

<b>USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 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**

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	584	0.0	2000	584	0	0.54	0	70.0	53.8	43.2
1-2 AM	802	0.0	2000	802	0	0.57	0	69.7	53.1	42.4
2-3 AM	2048	0.0	1999	2048	0	2.30	53	68.2	30.4	27.9
3-4 AM	3824	0.0	2000	2467	1357	16.07+	538	64.7	8.6	27.9
4-5 AM	4246	0.0	1999	1963	2283	17.31+	577	61.9	8.3	27.9
5-6 AM	4328	0.0	1999	1996	2332	17.36+	580	61.3	8.3	27.9
6-7 AM	4724	0.0	1999	2000	2725	17.25+	580	58.6	8.3	27.9
7-8 AM	4945	0.0	2000	2000	2945	17.17+	580	57.1	8.3	27.9
8-9 AM	4743	0.0	2000	2000	2743	17.24+	580	58.4	8.3	27.9
9-10 AM	4584	0.0	2000	2000	2584	17.29+	580	59.6	8.3	27.9
10-11 AM	4806	0.0	2000	2000	2806	17.22+	580	58.0	8.3	27.9
11AM-NOON	5320	0.0	2000	2000	3320	17.04+	580	54.5	8.3	27.9
NOON-1PM	5083	0.0	2000	2000	3083	17.12+	580	56.1	8.3	27.9
1-2 PM	4729	0.0	2000	2000	2729	17.25+	580	58.6	8.3	27.9
2-3 PM	5192	0.0	2000	2000	3192	17.09+	580	55.4	8.3	27.9
3-4 PM	4784	0.0	2000	2000	2784	17.23+	580	58.2	8.3	27.9
4-5 PM	3835	0.0	1999	1964	1871	17.42+	577	64.6	8.3	27.9
5-6 PM	3281	0.0	1999	1972	1310	17.29+	569	66.6	8.3	27.9
6-7 PM	2777	0.0	1999	1998	779	17.11+	562	67.3	8.4	27.9
7-8 PM	2332	0.0	2000	1998	334	17.10+	561	67.8	8.4	27.9
8-9 PM	1679	0.0	1999	1679	0	13.54+	444	68.6	9.4	27.9
9-10 PM	1238	0.0	2000	1238	0	1.38	45	69.2	39.4	35.8
10-11 PM	1035	0.0	2000	1035	0	0.59	0	69.4	52.4	41.5
11PM-MID	726	0.0	2000	726	0	0.56	0	69.8	53.3	42.7

+ 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

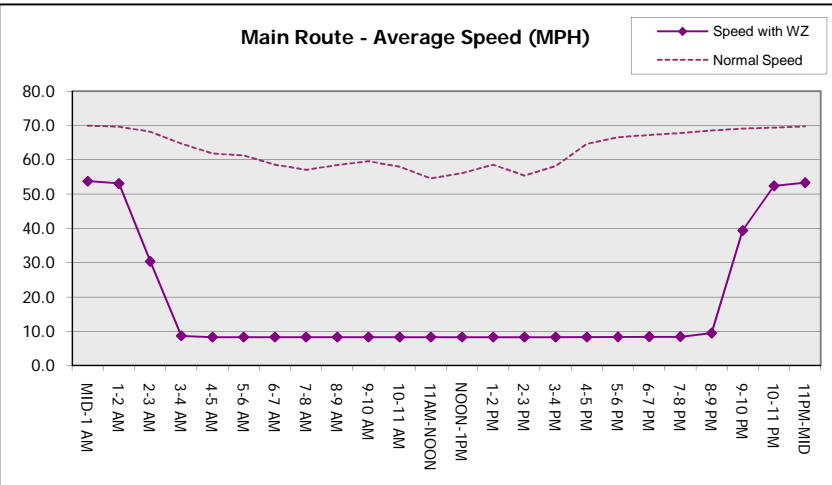
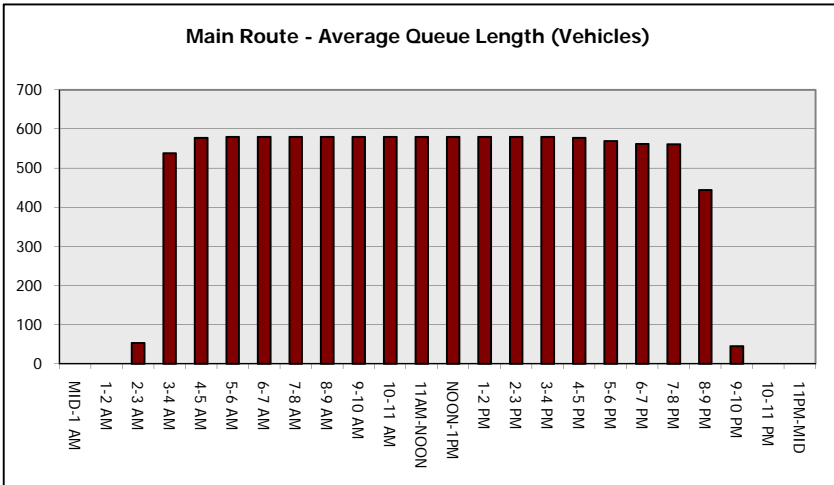
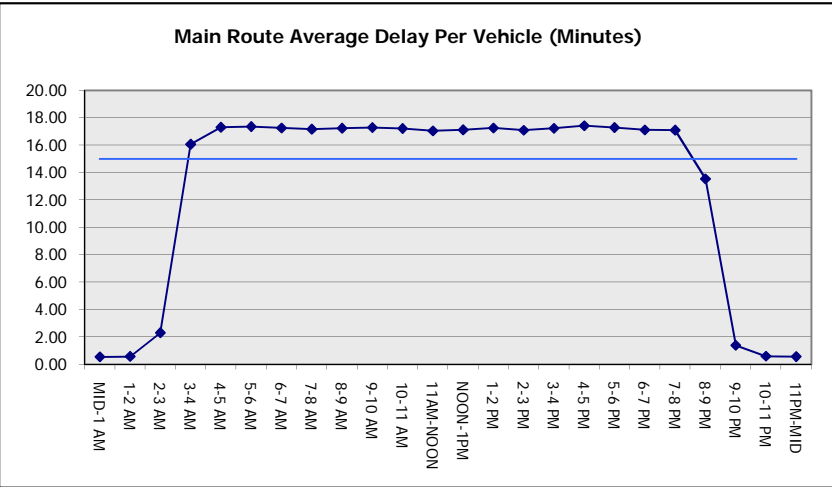
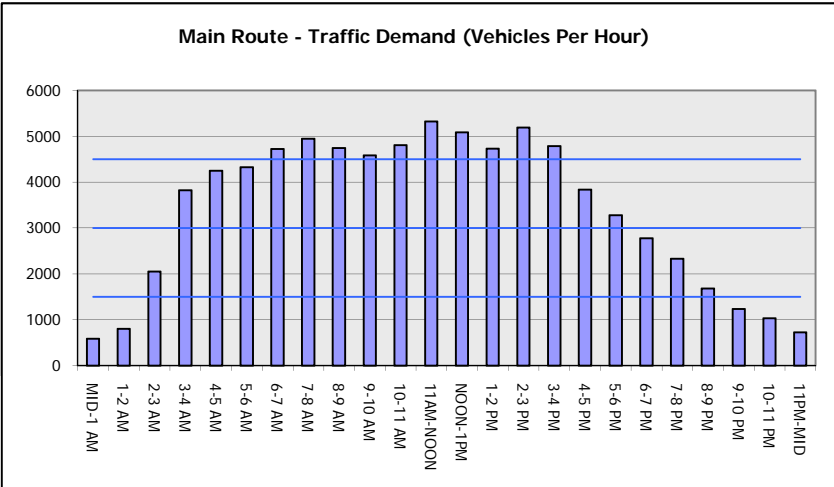
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0273
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0303
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$281,463
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY SOUTHBOUND DIRECTION**



