

| | |
|--|--|
| 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

MON-THUR 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 | 410 | 0.0 | 1500 | 410 | 0 | 0.52 | 0 | 70.2 | 61.9 | 43.8 | |
| 1-2 AM | 257 | 0.0 | 1500 | 257 | 0 | 0.50 | 0 | 70.2 | 62.2 | 44.5 | |
| 2-3 AM | 271 | 0.0 | 1500 | 271 | 0 | 0.51 | 0 | 70.2 | 62.2 | 44.4 | |
| 3-4 AM | 413 | 0.0 | 1500 | 413 | 0 | 0.52 | 0 | 70.2 | 61.9 | 43.8 | |
| 4-5 AM | 913 | 0.0 | 1499 | 913 | 0 | 0.64 | 0 | 69.6 | 60.0 | 40.4 | |
| 5-6 AM | 2870 | 0.0 | 1499 | 1882 | 988 | 11.33+ | 295 | 67.2 | 17.9 | 30.8 | |
| 6-7 AM | 5761 | 0.0 | 1500 | 1500 | 4261 | 15.03+ | 400 | 51.5 | 13.5 | 30.8 | |
| 7-8 AM | 6563 | 0.0 | 1500 | 1500 | 5063 | 14.39+ | 400 | 46.0 | 13.5 | 30.8 | |
| 8-9 AM | 4288 | 0.0 | 1500 | 1500 | 2788 | 15.90+ | 400 | 61.5 | 13.5 | 30.8 | |
| 9-10 AM | 3361 | 0.0 | 1500 | 1500 | 1861 | 16.24+ | 400 | 66.6 | 13.5 | 30.8 | |
| 10-11 AM | 3197 | 0.0 | 1500 | 1500 | 1697 | 16.25+ | 400 | 66.8 | 13.5 | 30.8 | |
| 11AM-NOON | 3235 | 0.0 | 1500 | 1500 | 1735 | 16.25+ | 400 | 66.7 | 13.5 | 30.8 | |
| NOON-1PM | 3367 | 0.0 | 1500 | 1500 | 1867 | 16.24+ | 400 | 66.6 | 13.5 | 30.8 | |
| 1-2 PM | 3344 | 0.0 | 1500 | 1500 | 1844 | 16.24+ | 400 | 66.6 | 13.5 | 30.8 | |
| 2-3 PM | 3822 | 0.0 | 1500 | 1500 | 2322 | 16.12+ | 400 | 64.8 | 13.5 | 30.8 | |
| 3-4 PM | 4142 | 0.0 | 1500 | 1500 | 2642 | 15.97+ | 400 | 62.5 | 13.5 | 30.8 | |
| 4-5 PM | 4070 | 0.0 | 1500 | 1500 | 2570 | 16.01+ | 400 | 63.0 | 13.5 | 30.8 | |
| 5-6 PM | 3583 | 0.0 | 1500 | 1500 | 2083 | 16.22+ | 400 | 66.3 | 13.5 | 30.8 | |
| 6-7 PM | 2711 | 0.0 | 1500 | 1500 | 1211 | 16.29+ | 400 | 67.4 | 13.5 | 30.8 | |
| 7-8 PM | 2059 | 0.0 | 1500 | 1500 | 559 | 16.34+ | 400 | 68.2 | 13.5 | 30.8 | |
| 8-9 PM | 1830 | 0.0 | 1500 | 1500 | 330 | 16.35+ | 399 | 68.4 | 13.5 | 30.8 | |
| 9-10 PM | 1493 | 0.0 | 1500 | 1473 | 21 | 15.84+ | 386 | 68.9 | 13.9 | 30.8 | |
| 10-11 PM | 1178 | 0.0 | 1499 | 1178 | 0 | 8.08 | 213 | 69.2 | 22.9 | 33.3 | |
| 11PM-MID | 876 | 0.0 | 1500 | 876 | 0 | 0.61 | 1 | 69.6 | 60.4 | 42.1 | |

