

USH 45: CTH E TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	898	0.0	1500	898	0	1.39	46	69.6	37.7	41.1	
1-2 AM	490	0.0	1500	490	0	0.53	0	70.1	52.8	43.5	
2-3 AM	478	0.0	1500	478	0	0.53	0	70.1	52.9	43.6	
3-4 AM	349	0.0	1500	349	0	0.52	0	70.2	53.3	44.1	
4-5 AM	474	0.0	1500	474	0	0.53	0	70.2	52.9	43.6	
5-6 AM	904	0.0	1499	904	0	0.58	0	69.6	51.5	42.0	
6-7 AM	1841	0.0	1499	1841	0	4.23	121	68.4	19.4	30.8	
7-8 AM	2479	0.0	1499	1524	955	17.00+	417	67.6	7.3	30.9	
8-9 AM	3288	0.0	1500	1516	1772	17.13+	421	66.6	7.3	30.8	
9-10 AM	3453	0.0	1500	1504	1949	17.18+	423	66.4	7.3	30.8	
10-11 AM	4021	0.0	1500	1500	2521	17.10+	423	63.4	7.3	30.8	
11AM-NOON	4624	0.0	1500	1500	3124	16.95+	423	59.2	7.3	30.8	
NOON-1PM	4715	0.0	1500	1500	3215	16.92+	423	58.6	7.3	30.8	
1-2 PM	4375	0.0	1500	1500	2875	17.01+	423	61.0	7.3	30.8	
2-3 PM	4620	0.0	1500	1500	3120	16.95+	423	59.3	7.3	30.8	
3-4 PM	4450	0.0	1500	1500	2950	16.99+	423	60.4	7.3	30.8	
4-5 PM	4703	0.0	1500	1500	3203	16.92+	423	58.7	7.3	30.8	
5-6 PM	4103	0.0	1500	1500	2603	17.08+	423	62.8	7.3	30.8	
6-7 PM	3878	0.0	1500	1500	2378	17.13+	423	64.3	7.3	30.8	
7-8 PM	2974	0.0	1500	1517	1457	17.07+	419	67.1	7.3	30.8	
8-9 PM	2190	0.0	1500	1501	688	16.91+	414	68.0	7.3	30.8	
9-10 PM	2123	0.0	1500	1501	622	16.91+	414	68.1	7.3	30.8	
10-11 PM	1890	0.0	1500	1501	389	16.91+	414	68.4	7.3	30.8	
11PM-MID	1311	0.0	1500	1311	0	13.92+	341	69.1	8.3	30.9	

+ 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	0.0196
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0237
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$276,075
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

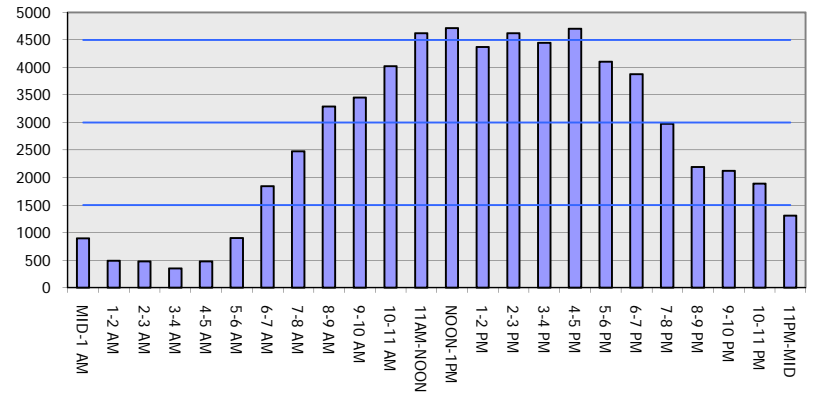
OCTOBER

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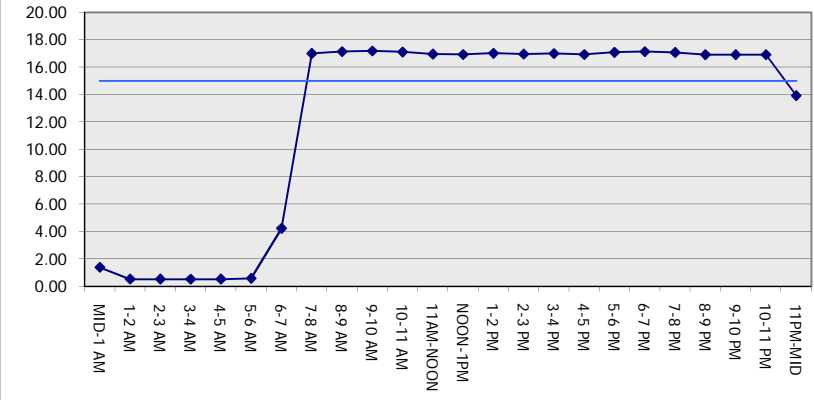
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

