

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	533	0.0	2000	533	0	0.54	0	70.0	54.0	43.4	
1-2 AM	725	0.0	2000	725	0	0.56	0	69.8	53.3	42.7	
2-3 AM	1769	0.0	1999	1769	0	1.39	9	68.6	39.0	29.7	
3-4 AM	3182	0.0	2000	2510	672	12.16+	423	66.8	10.2	27.9	
4-5 AM	3611	0.0	2000	2018	1593	17.47+	576	66.2	8.3	27.9	
5-6 AM	4276	0.0	2000	2000	2276	17.39+	580	61.7	8.3	27.9	
6-7 AM	5061	0.0	2000	2000	3061	17.13+	580	56.3	8.3	27.9	
7-8 AM	5066	0.0	2000	2000	3066	17.13+	580	56.3	8.3	27.9	
8-9 AM	4585	0.0	2000	2000	2585	17.29+	580	59.6	8.3	27.9	
9-10 AM	4165	0.0	2000	2000	2165	17.42+	580	62.4	8.3	27.9	
10-11 AM	4307	0.0	2000	2000	2307	17.38+	580	61.4	8.3	27.9	
11AM-NOON	4919	0.0	2000	2000	2919	17.18+	580	57.3	8.3	27.9	
NOON-1PM	4797	0.0	2000	2000	2797	17.22+	580	58.1	8.3	27.9	
1-2 PM	4519	0.0	2000	2000	2519	17.31+	580	60.0	8.3	27.9	
2-3 PM	4784	0.0	2000	2000	2784	17.23+	580	58.2	8.3	27.9	
3-4 PM	4474	0.0	2000	2000	2474	17.33+	580	60.3	8.3	27.9	
4-5 PM	3619	0.0	2000	2005	1614	17.48+	577	66.1	8.3	27.9	
5-6 PM	3233	0.0	2000	1997	1236	17.23+	567	66.7	8.3	27.9	
6-7 PM	2613	0.0	2000	1999	614	17.11+	562	67.5	8.4	27.9	
7-8 PM	2008	0.0	2000	1935	73	16.72+	547	68.2	8.4	27.9	
8-9 PM	1510	0.0	1999	1510	0	8.01	285	68.9	13.5	28.1	
9-10 PM	1108	0.0	2000	1108	0	0.64	0	69.4	51.2	40.2	
10-11 PM	878	0.0	2000	878	0	0.57	0	69.6	52.8	42.1	
11PM-MID	616	0.0	2000	616	0	0.55	0	70.0	53.7	43.1	

