

<b>USH 45: CTH E TO STH 190 (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	481	0.0	1500	481	0	1.48	77	70.1	36.9	43.2	
1-2 AM	323	0.0	1500	323	0	0.51	0	70.2	53.3	44.2	
2-3 AM	301	0.0	1500	301	0	0.51	0	70.2	53.4	44.3	
3-4 AM	336	0.0	1500	336	0	0.51	0	70.2	53.3	44.2	
4-5 AM	811	0.0	1500	811	0	0.57	0	69.7	51.8	42.4	
5-6 AM	2261	0.0	1499	2078	182	6.65+	221	67.9	14.7	30.8	
6-7 AM	4712	0.0	1500	1477	3234	16.67+	422	58.7	7.3	34.3	
7-8 AM	5759	0.0	1499	1500	4259	16.43+	423	51.5	7.3	33.5	
8-9 AM	5305	0.0	1500	1499	3805	16.59+	423	54.6	7.3	33.5	
9-10 AM	4646	0.0	1499	1480	3166	16.76+	422	59.1	7.3	33.0	
10-11 AM	4682	0.0	1499	1498	3183	16.84+	423	58.9	7.3	32.2	
11AM-NOON	4872	0.0	1500	1500	3372	16.80+	423	57.6	7.3	32.1	
NOON-1PM	4959	0.0	1500	1500	3459	16.77+	423	57.0	7.3	32.1	
1-2 PM	4992	0.0	1500	1500	3492	16.76+	423	56.8	7.3	32.1	
2-3 PM	5327	0.0	1500	1500	3827	16.66+	423	54.5	7.3	32.1	
3-4 PM	4381	0.0	1499	1486	2895	16.90+	422	60.9	7.3	32.0	
4-5 PM	3599	0.0	1499	1468	2130	17.08+	421	66.3	7.3	31.1	
5-6 PM	3907	0.0	1499	1498	2409	17.12+	423	64.1	7.3	30.8	
6-7 PM	4416	0.0	1500	1500	2916	17.00+	423	60.7	7.3	30.8	
7-8 PM	3407	0.0	1499	1478	1929	17.13+	421	66.5	7.3	30.8	
8-9 PM	2617	0.0	1499	1483	1134	17.00+	417	67.5	7.3	30.8	
9-10 PM	2319	0.0	1499	1497	822	16.92+	414	67.9	7.3	30.8	
10-11 PM	1974	0.0	1499	1497	477	16.91+	414	68.3	7.3	30.8	
11PM-MID	1585	0.0	1499	1425	160	16.61+	406	68.7	7.5	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

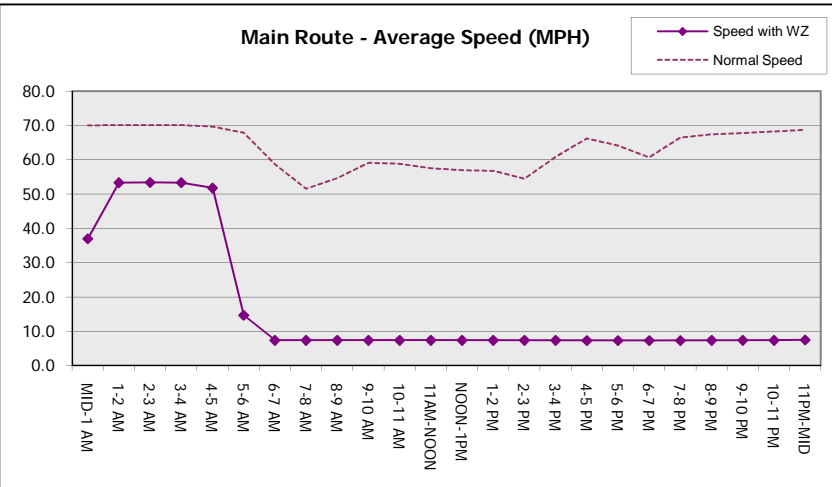
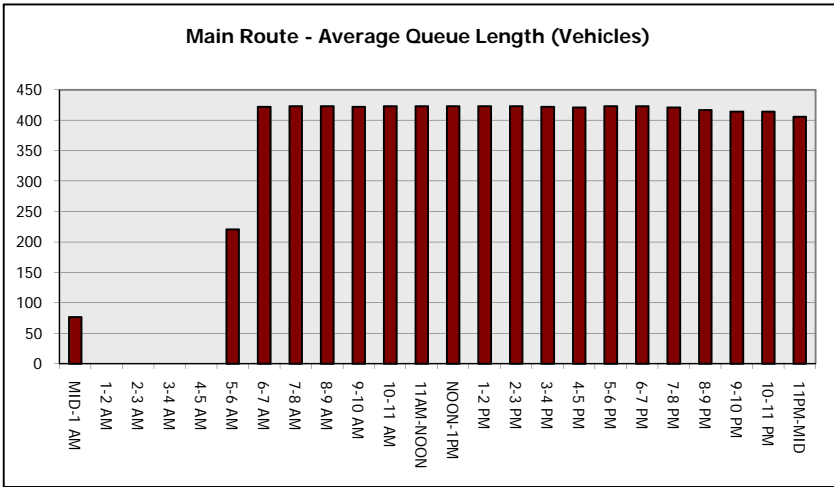
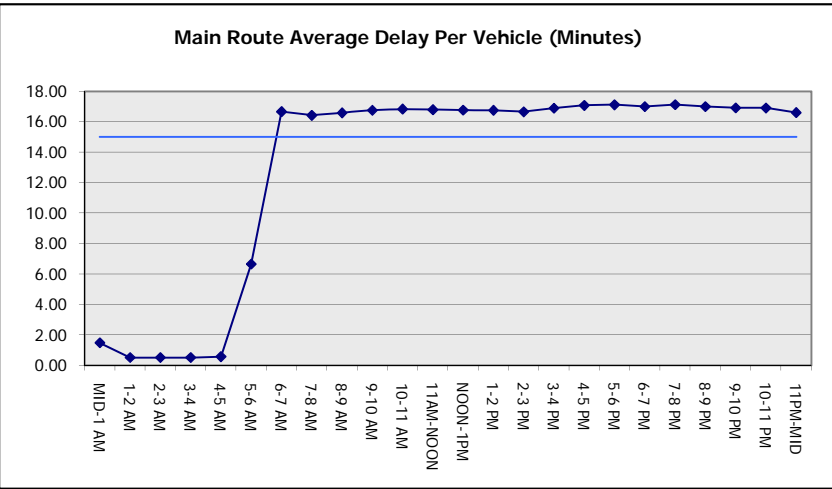
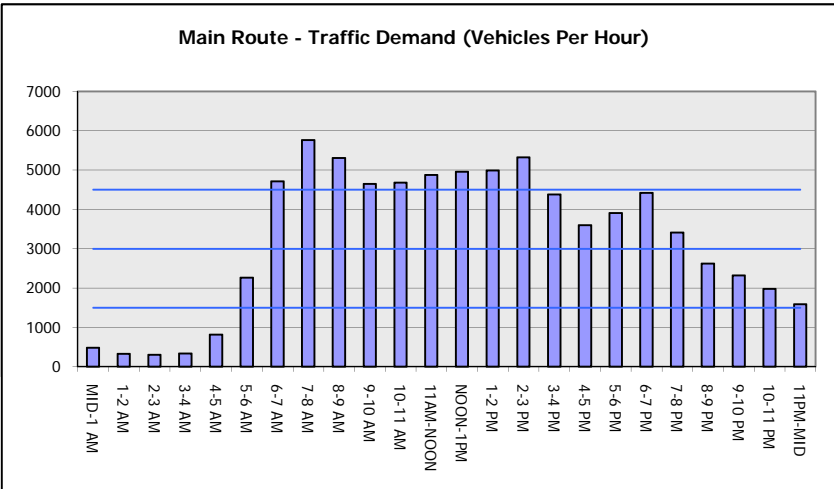
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0236
MAIN ROUTE WITH WORKS	0.0074
'DIVERSION'	0.0328
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$279,115
CONGESTED HOURS PER DAY*	19

