

<b>USH 45: STH 145 TO CTH E (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 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**

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	572	0.0	OFF	572	0	0.00	0	70.0	70.0	70.0
1-2 AM	330	0.0	OFF	330	0	0.00	0	70.2	70.2	70.2
2-3 AM	257	0.0	OFF	257	0	0.00	0	70.2	70.2	70.2
3-4 AM	267	0.0	OFF	267	0	0.00	0	70.2	70.2	70.2
4-5 AM	390	0.0	OFF	390	0	0.00	0	70.2	70.2	70.2
5-6 AM	713	0.0	OFF	713	0	0.00	0	69.9	69.9	69.9
6-7 AM	1183	0.0	OFF	1183	0	0.00	0	69.2	69.2	69.2
7-8 AM	1638	0.0	OFF	1638	0	0.00	0	68.7	68.7	68.7
8-9 AM	2251	0.0	1499	1842	409	9.94+	273	67.9	11.9	30.8
9-10 AM	2916	0.0	1499	1516	1400	16.68+	409	67.1	7.9	30.8
10-11 AM	3385	0.0	1500	1505	1879	16.70+	410	66.5	7.9	30.8
11AM-NOON	3528	0.0	1500	1500	2027	16.72+	411	66.3	7.9	30.8
NOON-1PM	3490	0.0	1500	1501	1988	16.72+	411	66.4	7.9	30.8
1-2 PM	3358	0.0	1500	1504	1853	16.71+	410	66.6	7.9	30.8
2-3 PM	3502	0.0	1500	1500	2002	16.72+	411	66.4	7.9	30.8
3-4 PM	3679	0.0	1500	1500	2179	16.70+	411	65.7	7.9	30.8
4-5 PM	3367	0.0	1500	1503	1864	16.71+	410	66.6	7.9	30.8
5-6 PM	2678	0.0	1500	1509	1170	16.64+	408	67.4	7.9	30.8
6-7 PM	2285	0.0	OFF	2285	0	0.21	19	67.9	61.5	61.5
7-8 PM	1904	0.0	OFF	1904	0	0.00	0	68.4	68.4	68.4
8-9 PM	1576	0.0	OFF	1576	0	0.00	0	68.7	68.7	68.7
9-10 PM	1467	0.0	OFF	1467	0	0.00	0	68.9	68.9	68.9
10-11 PM	1242	0.0	OFF	1242	0	0.00	0	69.2	69.2	69.2
11PM-MID	925	0.0	OFF	925	0	0.00	0	69.6	69.6	69.6

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

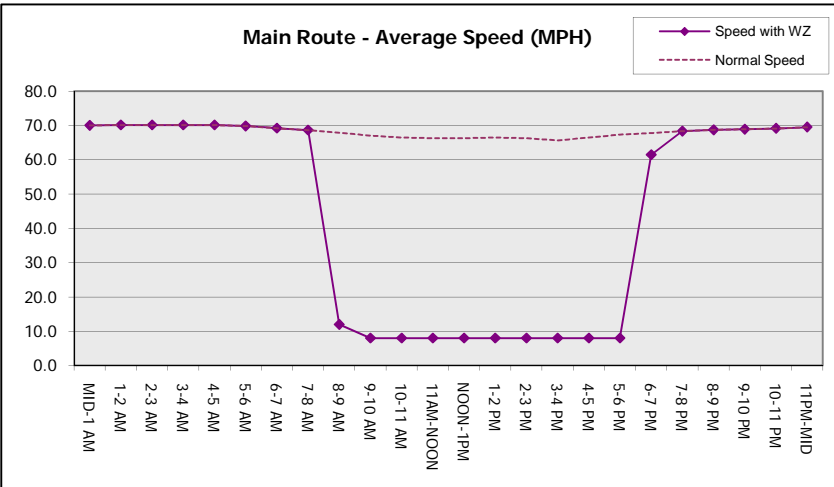
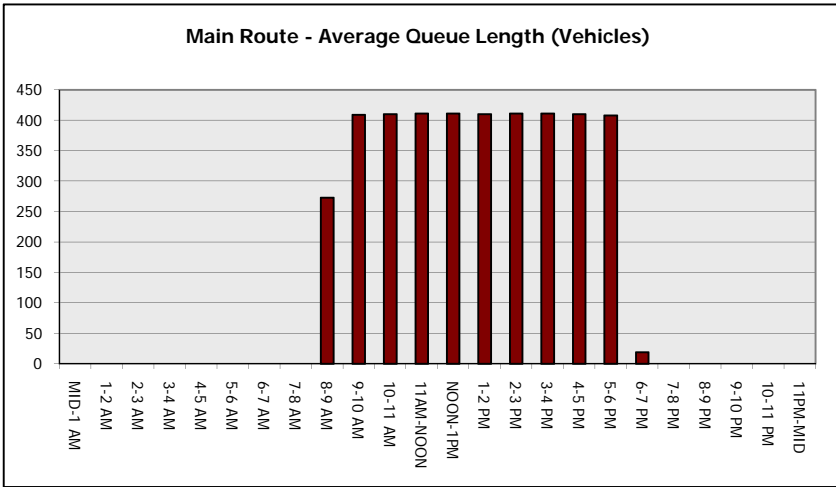
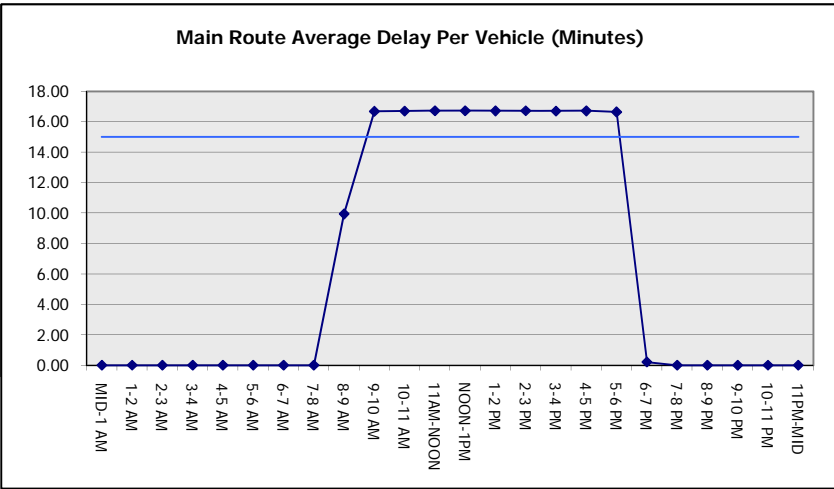
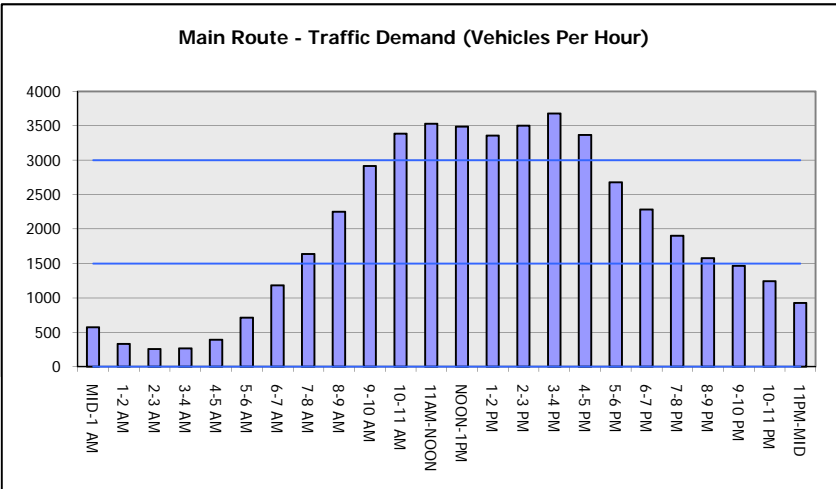
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0172
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0142
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$144,231
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY SOUTHBOUND DIRECTION**