+ 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

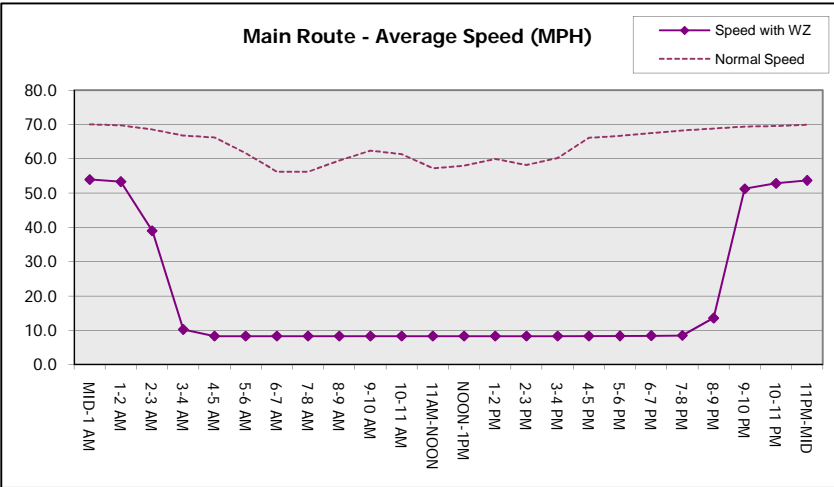
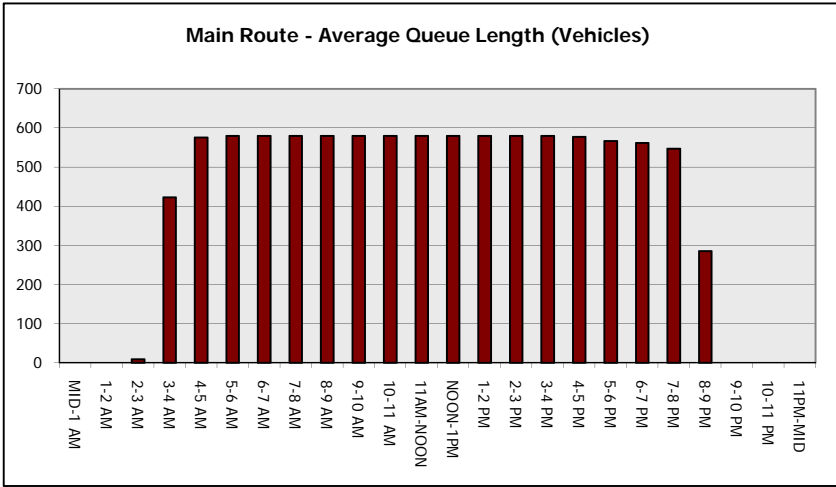
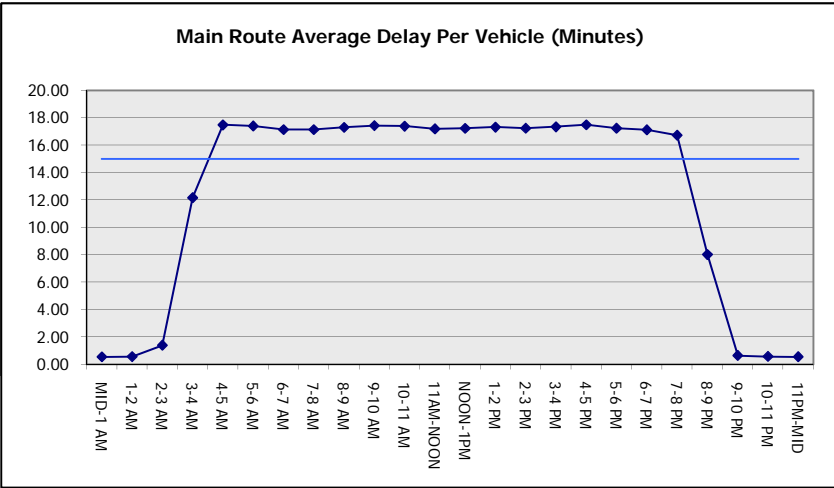
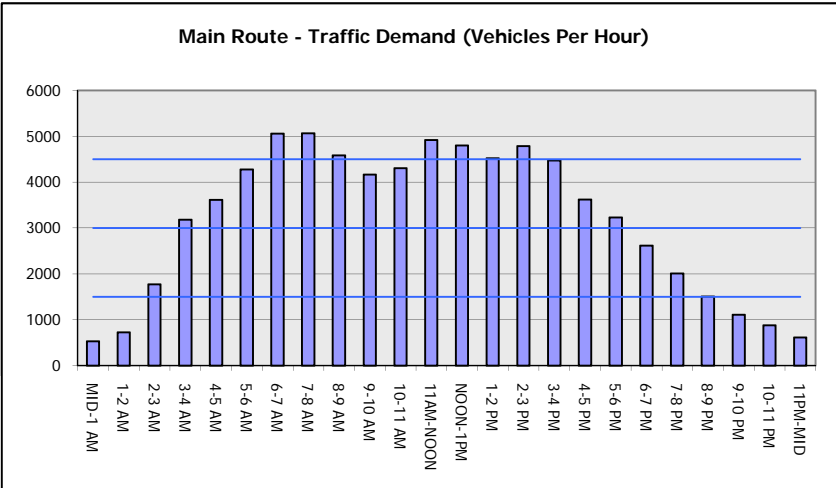
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0255
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0269
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$256,495
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	1312	0.0	2000	1312	0	0.85	0	69.1	47.1	35.1
1-2 AM	1657	0.0	1999	1657	0	1.18	0	68.7	41.9	29.6
2-3 AM	2750	0.0	1999	2750	0	7.84+	308	67.3	14.2	27.9
3-4 AM	3791	0.0	2000	1858	1933	17.26+	571	65.0	8.3	27.9
4-5 AM	4485	0.0	1999	2000	2485	17.32+	580	60.2	8.3	27.9
5-6 AM	4832	0.0	2000	2000	2832	17.21+	580	57.8	8.3	27.9
6-7 AM	5201	0.0	2000	2000	3201	17.08+	580	55.3	8.3	27.9
7-8 AM	5243	0.0	2000	2000	3243	17.07+	580	55.0	8.3	27.9
8-9 AM	4727	0.0	2000	2000	2727	17.25+	580	58.6	8.3	27.9
9-10 AM	4493	0.0	2000	2000	2493	17.32+	580	60.2	8.3	27.9
10-11 AM	4714	0.0	2000	2000	2714	17.25+	580	58.6	8.3	27.9
11AM-NOON	5189	0.0	2000	2000	3189	17.09+	580	55.4	8.3	27.9
NOON-1PM	5662	0.0	2000	2000	3662	16.90+	580	52.2	8.3	27.9
1-2 PM	5892	0.0	2000	2000	3892	16.80+	580	50.6	8.3	27.9
2-3 PM	5856	0.0	2000	2000	3856	16.82+	580	50.9	8.3	27.9
3-4 PM	5075	0.0	2000	2000	3075	17.13+	580	56.2	8.3	27.9
4-5 PM	4686	0.0	2000	2000	2686	17.26+	580	58.9	8.3	27.9
5-6 PM	4294	0.0	2000	2000	2294	17.38+	580	61.5	8.3	27.9
6-7 PM	3538	0.0	1999	1972	1565	17.43+	575	66.3	8.3	27.9
7-8 PM	2855	0.0	2000	1997	857	17.11+	562	67.2	8.4	27.9
8-9 PM	2356	0.0	1999	1997	359	17.10+	561	67.8	8.4	27.9
9-10 PM	2124	0.0	1999	1982	142	17.04+	559	68.1	8.4	27.9
10-11 PM	1688	0.0	1999	1688	0	12.92+	421	68.6	9.7	27.9
11PM-MID	1447	0.0	2000	1447	0	2.00	59	68.9	32.9	30.5

+ 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	0.0314
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0365

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$323,054
CONGESTED HOURS PER DAY*	21

*Delays Exceeding User-Specified Maximum

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