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| USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 431 | 0.0 | 3000 | 431 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 1-2 AM | 281 | 0.0 | 3000 | 281 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 2-3 AM | 307 | 0.0 | 3000 | 307 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 3-4 AM | 419 | 0.0 | 3000 | 419 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 4-5 AM | 818 | 0.0 | 3000 | 818 | 0 | 0.35 | 0 | 69.7 | 64.0 | 49.7 |
| 5-6 AM | 2735 | 0.0 | 2999 | 2735 | 0 | 1.10 | 41 | 67.3 | 53.1 | 43.5 |
| 6-7 AM | 5613 | 0.0 | 3000 | 3410 | 2203 | 12.11+ | 730 | 52.5 | 15.9 | 42.5 |
| 7-8 AM | 6113 | 0.0 | 2999 | 3000 | 3113 | 13.57+ | 799 | 49.1 | 14.3 | 42.0 |
| 8-9 AM | 4053 | 0.0 | 3000 | 3173 | 880 | 14.68+ | 783 | 63.2 | 14.5 | 37.3 |
| 9-10 AM | 3216 | 0.0 | 3000 | 3054 | 162 | 15.10+ | 793 | 66.8 | 14.3 | 37.3 |
| 10-11 AM | 3174 | 0.0 | 3000 | 3000 | 174 | 15.23+ | 800 | 66.8 | 14.2 | 37.3 |
| 11AM-NOON | 3268 | 0.0 | 3000 | 3000 | 268 | 15.23+ | 800 | 66.7 | 14.2 | 37.3 |
| NOON-1PM | 3544 | 0.0 | 3000 | 3000 | 544 | 15.20+ | 800 | 66.3 | 14.2 | 37.3 |
| 1-2 PM | 3554 | 0.0 | 3000 | 3000 | 554 | 15.20+ | 800 | 66.3 | 14.2 | 37.3 |
| 2-3 PM | 3990 | 0.0 | 3000 | 3000 | 990 | 15.03+ | 800 | 63.6 | 14.2 | 37.3 |
| 3-4 PM | 4179 | 0.0 | 3000 | 3000 | 1179 | 14.94+ | 800 | 62.3 | 14.2 | 37.3 |
| 4-5 PM | 4181 | 0.0 | 3000 | 3000 | 1181 | 14.93+ | 800 | 62.3 | 14.2 | 37.3 |
| 5-6 PM | 3858 | 0.0 | 3000 | 3000 | 858 | 15.09+ | 800 | 64.5 | 14.2 | 37.3 |
| 6-7 PM | 3307 | 0.0 | 3000 | 3000 | 307 | 15.22+ | 800 | 66.6 | 14.2 | 37.3 |
| 7-8 PM | 2340 | 0.0 | 2999 | 2340 | 0 | 9.15+ | 521 | 67.8 | 20.9 | 40.7 |
| 8-9 PM | 1801 | 0.0 | 3000 | 1801 | 0 | 0.47 | 9 | 68.5 | 61.4 | 49.7 |
| 9-10 PM | 1750 | 0.0 | 3000 | 1750 | 0 | 0.34 | 0 | 68.6 | 63.2 | 49.7 |
| 10-11 PM | 1421 | 0.0 | 3000 | 1421 | 0 | 0.34 | 0 | 69.0 | 63.5 | 49.7 |
| 11PM-MID | 1133 | 0.0 | 3000 | 1133 | 0 | 0.35 | 0 | 69.3 | 63.7 | 49.7 |

+ 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 | 0.0479 |
| MAIN ROUTE WITH WORKS | 0.0353 |
| 'DIVERSION' | 0.0210 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$175,941 |
| CONGESTED HOURS PER DAY* | 14 |

*Delays Exceeding User-Specified Maximum

**USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)
 CONTINUOUS (24 HOUR) CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