\*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**



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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	770	0.0	1499	770	0	2.81	155	69.8	26.3	39.1	
1-2 AM	553	0.0	1500	553	0	0.54	0	70.0	52.6	43.3	
2-3 AM	490	0.0	1500	490	0	0.53	0	70.1	52.8	43.5	
3-4 AM	474	0.0	1500	474	0	0.53	0	70.2	52.9	43.6	
4-5 AM	1260	0.0	1499	1260	0	1.10	11	69.2	41.4	36.3	
5-6 AM	3126	0.0	1500	1894	1232	14.23+	367	66.8	8.3	33.9	
6-7 AM	5270	0.0	1499	1500	3770	16.76+	423	54.8	7.3	30.8	
7-8 AM	6215	0.0	1499	1500	4715	16.41+	423	48.4	7.3	30.8	
8-9 AM	5200	0.0	1499	1500	3700	16.78+	423	55.3	7.3	30.8	
9-10 AM	4376	0.0	1499	1500	2876	17.01+	423	61.0	7.3	30.8	
10-11 AM	4507	0.0	1500	1500	3007	16.98+	423	60.1	7.3	30.8	
11AM-NOON	4825	0.0	1500	1500	3325	16.89+	423	57.9	7.3	30.8	
NOON-1PM	4983	0.0	1500	1500	3483	16.84+	423	56.8	7.3	30.8	
1-2 PM	5294	0.0	1500	1500	3794	16.75+	423	54.7	7.3	30.8	
2-3 PM	5996	0.0	1500	1500	4496	16.50+	423	49.9	7.3	30.8	
3-4 PM	6235	0.0	1500	1500	4735	16.41+	423	48.3	7.3	30.8	
4-5 PM	6484	0.0	1500	1500	4984	16.30+	423	46.6	7.3	30.8	
5-6 PM	5735	0.0	1500	1500	4235	16.60+	423	51.7	7.3	30.8	
6-7 PM	4921	0.0	1500	1500	3421	16.86+	423	57.3	7.3	30.8	
7-8 PM	3586	0.0	1500	1500	2086	17.20+	423	66.3	7.3	30.8	
8-9 PM	3120	0.0	1499	1491	1629	17.18+	422	66.9	7.3	30.8	
9-10 PM	3091	0.0	1499	1495	1596	17.18+	422	66.9	7.3	30.8	
10-11 PM	2915	0.0	1499	1496	1419	17.08+	419	67.1	7.3	30.8	
11PM-MID	2095	0.0	1500	1499	595	16.91+	414	68.1	7.3	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	0.0277
MAIN ROUTE WITH WORKS	0.0077
'DIVERSION'	0.0414

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$327,940
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

