

USH 45: CTH E TO STH 190 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	842	0.0	3000	842	0	0.35	0	69.7	57.3	49.7
1-2 AM	473	0.0	3000	473	0	0.36	0	70.2	57.4	49.7
2-3 AM	428	0.0	3000	428	0	0.36	0	70.2	57.4	49.7
3-4 AM	306	0.0	3000	306	0	0.36	0	70.2	57.4	49.7
4-5 AM	279	0.0	3000	279	0	0.36	0	70.2	57.4	49.7
5-6 AM	486	0.0	3000	486	0	0.36	0	70.1	57.4	49.7
6-7 AM	905	0.0	3000	905	0	0.35	0	69.6	57.3	49.7
7-8 AM	1156	0.0	3000	1156	0	0.35	0	69.3	57.2	49.7
8-9 AM	1702	0.0	3000	1702	0	0.34	0	68.6	57.0	49.7
9-10 AM	2584	0.0	2999	2584	0	0.45	0	67.5	53.3	45.3
10-11 AM	3214	0.0	2999	3214	0	1.70	68	66.8	33.4	37.3
11AM-NOON	3815	0.0	3000	3815	0	10.52+	583	64.8	12.4	37.3
NOON-1PM	4429	0.0	2999	2924	1504	17.63+	949	60.6	9.8	37.3
1-2 PM	4484	0.0	3000	3000	1484	17.61+	949	60.2	9.8	37.3
2-3 PM	4689	0.0	2999	3005	1684	17.85+	967	58.8	9.7	37.3
3-4 PM	4437	0.0	3000	2976	1461	17.58+	946	60.5	9.8	37.3
4-5 PM	4151	0.0	3000	2971	1180	17.09+	913	62.5	9.9	37.3
5-6 PM	4025	0.0	3000	2999	1026	16.95+	903	63.3	9.9	37.3
6-7 PM	3794	0.0	3000	2998	796	16.99+	901	65.0	9.9	37.3
7-8 PM	3004	0.0	3000	2905	99	16.59+	874	67.0	10.1	37.3
8-9 PM	2277	0.0	2999	2277	0	8.50+	488	67.9	13.9	41.6
9-10 PM	1638	0.0	3000	1638	0	0.38	2	68.7	56.0	49.7
10-11 PM	1076	0.0	3000	1076	0	0.35	0	69.4	57.2	49.7
11PM-MID	662	0.0	3000	662	0	0.36	0	69.9	57.4	49.7

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0166
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0065
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$181,025
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

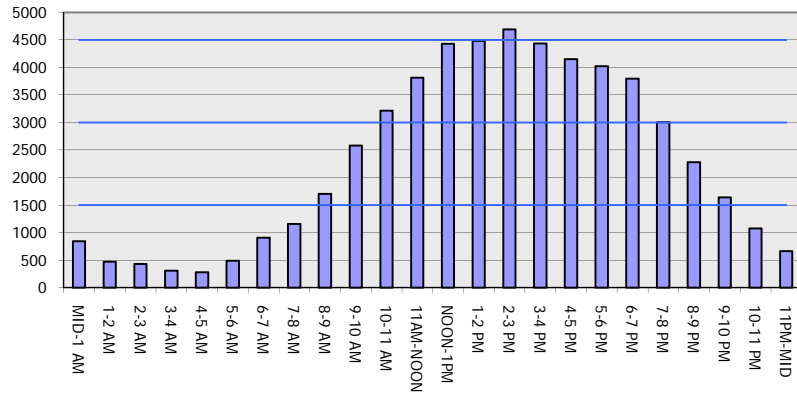
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OCTOBER
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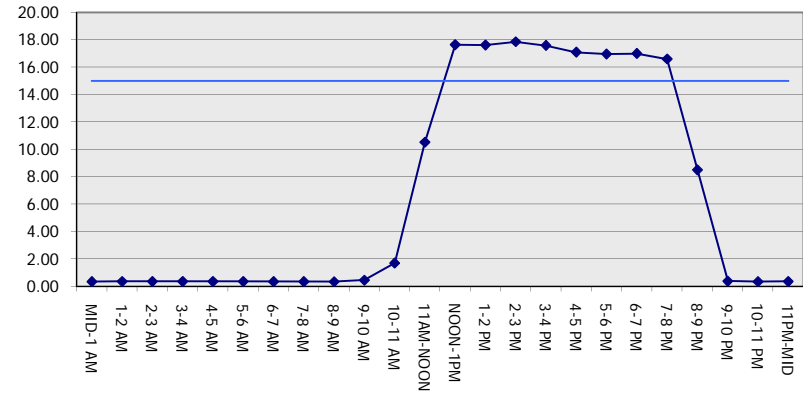
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