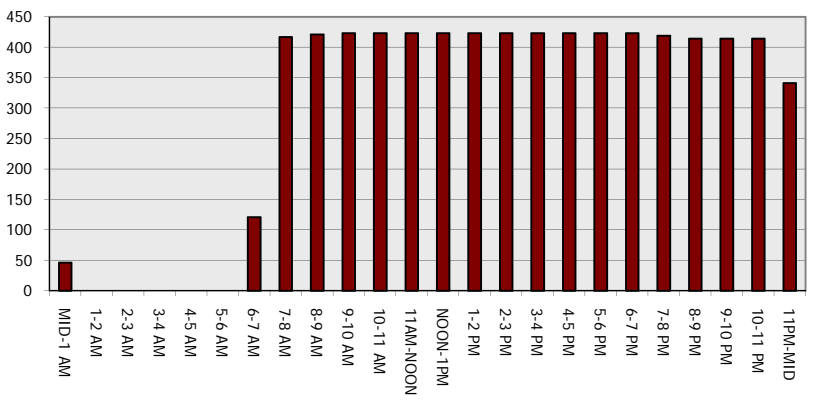
Main Route - Traffic Demand (Vehicles Per Hour)



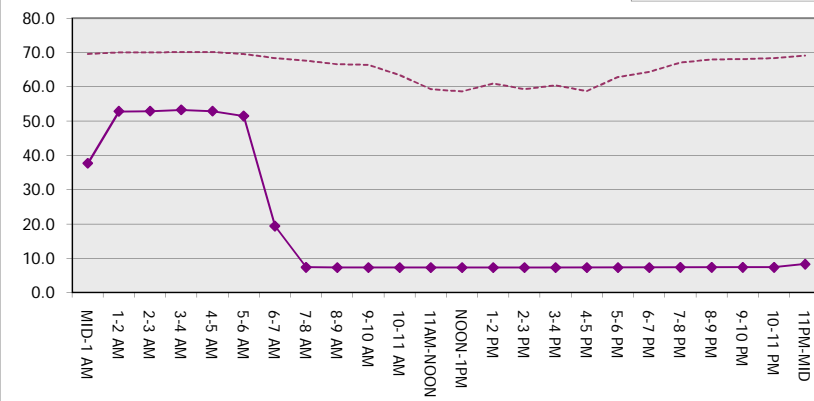
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	1253	0.0	1499	1253	0	13.14+	326	69.2	8.6	31.4	
1-2 AM	893	0.0	1500	893	0	1.04	26	69.6	42.5	41.9	
2-3 AM	834	0.0	1500	834	0	0.57	0	69.7	51.7	42.3	
3-4 AM	679	0.0	1500	679	0	0.55	0	69.9	52.2	42.8	
4-5 AM	838	0.0	1500	838	0	0.57	0	69.7	51.7	42.2	
5-6 AM	1355	0.0	1499	1355	0	0.90	0	69.1	44.8	34.4	
6-7 AM	1925	0.0	1499	1925	0	6.11	176	68.3	15.2	30.8	
7-8 AM	2517	0.0	1499	1496	1020	16.93+	415	67.6	7.3	30.8	
8-9 AM	3112	0.0	1499	1500	1612	17.15+	421	66.9	7.3	30.8	
9-10 AM	3818	0.0	1500	1500	2318	17.15+	423	64.8	7.3	30.8	
10-11 AM	4250	0.0	1500	1500	2750	17.04+	423	61.8	7.3	30.8	
11AM-NOON	4326	0.0	1500	1500	2826	17.03+	423	61.3	7.3	30.8	
NOON-1PM	4485	0.0	1500	1500	2985	16.98+	423	60.2	7.3	30.8	
1-2 PM	4327	0.0	1500	1500	2827	17.02+	423	61.3	7.3	30.8	
2-3 PM	4726	0.0	1500	1500	3226	16.92+	423	58.6	7.3	30.8	
3-4 PM	4455	0.0	1500	1500	2955	16.99+	423	60.4	7.3	30.8	
4-5 PM	4456	0.0	1500	1500	2956	16.99+	423	60.4	7.3	30.8	
5-6 PM	4057	0.0	1500	1500	2557	17.09+	423	63.2	7.3	30.8	
6-7 PM	3421	0.0	1500	1500	1921	17.20+	423	66.5	7.3	30.8	
7-8 PM	3054	0.0	1500	1500	1555	17.15+	421	66.9	7.3	30.8	
8-9 PM	2466	0.0	1500	1500	967	16.92+	415	67.7	7.3	30.8	
9-10 PM	2441	0.0	1499	1500	941	16.92+	415	67.7	7.3	30.8	
10-11 PM	2487	0.0	1499	1500	987	16.92+	415	67.6	7.3	30.8	
11PM-MID	1883	0.0	1500	1500	383	16.91+	414	68.4	7.3	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	0.0206
MAIN ROUTE WITH WORKS	0.0079
'DIVERSION'	0.0244