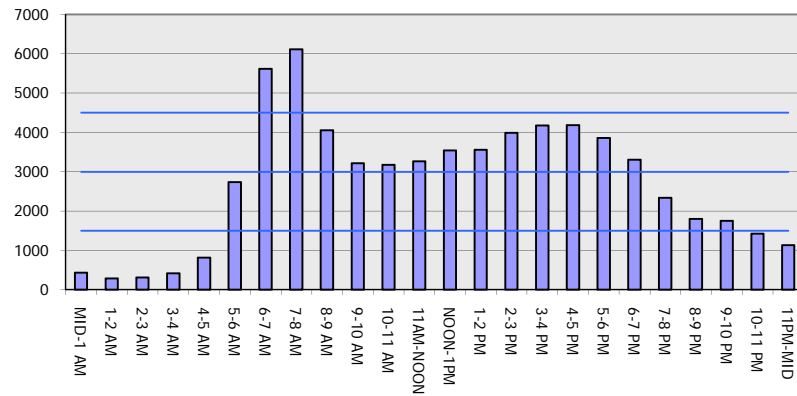
OCTOBER

Analyzed for 2009
 Construction Season

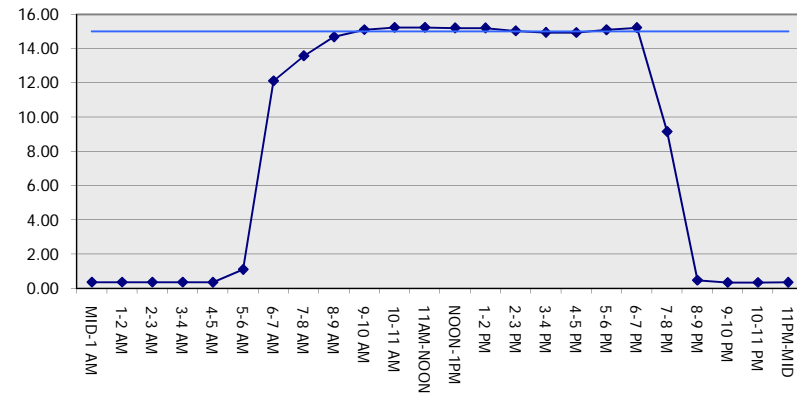
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

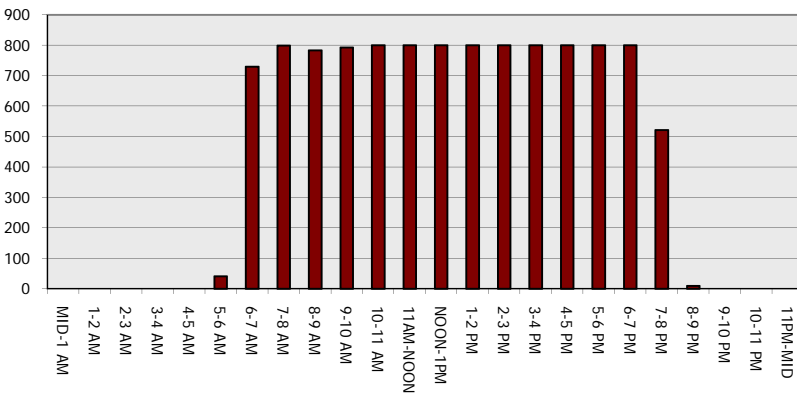
Main Route - Traffic Demand (Vehicles Per Hour)



