

<b>USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	493	0.0	2000	493	0	0.53	0	70.1	54.1	43.5
1-2 AM	540	0.0	2000	540	0	0.54	0	70.0	54.0	43.3
2-3 AM	858	0.0	2000	858	0	0.57	0	69.7	52.9	42.2
3-4 AM	1352	0.0	1999	1352	0	0.89	0	69.1	46.3	34.4
4-5 AM	1857	0.0	1999	1857	0	1.30	0	68.4	40.1	27.9
5-6 AM	2503	0.0	2000	2503	0	5.93	213	67.6	16.6	27.9
6-7 AM	3100	0.0	1999	2042	1058	17.23+	567	66.9	8.3	27.9
7-8 AM	3635	0.0	2000	2019	1616	17.48+	577	66.0	8.3	27.9
8-9 AM	4240	0.0	2000	2000	2240	17.40+	580	61.9	8.3	27.9
9-10 AM	4438	0.0	1999	2000	2438	17.34+	580	60.5	8.3	27.9
10-11 AM	4562	0.0	1999	2000	2562	17.30+	580	59.7	8.3	27.9
11AM-NOON	4681	0.0	2000	2000	2681	17.26+	580	58.9	8.3	27.9
NOON-1PM	4763	0.0	2000	2000	2763	17.24+	580	58.3	8.3	27.9
1-2 PM	4516	0.0	2000	2000	2516	17.31+	580	60.0	8.3	27.9
2-3 PM	4080	0.0	2000	2000	2080	17.45+	580	63.0	8.3	27.9
3-4 PM	3633	0.0	2000	2007	1626	17.49+	577	66.0	8.3	27.9
4-5 PM	3064	0.0	2000	1995	1069	17.15+	564	66.9	8.3	27.9
5-6 PM	2716	0.0	2000	1999	717	17.11+	562	67.4	8.4	27.9
6-7 PM	2489	0.0	1999	1999	490	17.10+	561	67.6	8.4	27.9
7-8 PM	1960	0.0	2000	1914	46	16.54+	541	68.3	8.5	27.9
8-9 PM	1444	0.0	1999	1444	0	5.29	231	68.9	18.4	29.5
9-10 PM	1157	0.0	2000	1157	0	0.65	0	69.3	51.0	39.9
10-11 PM	925	0.0	2000	925	0	0.58	0	69.6	52.7	41.9
11PM-MID	673	0.0	2000	673	0	0.55	0	69.9	53.5	42.8

+ 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

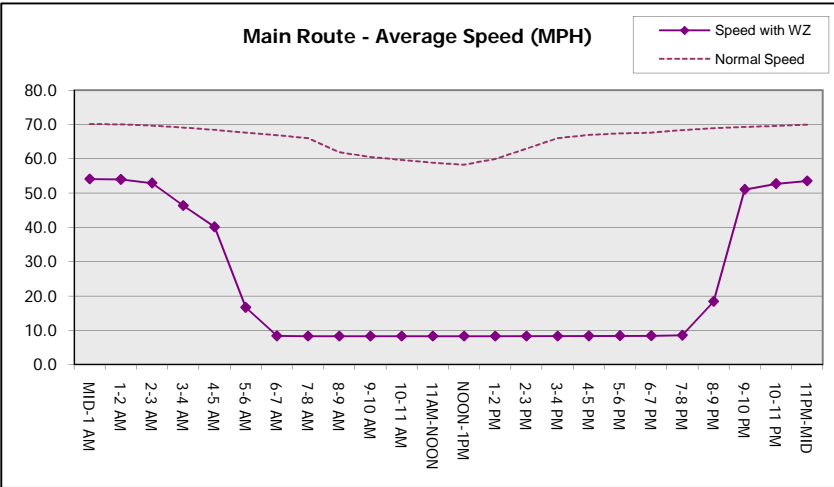
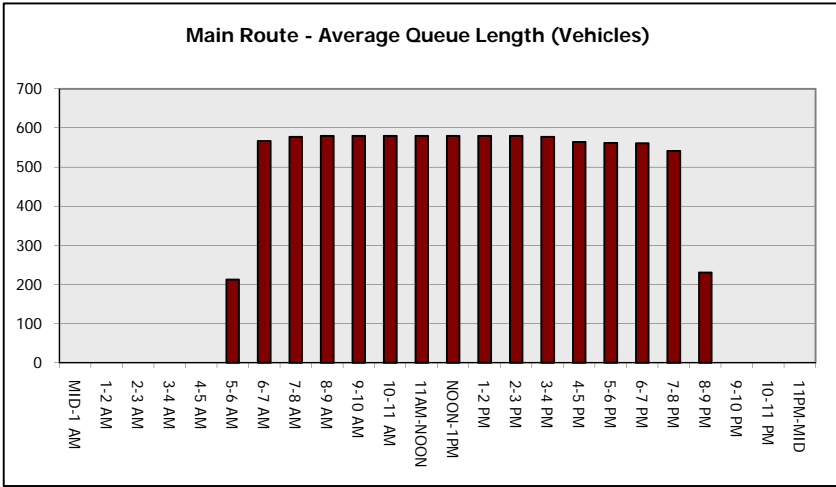
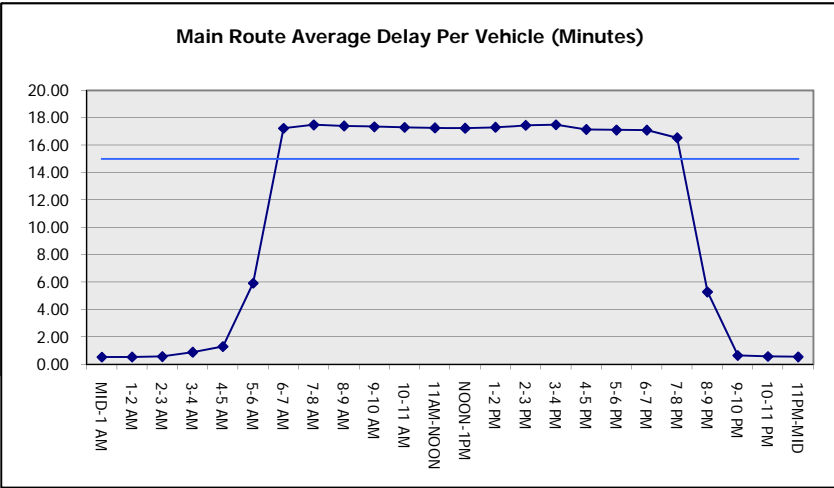
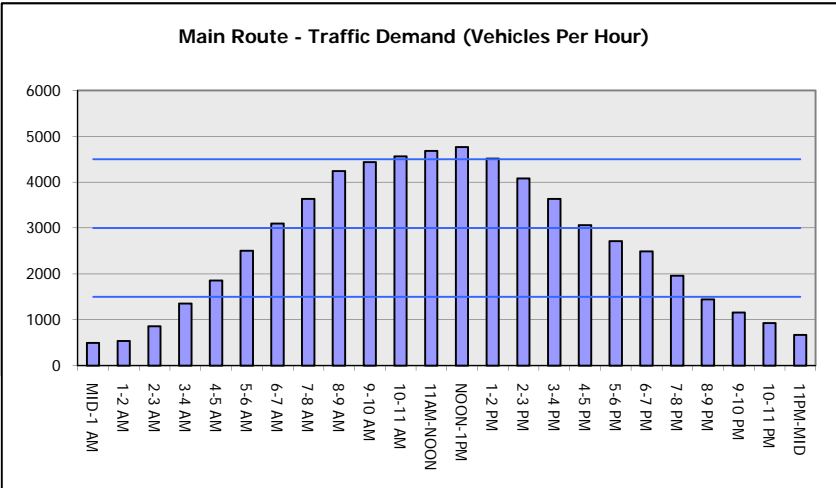
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0213
MAIN ROUTE WITH WORKS	0.0107
'DIVERSION'	0.0185
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$247,909
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**MAY**  
Analyzed for 2009  
Construction Season

