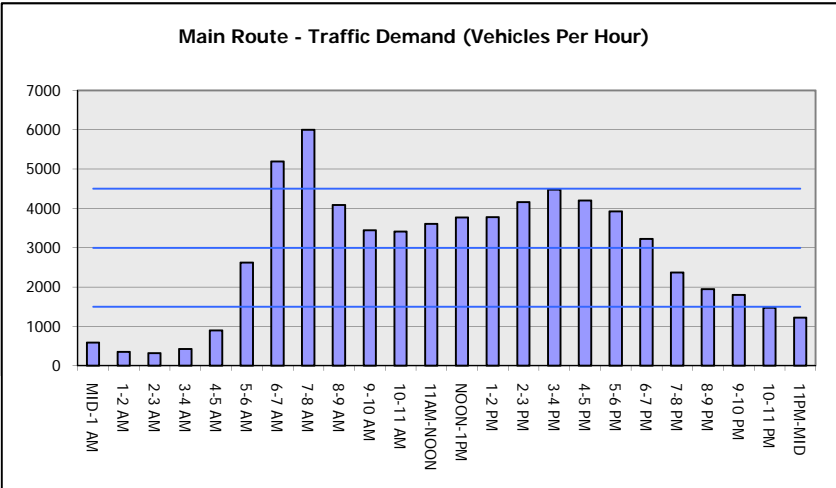
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0492 |
| MAIN ROUTE WITH WORKS | 0.0207 |
| 'DIVERSION' | 0.0612 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$220,990 |
| CONGESTED HOURS PER DAY* | 18 |

*Delays Exceeding User-Specified Maximum

**USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)
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
FRIDAY SOUTHBOUND DIRECTION



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

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 | 1500 | 597 | 0 | 1.59 | 53 | 70.0 | 49.8 | 42.8 |
| 1-2 AM | 401 | 0.0 | 1500 | 401 | 0 | 0.52 | 0 | 70.2 | 62.0 | 43.9 |
| 2-3 AM | 378 | 0.0 | 1500 | 378 | 0 | 0.52 | 0 | 70.2 | 62.0 | 44.0 |
| 3-4 AM | 339 | 0.0 | 1500 | 339 | 0 | 0.51 | 0 | 70.2 | 62.0 | 44.2 |
| 4-5 AM | 689 | 0.0 | 1500 | 689 | 0 | 0.55 | 0 | 69.9 | 61.3 | 42.8 |
| 5-6 AM | 1718 | 0.0 | 1499 | 1718 | 0 | 2.64 | 63 | 68.6 | 41.4 | 31.5 |
| 6-7 AM | 3010 | 0.0 | 1499 | 1566 | 1445 | 16.01+ | 394 | 67.0 | 13.7 | 31.3 |
| 7-8 AM | 3141 | 0.0 | 1500 | 1500 | 1641 | 16.19+ | 400 | 66.8 | 13.6 | 31.7 |
| 8-9 AM | 2923 | 0.0 | 1500 | 1500 | 1423 | 16.21+ | 400 | 67.1 | 13.6 | 31.7 |
| 9-10 AM | 2999 | 0.0 | 1500 | 1500 | 1499 | 16.21+ | 400 | 67.0 | 13.6 | 31.7 |
| 10-11 AM | 3346 | 0.0 | 1500 | 1500 | 1846 | 16.18+ | 400 | 66.6 | 13.6 | 31.7 |
| 11AM-NOON | 3882 | 0.0 | 1500 | 1500 | 2382 | 16.03+ | 400 | 64.3 | 13.6 | 31.7 |
| NOON-1PM | 4243 | 0.0 | 1500 | 1500 | 2743 | 15.86+ | 400 | 61.9 | 13.6 | 31.7 |
| 1-2 PM | 4413 | 0.0 | 1499 | 1500 | 2913 | 15.78+ | 400 | 60.7 | 13.6 | 31.7 |
| 2-3 PM | 5505 | 0.0 | 1500 | 1500 | 4005 | 15.14+ | 400 | 53.2 | 13.6 | 31.7 |
| 3-4 PM | 6269 | 0.0 | 1500 | 1500 | 4769 | 14.58+ | 400 | 48.0 | 13.6 | 31.7 |
| 4-5 PM | 6829 | 0.0 | 1500 | 1500 | 5329 | 14.08+ | 400 | 44.2 | 13.6 | 31.7 |
| 5-6 PM | 6337 | 0.0 | 1500 | 1500 | 4837 | 14.52+ | 400 | 47.6 | 13.6 | 31.7 |
| 6-7 PM | 4357 | 0.0 | 1500 | 1500 | 2857 | 15.81+ | 400 | 61.1 | 13.6 | 31.7 |
| 7-8 PM | 3055 | 0.0 | 1500 | 1500 | 1555 | 16.20+ | 400 | 66.9 | 13.6 | 31.7 |
| 8-9 PM | 2542 | 0.0 | 1500 | 1500 | 1042 | 16.24+ | 400 | 67.6 | 13.6 | 31.7 |
| 9-10 PM | 2337 | 0.0 | 1500 | 1500 | 837 | 16.26+ | 400 | 67.8 | 13.6 | 31.7 |
| 10-11 PM | 2188 | 0.0 | 1500 | 1536 | 652 | 16.15+ | 396 | 68.0 | 13.7 | 31.2 |
| 11PM-MID | 1460 | 0.0 | 1500 | 1430 | 29 | 15.05+ | 367 | 68.9 | 14.5 | 30.8 |

+ 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 | 0.0207 |
| 'DIVERSION' | 0.0708 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$237,856 |
| CONGESTED HOURS PER DAY* | 18 |

*Delays Exceeding User-Specified Maximum

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