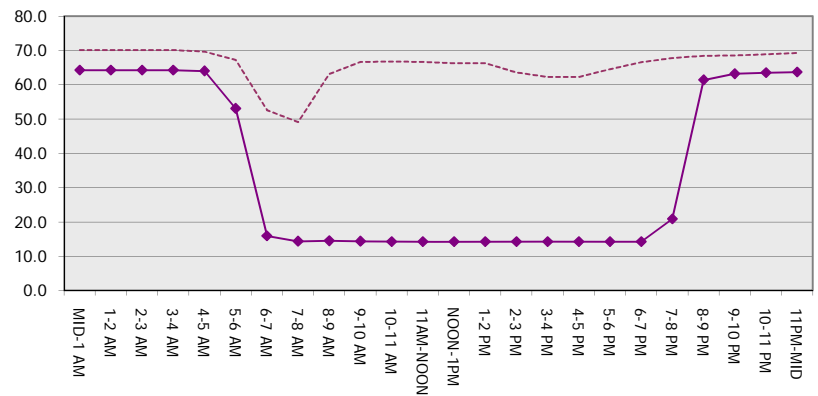
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|---|--|
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| | 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 | 519 | 0.0 | 3000 | 519 | 0 | 0.36 | 0 | 70.1 | 64.2 | 49.7 |
| 1-2 AM | 362 | 0.0 | 3000 | 362 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 2-3 AM | 345 | 0.0 | 3000 | 345 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 3-4 AM | 369 | 0.0 | 3000 | 369 | 0 | 0.36 | 0 | 70.2 | 64.3 | 49.7 |
| 4-5 AM | 724 | 0.0 | 3000 | 724 | 0 | 0.35 | 0 | 69.9 | 64.1 | 49.7 |
| 5-6 AM | 1729 | 0.0 | 3000 | 1729 | 0 | 0.34 | 0 | 68.6 | 63.3 | 49.7 |
| 6-7 AM | 2941 | 0.0 | 2999 | 2941 | 0 | 0.90 | 15 | 67.1 | 55.0 | 39.2 |
| 7-8 AM | 3181 | 0.0 | 3000 | 3181 | 0 | 3.42 | 154 | 66.8 | 36.5 | 37.3 |
| 8-9 AM | 2872 | 0.0 | 2999 | 2872 | 0 | 4.14 | 190 | 67.2 | 33.4 | 37.3 |
| 9-10 AM | 2809 | 0.0 | 2999 | 2809 | 0 | 1.11 | 28 | 67.3 | 53.0 | 39.5 |
| 10-11 AM | 3172 | 0.0 | 2999 | 3172 | 0 | 1.69 | 59 | 66.8 | 47.4 | 37.3 |
| 11AM-NOON | 3665 | 0.0 | 3000 | 3665 | 0 | 8.57 | 478 | 65.8 | 21.6 | 37.3 |
| NOON-1PM | 3989 | 0.0 | 2999 | 3000 | 989 | 15.03+ | 799 | 63.6 | 14.2 | 37.3 |
| 1-2 PM | 4238 | 0.0 | 3000 | 3000 | 1238 | 14.91+ | 800 | 61.9 | 14.2 | 37.3 |
| 2-3 PM | 5172 | 0.0 | 3000 | 3000 | 2172 | 14.39+ | 800 | 55.5 | 14.2 | 37.3 |
| 3-4 PM | 6397 | 0.0 | 3000 | 3000 | 3397 | 13.51+ | 800 | 47.1 | 14.2 | 37.3 |
| 4-5 PM | 7251 | 0.0 | 3000 | 3000 | 4251 | 12.69+ | 800 | 41.3 | 14.2 | 37.3 |
| 5-6 PM | 6002 | 0.0 | 3000 | 3000 | 3002 | 13.83+ | 800 | 49.9 | 14.2 | 37.3 |
| 6-7 PM | 4275 | 0.0 | 3000 | 3000 | 1275 | 14.89+ | 800 | 61.7 | 14.2 | 37.3 |
| 7-8 PM | 2744 | 0.0 | 2999 | 2670 | 73 | 13.47+ | 709 | 67.3 | 15.7 | 37.3 |
| 8-9 PM | 2202 | 0.0 | 2999 | 2202 | 0 | 2.42 | 173 | 68.0 | 42.6 | 46.1 |
| 9-10 PM | 2192 | 0.0 | 3000 | 2192 | 0 | 0.33 | 0 | 68.0 | 62.8 | 49.7 |
| 10-11 PM | 1592 | 0.0 | 3000 | 1592 | 0 | 0.34 | 0 | 68.7 | 63.3 | 49.7 |
| 11PM-MID | 1146 | 0.0 | 3000 | 1146 | 0 | 0.35 | 0 | 69.3 | 63.7 | 49.7 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

