

<b>USH 45: STH 145 TO CTH E (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	484	0.0	1500	484	0	0.53	0	70.1	55.2	43.6	
1-2 AM	330	0.0	1500	330	0	0.51	0	70.2	55.6	44.2	
2-3 AM	290	0.0	1500	290	0	0.51	0	70.2	55.8	44.3	
3-4 AM	397	0.0	1500	397	0	0.52	0	70.2	55.5	43.9	
4-5 AM	752	0.0	1500	752	0	0.56	0	69.8	54.4	42.5	
5-6 AM	2041	0.0	1499	2041	0	4.40	163	68.2	21.5	30.8	
6-7 AM	4167	0.0	1500	1488	2679	16.39+	410	62.4	8.0	33.5	
7-8 AM	5370	0.0	1499	1500	3870	16.08+	411	54.2	7.9	33.0	
8-9 AM	4359	0.0	1499	1490	2870	16.37+	410	61.0	8.0	32.9	
9-10 AM	3628	0.0	1499	1484	2144	16.58+	409	66.1	7.9	32.2	
10-11 AM	3551	0.0	1499	1484	2067	16.64+	409	66.3	7.9	31.2	
11AM-NOON	3748	0.0	1499	1493	2255	16.66+	410	65.3	7.9	30.8	
NOON-1PM	3640	0.0	1499	1493	2147	16.68+	410	66.0	7.9	30.8	
1-2 PM	3243	0.0	1499	1486	1757	16.68+	409	66.7	7.9	30.8	
2-3 PM	3955	0.0	1499	1500	2455	16.63+	411	63.8	7.9	30.8	
3-4 PM	4680	0.0	1500	1500	3180	16.43+	411	58.9	7.9	30.8	
4-5 PM	4317	0.0	1500	1500	2817	16.54+	411	61.4	7.9	30.8	
5-6 PM	3991	0.0	1500	1500	2491	16.62+	411	63.6	7.9	30.8	
6-7 PM	2984	0.0	1499	1488	1497	16.68+	409	67.0	7.9	30.8	
7-8 PM	2147	0.0	1499	1498	649	16.62+	406	68.1	7.9	30.8	
8-9 PM	1756	0.0	1499	1473	284	16.52+	404	68.6	8.0	30.8	
9-10 PM	1588	0.0	1499	1485	103	16.56+	404	68.7	8.0	30.8	
10-11 PM	1307	0.0	1499	1307	0	13.06+	319	69.1	9.4	30.8	
11PM-MID	1164	0.0	1500	1164	0	2.59	85	69.3	30.1	36.5	

+ 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	0.0234
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0282
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$218,090
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

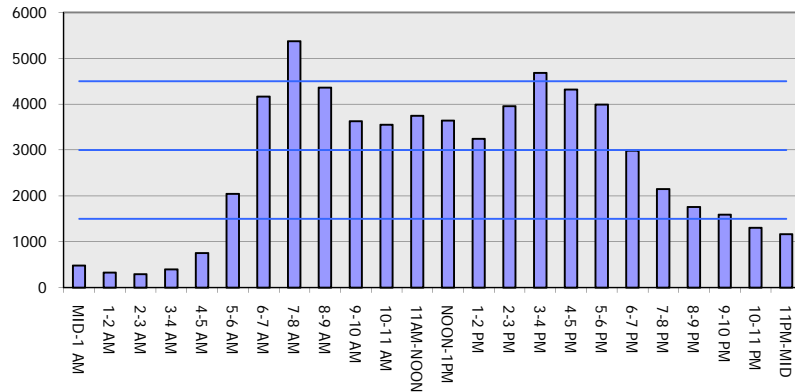
**AUGUST**

Analyzed for 2009  
Construction Season

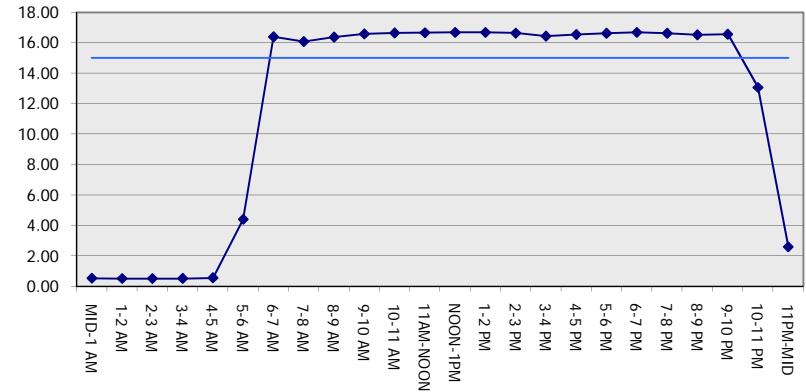
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