+ 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 |

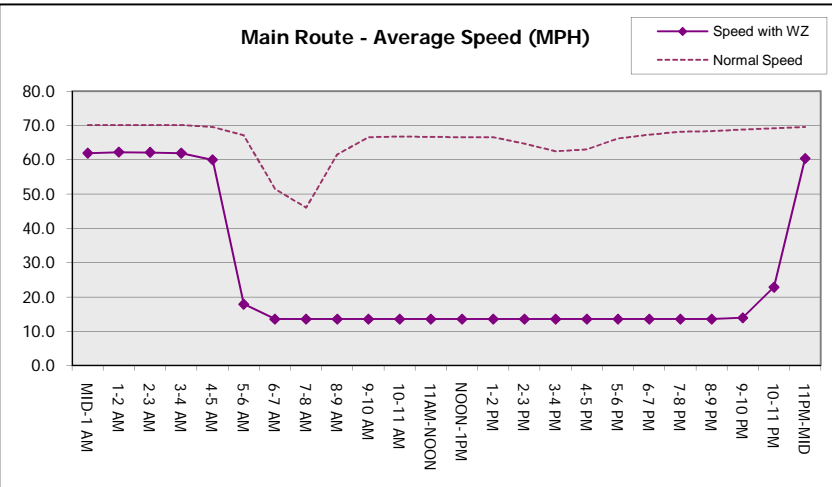
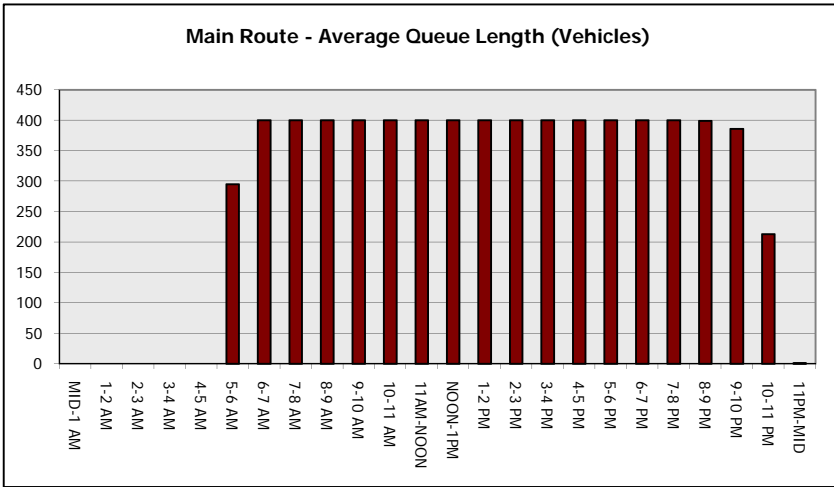
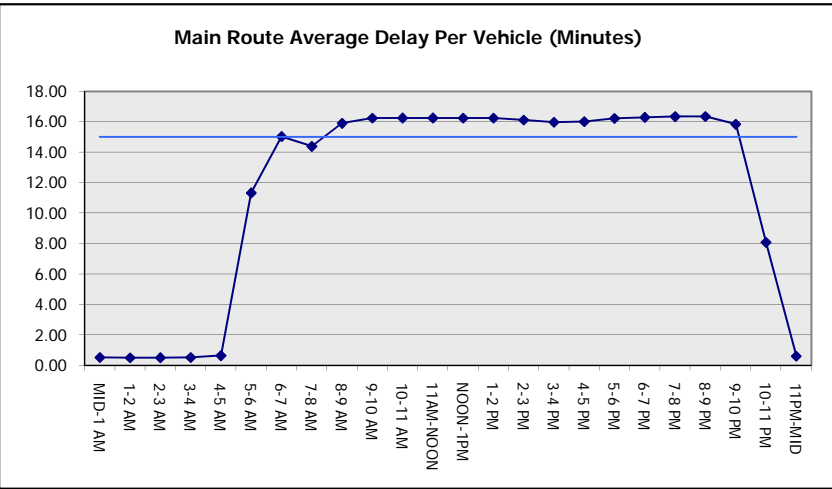
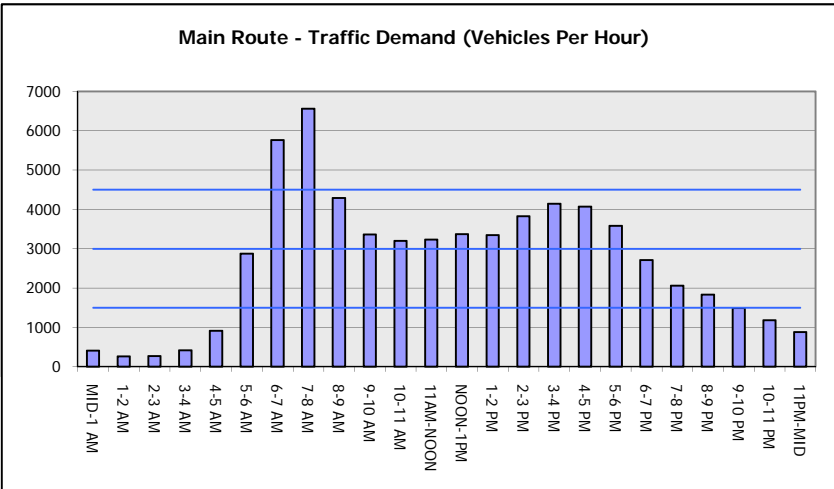
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0468 |
| MAIN ROUTE WITH WORKS | 0.0201 |
| 'DIVERSION' | 0.0574 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$203,834 |
| CONGESTED HOURS PER DAY* | 17 |