WARNING: THE DEMAND FLOW IN ONE OR MORE HOURS EXCEEDS THE THEORETICAL CAPACITY OF THE MAIN ROUTE *WITHOUT* CONSTRUCTION

| *----- 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 | 0.0511 |
| MAIN ROUTE WITH WORKS | 0.0356 |
| 'DIVERSION' | 0.0278 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$141,786 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

**USH 41/45: CTH Q TO STH 145 (WAUKESHA AND MILWAUKEE COUNTIES)
 CONTINUOUS (24 HOUR) CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

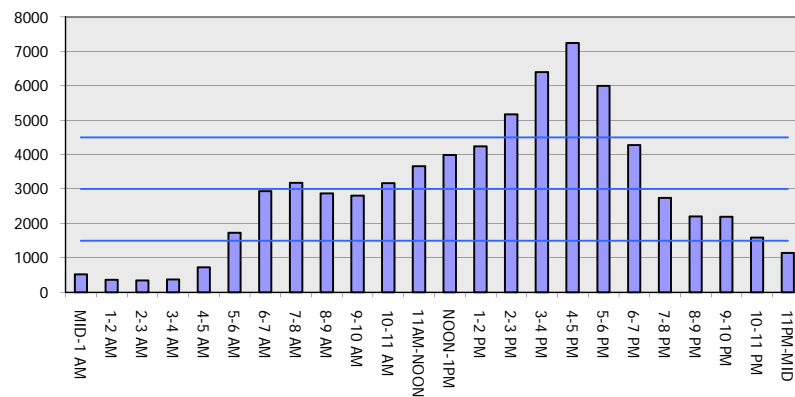
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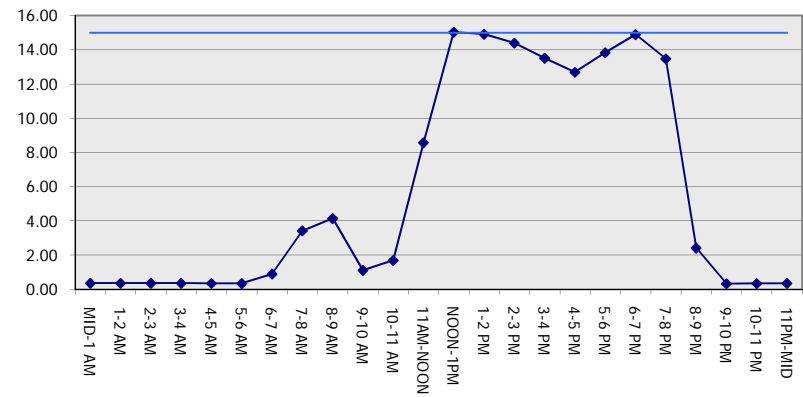
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

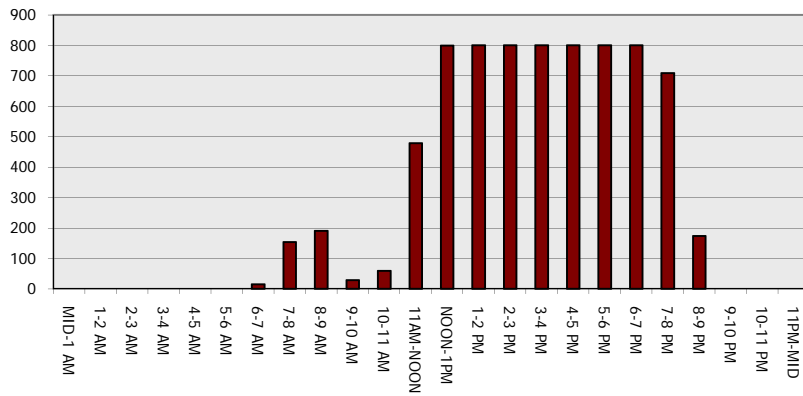
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

