

<b>USH 45: CTH E TO STH 190 (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	431	0.0	1500	431	0	0.53	0	70.2	53.0	43.8	
1-2 AM	369	0.0	1500	369	0	0.52	0	70.2	53.2	44.0	
2-3 AM	569	0.0	1500	569	0	0.54	0	70.0	52.6	43.2	
3-4 AM	799	0.0	1500	799	0	0.57	0	69.7	51.9	42.4	
4-5 AM	1121	0.0	1499	1121	0	0.66	0	69.4	49.5	39.7	
5-6 AM	1597	0.0	1499	1597	0	1.87	32	68.7	32.3	31.5	
6-7 AM	2426	0.0	1500	1850	576	14.54+	366	67.7	8.1	30.8	
7-8 AM	3155	0.0	1499	1477	1678	17.13+	421	66.8	7.3	30.8	
8-9 AM	3885	0.0	1499	1500	2385	17.13+	423	64.3	7.3	30.8	
9-10 AM	4116	0.0	OFF	4116	0	0.65	55	62.7	46.3	46.3	
10-11 AM	4143	0.0	OFF	4143	0	0.00	0	62.5	62.5	62.5	
11AM-NOON	4272	0.0	OFF	4272	0	0.00	0	61.7	61.7	61.7	
NOON-1PM	4403	0.0	OFF	4403	0	0.00	0	60.8	60.8	60.8	
1-2 PM	4151	0.0	OFF	4151	0	0.00	0	62.5	62.5	62.5	
2-3 PM	3923	0.0	OFF	3923	0	0.00	0	64.0	64.0	64.0	
3-4 PM	3635	0.0	OFF	3635	0	0.00	0	66.0	66.0	66.0	
4-5 PM	3309	0.0	OFF	3309	0	0.00	0	66.6	66.6	66.6	
5-6 PM	2702	0.0	OFF	2702	0	0.00	0	67.4	67.4	67.4	
6-7 PM	2180	0.0	OFF	2180	0	0.00	0	68.0	68.0	68.0	
7-8 PM	1601	0.0	1499	1601	0	4.18	84	68.7	19.5	30.8	
8-9 PM	1077	0.0	1500	1077	0	1.01	16	69.4	42.9	39.5	
9-10 PM	710	0.0	1500	710	0	0.56	0	69.9	52.1	42.7	
10-11 PM	515	0.0	1500	515	0	0.53	0	70.1	52.8	43.5	
11PM-MID	380	0.0	1500	380	0	0.52	0	70.2	53.2	44.0	

"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	0.0168
MAIN ROUTE WITH WORKS	0.0145
'DIVERSION'	0.0033
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,430
CONGESTED HOURS PER DAY*	3

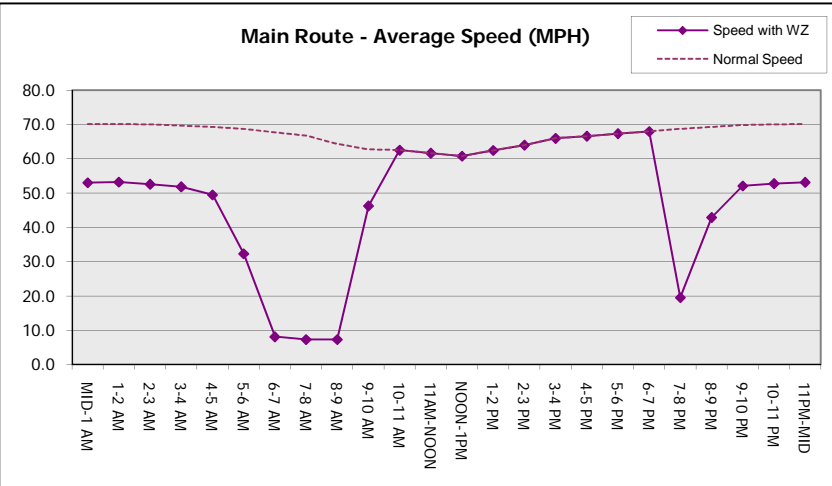
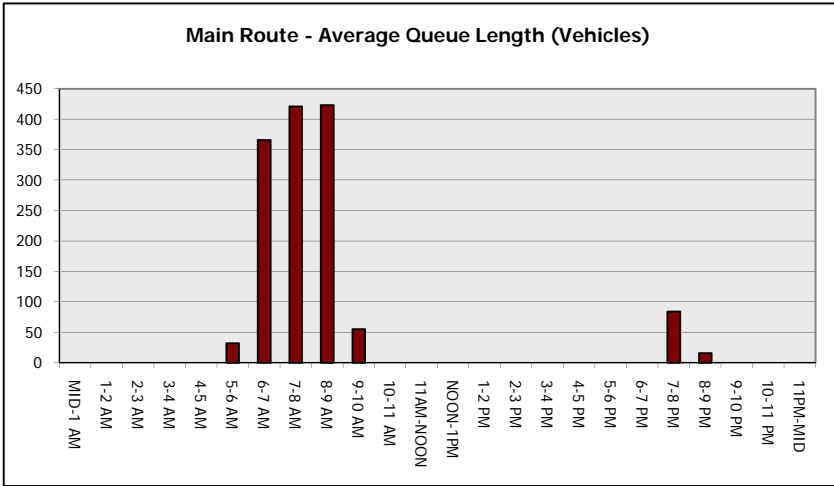
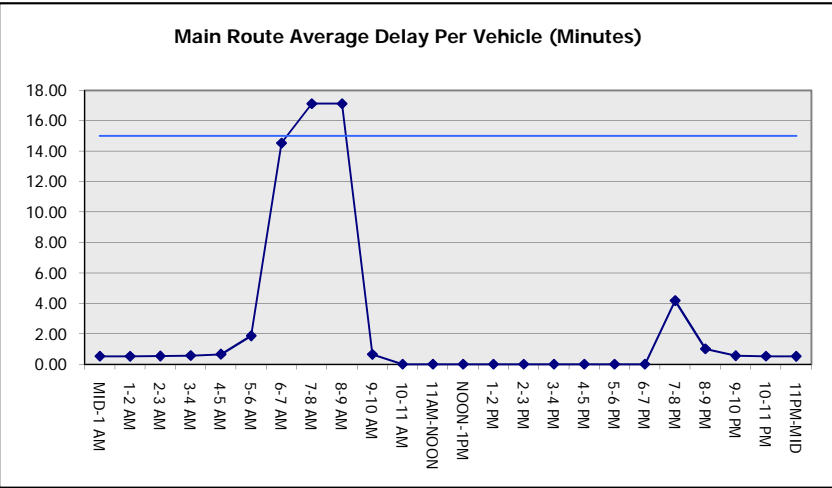
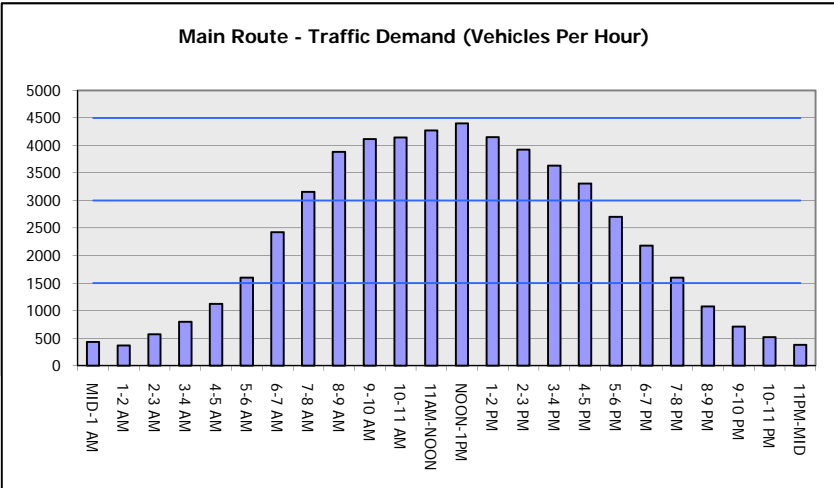
\*Delays Exceeding User-Specified Maximum