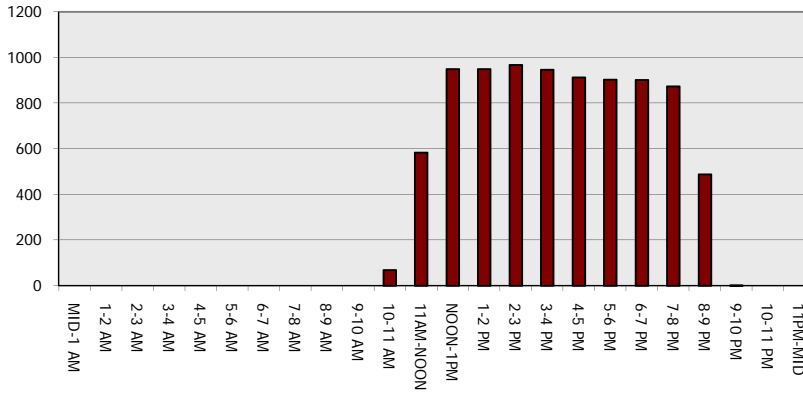
Main Route - Traffic Demand (Vehicles Per Hour)



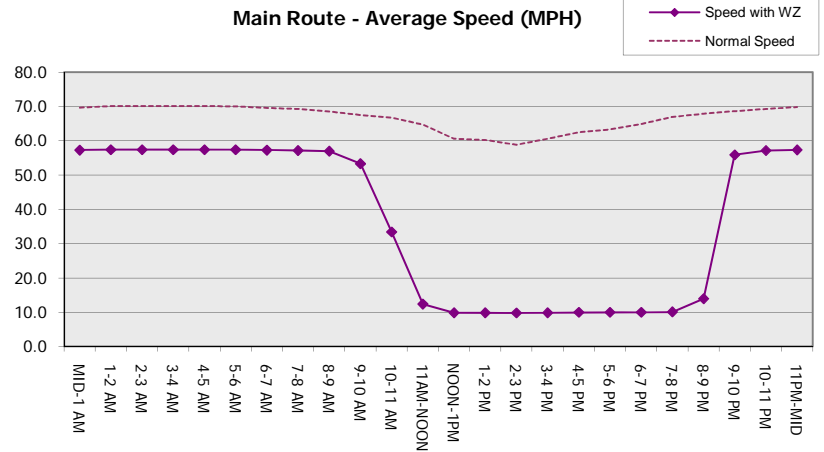
Main Route Average Delay Per Vehicle (Minutes)



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	1278	0.0	3000	1278	0	0.35	0	69.1	57.1	49.7
1-2 AM	825	0.0	3000	825	0	0.35	0	69.7	57.3	49.7
2-3 AM	825	0.0	3000	825	0	0.35	0	69.7	57.3	49.7
3-4 AM	559	0.0	3000	559	0	0.36	0	70.0	57.4	49.7
4-5 AM	548	0.0	3000	548	0	0.36	0	70.0	57.4	49.7
5-6 AM	736	0.0	3000	736	0	0.35	0	69.8	57.4	49.7
6-7 AM	1015	0.0	3000	1015	0	0.35	0	69.5	57.3	49.7
7-8 AM	1296	0.0	3000	1296	0	0.35	0	69.1	57.1	49.7
8-9 AM	1795	0.0	3000	1795	0	0.34	0	68.5	56.9	49.7
9-10 AM	2510	0.0	2999	2510	0	0.42	0	67.6	54.2	46.4
10-11 AM	3067	0.0	2999	3067	0	1.05	22	66.9	41.4	37.6
11AM-NOON	3388	0.0	3000	3388	0	4.97	256	66.5	18.0	37.3
NOON-1PM	3881	0.0	3000	3415	466	14.80+	791	64.3	10.5	37.3
1-2 PM	3868	0.0	3000	3005	862	16.97+	901	64.5	9.9	37.3
2-3 PM	3907	0.0	3000	3003	904	16.97+	902	64.1	9.9	37.3
3-4 PM	4233	0.0	3000	3020	1213	17.12+	916	61.9	9.9	37.3
4-5 PM	3911	0.0	3000	2991	919	16.97+	902	64.1	9.9	37.3
5-6 PM	3899	0.0	2999	2996	904	16.97+	902	64.2	9.9	37.3
6-7 PM	3174	0.0	3000	2990	184	16.95+	894	66.8	10.0	37.3
7-8 PM	2946	0.0	2999	2914	33	16.57+	873	67.1	10.1	37.3
8-9 PM	2231	0.0	2999	2231	0	7.63	455	67.9	14.8	42.2
9-10 PM	1963	0.0	3000	1963	0	0.35	0	68.3	56.5	49.7
10-11 PM	1564	0.0	3000	1564	0	0.34	0	68.8	57.0	49.7
11PM-MID	1071	0.0	3000	1071	0	0.35	0	69.4	57.3	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	0.0165
MAIN ROUTE WITH WORKS	0.0116
'DIVERSION'	0.0038