*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
MON-THUR 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

MON-THUR 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 | 532 | 0.0 | 1500 | 532 | 0 | 0.54 | 0 | 70.0 | 61.7 | 43.4 | |
| 1-2 AM | 325 | 0.0 | 1500 | 325 | 0 | 0.51 | 0 | 70.2 | 62.1 | 44.2 | |
| 2-3 AM | 269 | 0.0 | 1500 | 269 | 0 | 0.51 | 0 | 70.2 | 62.2 | 44.4 | |
| 3-4 AM | 295 | 0.0 | 1500 | 295 | 0 | 0.51 | 0 | 70.2 | 62.2 | 44.3 | |
| 4-5 AM | 677 | 0.0 | 1500 | 677 | 0 | 0.55 | 0 | 69.9 | 61.3 | 42.8 | |
| 5-6 AM | 1749 | 0.0 | 1499 | 1749 | 0 | 2.74 | 67 | 68.6 | 40.7 | 31.2 | |
| 6-7 AM | 3031 | 0.0 | 1499 | 1512 | 1520 | 16.03+ | 398 | 66.9 | 13.7 | 34.2 | |
| 7-8 AM | 3134 | 0.0 | 1500 | 1500 | 1634 | 16.06+ | 400 | 66.8 | 13.7 | 34.3 | |
| 8-9 AM | 2758 | 0.0 | 1500 | 1509 | 1249 | 16.07+ | 399 | 67.3 | 13.7 | 33.9 | |
| 9-10 AM | 2598 | 0.0 | 1500 | 1502 | 1096 | 16.13+ | 399 | 67.5 | 13.7 | 33.5 | |
| 10-11 AM | 2766 | 0.0 | 1500 | 1500 | 1266 | 16.13+ | 400 | 67.3 | 13.7 | 33.5 | |
| 11AM-NOON | 3005 | 0.0 | 1500 | 1500 | 1505 | 16.11+ | 400 | 67.0 | 13.7 | 33.5 | |
| NOON-1PM | 3135 | 0.0 | 1500 | 1500 | 1635 | 16.10+ | 400 | 66.8 | 13.7 | 33.5 | |
| 1-2 PM | 3442 | 0.0 | 1500 | 1500 | 1942 | 16.08+ | 400 | 66.4 | 13.7 | 33.5 | |
| 2-3 PM | 4519 | 0.0 | 1500 | 1500 | 3019 | 15.63+ | 400 | 60.0 | 13.7 | 33.5 | |
| 3-4 PM | 5551 | 0.0 | 1500 | 1500 | 4051 | 15.02+ | 400 | 52.9 | 13.7 | 33.5 | |
| 4-5 PM | 6652 | 0.0 | 1500 | 1500 | 5152 | 14.15+ | 400 | 45.4 | 13.7 | 33.5 | |
| 5-6 PM | 6043 | 0.0 | 1500 | 1500 | 4543 | 14.66+ | 400 | 49.6 | 13.7 | 33.5 | |
| 6-7 PM | 3521 | 0.0 | 1500 | 1500 | 2021 | 16.07+ | 400 | 66.4 | 13.7 | 33.5 | |
| 7-8 PM | 2416 | 0.0 | 1500 | 1568 | 848 | 15.97+ | 393 | 67.8 | 13.8 | 32.1 | |
| 8-9 PM | 2039 | 0.0 | 1499 | 1500 | 539 | 16.34+ | 399 | 68.2 | 13.5 | 30.8 | |
| 9-10 PM | 1740 | 0.0 | 1500 | 1530 | 210 | 16.22+ | 396 | 68.6 | 13.6 | 30.8 | |
| 10-11 PM | 1527 | 0.0 | 1499 | 1465 | 61 | 15.88+ | 387 | 68.8 | 13.8 | 30.8 | |
| 11PM-MID | 970 | 0.0 | 1499 | 970 | 0 | 4.01 | 146 | 69.6 | 34.6 | 37.5 | |

+ 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 | 0.0459 |
| MAIN ROUTE WITH WORKS | 0.0202 |
| 'DIVERSION' | 0.0547 |

PIA: Personal Injury Accidents

| | |
|--------------------------|-----------|
| ROAD USER COSTS PER DAY | \$196,902 |
| CONGESTED HOURS PER DAY* | 17 |

*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
MON-THUR NORTHBOUND DIRECTION