**USH 45: CTH E TO STH 190 (MILWAUKEE COUNTY)**  
**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**



<b>USH 45: CTH E TO STH 190 (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	1407	0.0	1500	1407	0	0.98	0	69.0	43.3	32.8	
1-2 AM	1277	0.0	1500	1277	0	0.81	0	69.1	46.4	36.1	
2-3 AM	1381	0.0	1499	1381	0	0.94	0	69.0	44.0	33.4	
3-4 AM	1474	0.0	1499	1474	0	1.12	1	68.9	41.0	31.5	
4-5 AM	1715	0.0	1500	1715	0	4.10	96	68.6	19.8	30.8	
5-6 AM	2074	0.0	1500	1726	349	15.23+	375	68.2	7.8	30.8	
6-7 AM	2671	0.0	1499	1485	1186	17.00+	417	67.4	7.3	30.8	
7-8 AM	3189	0.0	1499	1495	1694	17.19+	422	66.8	7.3	30.8	
8-9 AM	3700	0.0	1500	1500	2200	17.17+	423	65.6	7.3	30.8	
9-10 AM	4063	0.0	OFF	4063	0	0.56	47	63.1	48.1	48.1	
10-11 AM	4210	0.0	OFF	4210	0	0.00	0	62.1	62.1	62.1	
11AM-NOON	4430	0.0	OFF	4430	0	0.00	0	60.6	60.6	60.6	
NOON-1PM	4745	0.0	OFF	4745	0	0.00	0	58.4	58.4	58.4	
1-2 PM	4763	0.0	OFF	4763	0	0.00	0	58.3	58.3	58.3	
2-3 PM	4431	0.0	OFF	4431	0	0.00	0	60.6	60.6	60.6	
3-4 PM	3989	0.0	OFF	3989	0	0.00	0	63.6	63.6	63.6	
4-5 PM	3650	0.0	OFF	3650	0	0.00	0	65.9	65.9	65.9	
5-6 PM	3164	0.0	OFF	3164	0	0.00	0	66.8	66.8	66.8	
6-7 PM	2715	0.0	OFF	2715	0	0.00	0	67.4	67.4	67.4	
7-8 PM	2315	0.0	1499	1956	359	12.79+	322	67.9	8.7	30.8	
8-9 PM	1900	0.0	1499	1479	421	16.85+	412	68.4	7.4	30.8	
9-10 PM	1602	0.0	1499	1472	130	16.80+	411	68.7	7.4	30.8	
10-11 PM	1368	0.0	1499	1368	0	14.60+	355	69.1	8.0	30.8	
11PM-MID	1151	0.0	1499	1151	0	3.02	107	69.3	24.5	36.0	

"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	0.0204
MAIN ROUTE WITH WORKS	0.0171
'DIVERSION'	0.0044

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,644
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY NORTHBOUND DIRECTION**