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$288,165
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

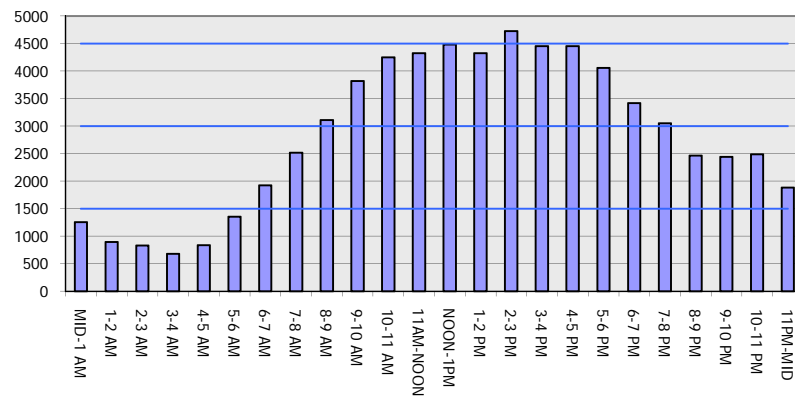
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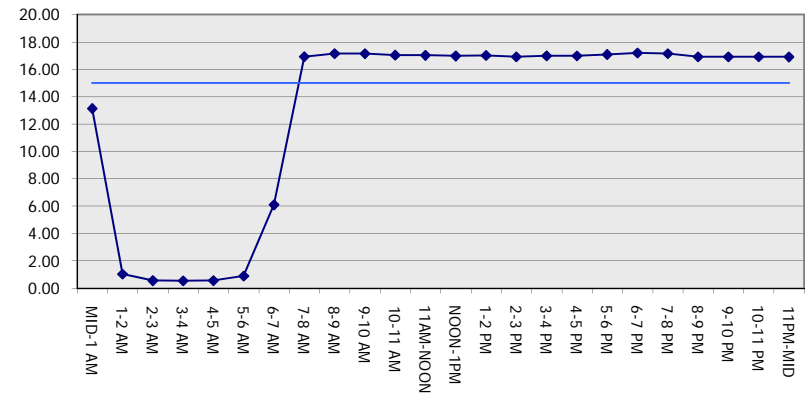
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

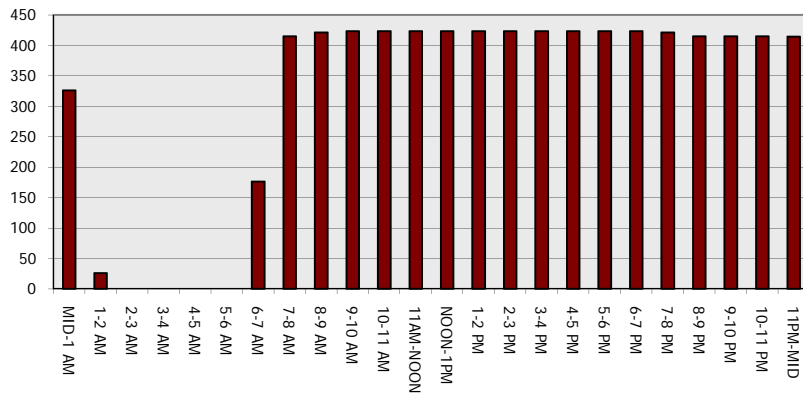
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