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**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	1420	0.0	2000	1420	0	1.60	35	69.0	36.8	31.4	
1-2 AM	1854	0.0	1999	1854	0	1.54	10	68.4	37.3	28.2	
2-3 AM	3239	0.0	2000	2492	746	12.03+	420	66.7	10.2	27.9	
3-4 AM	4431	0.0	1999	2000	2431	17.34+	580	60.6	8.3	27.9	
4-5 AM	5002	0.0	2000	2000	3002	17.15+	580	56.7	8.3	27.9	
5-6 AM	4828	0.0	2000	2000	2828	17.21+	580	57.9	8.3	27.9	
6-7 AM	5087	0.0	2000	2000	3087	17.12+	580	56.1	8.3	27.9	
7-8 AM	5291	0.0	2000	2000	3291	17.05+	580	54.7	8.3	27.9	
8-9 AM	4990	0.0	2000	2000	2990	17.16+	580	56.8	8.3	27.9	
9-10 AM	4979	0.0	2000	2000	2979	17.16+	580	56.8	8.3	27.9	
10-11 AM	5255	0.0	1999	2000	3255	17.06+	580	55.0	8.3	27.9	
11AM-NOON	5697	0.0	1999	2000	3697	16.89+	580	51.9	8.3	27.9	
NOON-1PM	5986	0.0	1999	2000	3986	16.76+	580	49.9	8.3	27.9	
1-2 PM	6430	0.0	2000	2000	4430	16.55+	580	46.9	8.3	27.9	
2-3 PM	5989	0.0	2000	2000	3989	16.76+	580	49.9	8.3	27.9	
3-4 PM	5193	0.0	2000	2000	3193	17.08+	580	55.4	8.3	27.9	
4-5 PM	4630	0.0	2000	2000	2630	17.28+	580	59.2	8.3	27.9	
5-6 PM	4345	0.0	2000	2000	2345	17.37+	580	61.2	8.3	27.9	
6-7 PM	4075	0.0	2000	2003	2072	17.44+	580	63.0	8.3	27.9	
7-8 PM	3421	0.0	2000	2028	1393	17.32+	571	66.5	8.3	27.9	
8-9 PM	2707	0.0	2000	2000	707	17.11+	562	67.4	8.4	27.9	
9-10 PM	2247	0.0	2000	2000	247	17.09+	561	67.9	8.4	27.9	
10-11 PM	1935	0.0	1999	1930	5	16.57+	542	68.3	8.5	27.9	
11PM-MID	1714	0.0	1999	1714	0	11.34	365	68.6	10.4	27.9	

+ 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	0.0337
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0413

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$357,533
CONGESTED HOURS PER DAY*	21

\*Delays Exceeding User-Specified Maximum

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**FRIDAY NORTHBOUND DIRECTION**

