

USH 45: STH 145 TO CTH E (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	686	0.0	1500	686	0	0.55	0	69.9	54.6	42.8	
1-2 AM	450	0.0	1500	450	0	0.53	0	70.2	55.3	43.7	
2-3 AM	281	0.0	1500	281	0	0.51	0	70.2	55.8	44.3	
3-4 AM	202	0.0	1500	202	0	0.50	0	70.2	56.0	44.6	
4-5 AM	226	0.0	1500	226	0	0.50	0	70.2	56.0	44.6	
5-6 AM	346	0.0	1500	346	0	0.51	0	70.2	55.6	44.1	
6-7 AM	694	0.0	1500	694	0	0.55	0	69.9	54.6	42.8	
7-8 AM	857	0.0	1500	857	0	0.57	0	69.7	54.0	42.2	
8-9 AM	1330	0.0	1499	1330	0	0.86	0	69.1	48.3	35.1	
9-10 AM	2089	0.0	1499	2022	66	7.63+	229	68.1	14.7	30.8	
10-11 AM	3002	0.0	1500	1467	1535	16.58+	408	67.0	7.9	31.9	
11AM-NOON	3686	0.0	1499	1491	2195	16.67+	410	65.7	7.9	30.8	
NOON-1PM	3609	0.0	1499	1492	2117	16.69+	410	66.2	7.9	30.8	
1-2 PM	3215	0.0	1499	1485	1730	16.68+	409	66.8	7.9	30.8	
2-3 PM	3481	0.0	1499	1496	1985	16.71+	410	66.4	7.9	30.8	
3-4 PM	3330	0.0	1499	1493	1837	16.70+	410	66.6	7.9	30.8	
4-5 PM	3213	0.0	1499	1492	1720	16.70+	410	66.8	7.9	30.8	
5-6 PM	3011	0.0	1499	1490	1521	16.70+	410	67.0	7.9	30.8	
6-7 PM	2843	0.0	1499	1492	1351	16.66+	408	67.2	7.9	30.8	
7-8 PM	2408	0.0	1500	1499	908	16.61+	407	67.8	7.9	30.8	
8-9 PM	2027	0.0	1500	1499	527	16.62+	406	68.2	7.9	30.8	
9-10 PM	1466	0.0	1499	1411	54	15.94+	389	68.9	8.1	30.8	
10-11 PM	975	0.0	1499	975	0	2.89	126	69.6	28.3	37.9	
11PM-MID	566	0.0	1500	566	0	0.54	0	70.0	55.0	43.3	

+ 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	0.0161
MAIN ROUTE WITH WORKS	0.0079
'DIVERSION'	0.0149
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$170,153
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

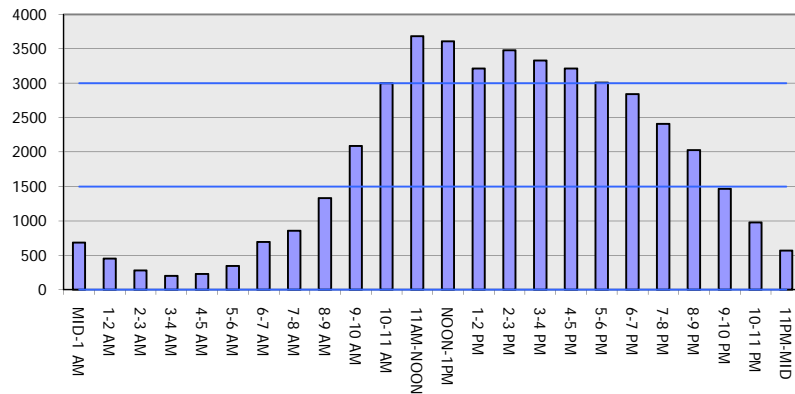
AUGUST

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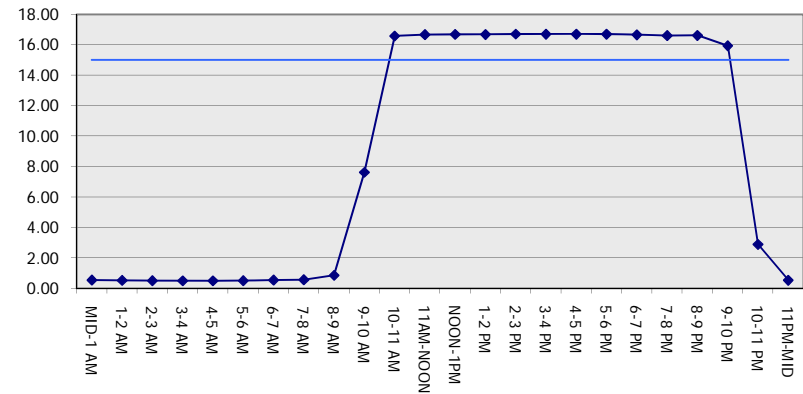
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