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,247
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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OCTOBER

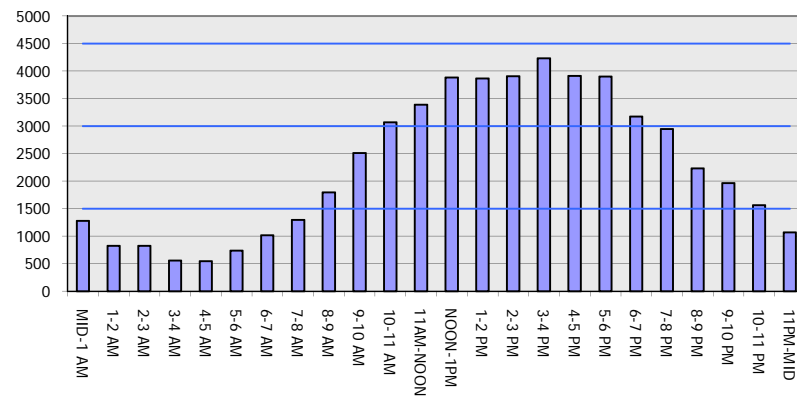
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

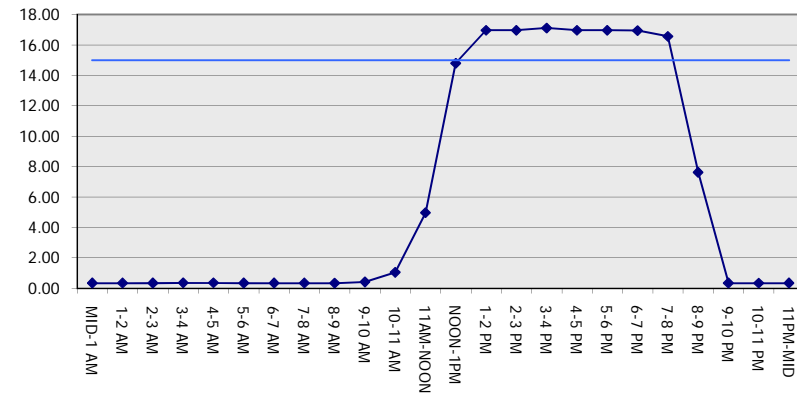
SUNDAY

NORTHBOUND DIRECTION

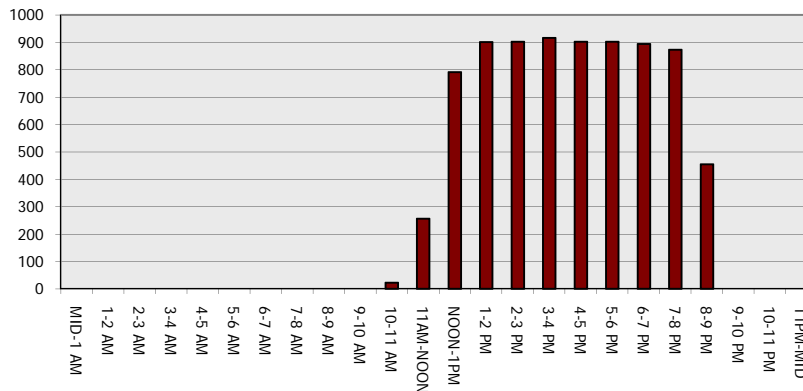
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