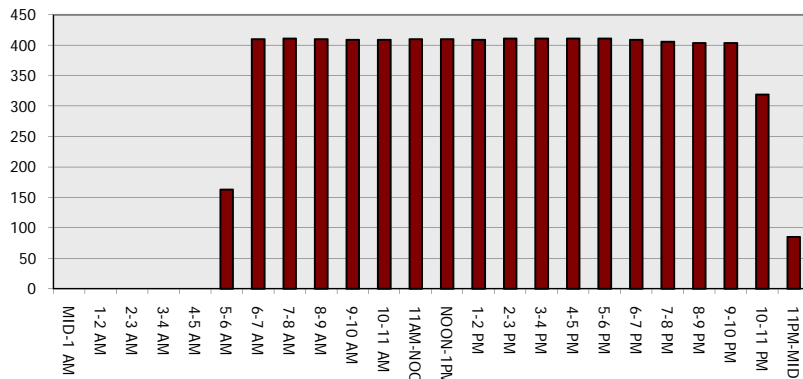
**Main Route - Traffic Demand (Vehicles Per Hour)**



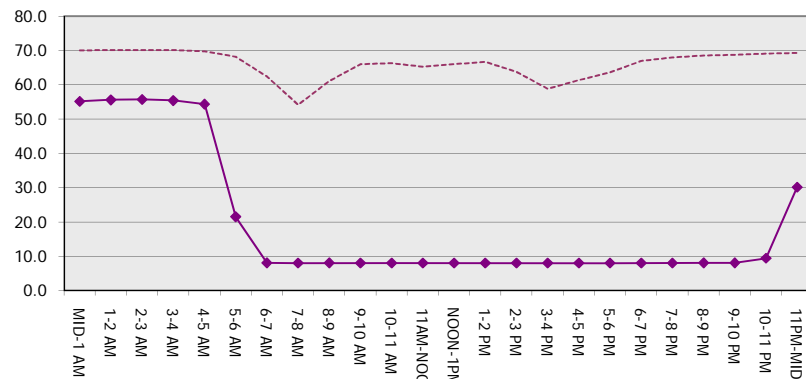
**Main Route Average Delay Per Vehicle (Minutes)**



**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	643	0.0	1500	643	0	1.70	77	69.9	37.6	42.5
1-2 AM	415	0.0	1500	415	0	0.52	0	70.2	55.4	43.8
2-3 AM	367	0.0	1500	367	0	0.52	0	70.2	55.5	44.0
3-4 AM	367	0.0	1500	367	0	0.52	0	70.2	55.5	44.0
4-5 AM	659	0.0	1500	659	0	0.55	0	69.9	54.6	42.9
5-6 AM	1933	0.0	1499	1933	0	3.65	125	68.3	24.3	30.8
6-7 AM	3578	0.0	1499	1498	2080	16.71+	411	66.3	7.9	30.8
7-8 AM	4621	0.0	1500	1500	3121	16.45+	411	59.3	7.9	30.8
8-9 AM	3893	0.0	1500	1500	2393	16.65+	411	64.3	7.9	30.8
9-10 AM	3261	0.0	1499	1498	1763	16.72+	410	66.7	7.9	30.8
10-11 AM	3435	0.0	1499	1500	1935	16.73+	411	66.4	7.9	30.8
11AM-NOON	3772	0.0	1500	1500	2272	16.68+	411	65.1	7.9	30.8
NOON-1PM	4209	0.0	1500	1500	2709	16.57+	411	62.1	7.9	30.8
1-2 PM	4403	0.0	1500	1500	2903	16.51+	411	60.8	7.9	30.8
2-3 PM	5186	0.0	1500	1500	3686	16.27+	411	55.5	7.9	30.8
3-4 PM	5716	0.0	1500	1500	4216	16.08+	411	51.8	7.9	30.8
4-5 PM	6077	0.0	1500	1500	4577	15.94+	411	49.4	7.9	30.8
5-6 PM	5733	0.0	1500	1500	4233	16.08+	411	51.7	7.9	30.8
6-7 PM	4090	0.0	1500	1500	2590	16.60+	411	62.9	7.9	30.8
7-8 PM	2892	0.0	1499	1494	1397	16.67+	409	67.1	7.9	30.8
8-9 PM	2409	0.0	1500	1499	909	16.61+	407	67.8	7.9	30.8
9-10 PM	2404	0.0	1499	1499	904	16.61+	407	67.8	7.9	30.8
10-11 PM	2358	0.0	1499	1499	859	16.61+	407	67.8	7.9	30.8
11PM-MID	1540	0.0	1499	1413	127	16.05+	392	68.8	8.1	30.8

+ 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	0.0271
MAIN ROUTE WITH WORKS	0.0094
'DIVERSION'	0.0362

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$258,046
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY NORTHBOUND DIRECTION**