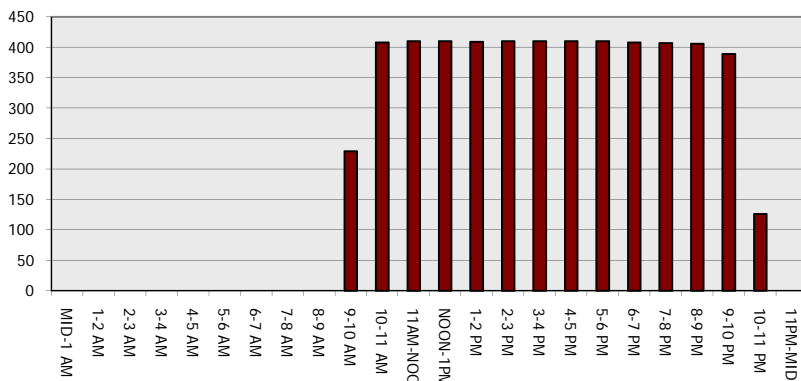
Main Route - Traffic Demand (Vehicles Per Hour)



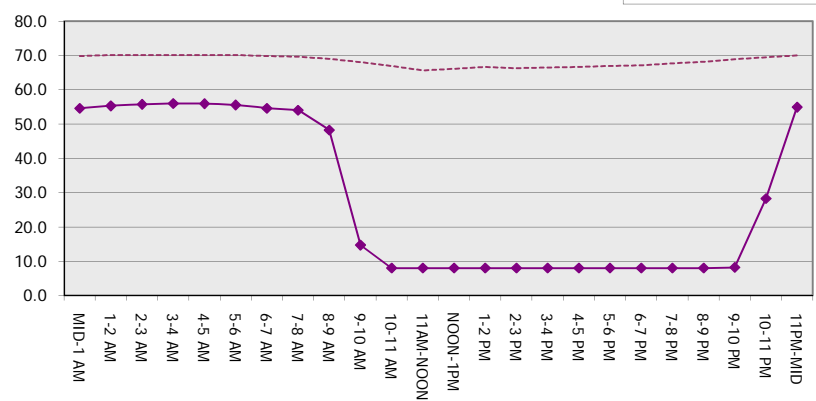
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	856	0.0	1500	856	0	0.57	0	69.7	54.1	42.2	
1-2 AM	521	0.0	1500	521	0	0.54	0	70.1	55.1	43.4	
2-3 AM	399	0.0	1500	399	0	0.52	0	70.2	55.5	43.9	
3-4 AM	222	0.0	1500	222	0	0.50	0	70.2	56.0	44.6	
4-5 AM	182	0.0	1500	182	0	0.49	0	70.2	56.1	44.8	
5-6 AM	319	0.0	1500	319	0	0.51	0	70.2	55.7	44.2	
6-7 AM	535	0.0	1500	535	0	0.54	0	70.0	55.0	43.3	
7-8 AM	817	0.0	1500	817	0	0.57	0	69.7	54.2	42.4	
8-9 AM	1149	0.0	1499	1149	0	0.68	0	69.3	51.7	39.2	
9-10 AM	1613	0.0	1499	1613	0	1.91	29	68.7	35.3	30.9	
10-11 AM	2107	0.0	1500	1756	352	12.73+	325	68.1	9.7	30.8	
11AM-NOON	2393	0.0	1500	1503	890	16.62+	407	67.8	7.9	30.8	
NOON-1PM	2699	0.0	1500	1509	1190	16.65+	408	67.4	7.9	30.8	
1-2 PM	2870	0.0	1500	1509	1361	16.67+	409	67.2	7.9	30.8	
2-3 PM	2918	0.0	1500	1506	1412	16.68+	409	67.1	7.9	30.8	
3-4 PM	3117	0.0	1500	1503	1614	16.72+	410	66.9	7.9	30.8	
4-5 PM	3294	0.0	1500	1500	1794	16.73+	411	66.6	7.9	30.8	
5-6 PM	3230	0.0	1500	1501	1729	16.73+	411	66.7	7.9	30.8	
6-7 PM	2598	0.0	1500	1501	1097	16.62+	407	67.5	7.9	30.8	
7-8 PM	2137	0.0	1500	1500	637	16.62+	406	68.1	7.9	30.8	
8-9 PM	1794	0.0	1500	1500	294	16.62+	406	68.5	7.9	30.8	
9-10 PM	1545	0.0	1500	1493	52	16.53+	404	68.8	8.0	30.8	
10-11 PM	1322	0.0	1499	1322	0	13.63+	333	69.1	9.1	30.8	
11PM-MID	746	0.0	1500	746	0	1.13	34	69.8	44.3	42.4	

+ 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	0.0144
MAIN ROUTE WITH WORKS	0.0081
'DIVERSION'	0.0105

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,465
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