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



<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**

**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	1446	0.0	2000	1446	0	1.26	12	68.9	40.8	31.5
1-2 AM	1482	0.0	2000	1482	0	1.07	0	68.9	43.4	31.2
2-3 AM	1866	0.0	1999	1866	0	1.29	0	68.4	40.2	27.9
3-4 AM	2169	0.0	1999	2169	0	2.62	58	68.1	28.1	27.9
4-5 AM	2711	0.0	2000	2327	384	13.11+	443	67.4	9.7	27.9
5-6 AM	2990	0.0	2000	2038	952	17.21+	566	67.0	8.3	27.9
6-7 AM	3598	0.0	2000	2029	1568	17.45+	576	66.3	8.3	27.9
7-8 AM	4085	0.0	2000	2000	2085	17.44+	580	63.0	8.3	27.9
8-9 AM	4369	0.0	2000	2000	2369	17.36+	580	61.0	8.3	27.9
9-10 AM	4548	0.0	2000	2000	2548	17.31+	580	59.8	8.3	27.9
10-11 AM	4592	0.0	2000	2000	2592	17.29+	580	59.5	8.3	27.9
11AM-NOON	4748	0.0	2000	2000	2748	17.24+	580	58.4	8.3	27.9
NOON-1PM	4839	0.0	2000	2000	2839	17.21+	580	57.8	8.3	27.9
1-2 PM	4686	0.0	2000	2000	2686	17.26+	580	58.9	8.3	27.9
2-3 PM	4466	0.0	2000	2000	2466	17.33+	580	60.4	8.3	27.9
3-4 PM	4054	0.0	2000	2000	2054	17.45+	580	63.2	8.3	27.9
4-5 PM	3550	0.0	2000	2010	1540	17.47+	576	66.3	8.3	27.9
5-6 PM	3559	0.0	2000	2003	1556	17.49+	577	66.3	8.3	27.9
6-7 PM	3523	0.0	2000	1999	1525	17.46+	576	66.4	8.3	27.9
7-8 PM	3105	0.0	2000	1994	1111	17.17+	565	66.9	8.3	27.9
8-9 PM	2440	0.0	2000	1999	442	17.10+	561	67.7	8.4	27.9
9-10 PM	2130	0.0	2000	1998	132	17.09+	560	68.1	8.4	27.9
10-11 PM	1871	0.0	1999	1871	0	15.81+	516	68.4	8.7	27.9
11PM-MID	1675	0.0	1999	1675	0	8.92	288	68.6	12.2	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	0.0262
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0245

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$327,531
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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**SATURDAY NORTHBOUND DIRECTION**