<b>USH 45: STH 145 TO CTH E (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 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**

**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	978	0.0	OFF	978	0	0.00	0	69.5	69.5	69.5	
1-2 AM	544	0.0	OFF	544	0	0.00	0	70.0	70.0	70.0	
2-3 AM	432	0.0	OFF	432	0	0.00	0	70.2	70.2	70.2	
3-4 AM	321	0.0	OFF	321	0	0.00	0	70.2	70.2	70.2	
4-5 AM	402	0.0	OFF	402	0	0.00	0	70.2	70.2	70.2	
5-6 AM	779	0.0	OFF	779	0	0.00	0	69.7	69.7	69.7	
6-7 AM	1359	0.0	OFF	1359	0	0.00	0	69.1	69.1	69.1	
7-8 AM	1796	0.0	OFF	1796	0	0.00	0	68.5	68.5	68.5	
8-9 AM	2283	0.0	1499	1840	443	10.69+	287	67.9	11.2	30.9	
9-10 AM	2700	0.0	1500	1516	1185	16.67+	409	67.4	7.9	30.8	
10-11 AM	3066	0.0	1500	1514	1552	16.68+	409	66.9	7.9	30.8	
11AM-NOON	3245	0.0	1500	1506	1738	16.70+	410	66.7	7.9	30.8	
NOON-1PM	3613	0.0	1499	1500	2113	16.71+	411	66.2	7.9	30.8	
1-2 PM	3586	0.0	1499	1500	2086	16.72+	411	66.3	7.9	30.8	
2-3 PM	3623	0.0	1500	1500	2123	16.71+	411	66.1	7.9	30.8	
3-4 PM	3670	0.0	1499	1500	2170	16.70+	411	65.8	7.9	30.8	
4-5 PM	3173	0.0	1500	1507	1666	16.70+	410	66.8	7.9	30.8	
5-6 PM	3017	0.0	1500	1508	1509	16.69+	409	67.0	7.9	30.8	
6-7 PM	2405	0.0	OFF	2405	0	0.23	21	67.8	60.9	60.9	
7-8 PM	2112	0.0	OFF	2112	0	0.00	0	68.1	68.1	68.1	
8-9 PM	2031	0.0	OFF	2031	0	0.00	0	68.2	68.2	68.2	
9-10 PM	2156	0.0	OFF	2156	0	0.00	0	68.1	68.1	68.1	
10-11 PM	1828	0.0	OFF	1828	0	0.00	0	68.4	68.4	68.4	
11PM-MID	1140	0.0	OFF	1140	0	0.00	0	69.3	69.3	69.3	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0184
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0141

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$143,819
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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