

<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**

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	432	0.0	2000	432	0	0.53	0	70.2	54.3	43.8
1-2 AM	369	0.0	2000	369	0	0.52	0	70.2	54.5	44.0
2-3 AM	570	0.0	2000	570	0	0.54	0	70.0	53.8	43.2
3-4 AM	800	0.0	2000	800	0	0.57	0	69.7	53.1	42.4
4-5 AM	1123	0.0	2000	1123	0	0.61	0	69.4	52.0	41.1
5-6 AM	1600	0.0	1999	1600	0	1.15	0	68.7	42.3	30.1
6-7 AM	2432	0.0	1999	2432	0	4.78	167	67.7	19.2	27.9
7-8 AM	3162	0.0	1999	2108	1054	17.16+	565	66.8	8.3	27.9
8-9 AM	3893	0.0	2000	2009	1883	17.46+	579	64.3	8.3	27.9
9-10 AM	4124	0.0	2000	2000	2124	17.43+	580	62.7	8.3	27.9
10-11 AM	4152	0.0	2000	2000	2152	17.42+	580	62.5	8.3	27.9
11AM-NOON	4281	0.0	2000	2000	2281	17.39+	580	61.6	8.3	27.9
NOON-1PM	4413	0.0	2000	2000	2413	17.35+	580	60.7	8.3	27.9
1-2 PM	4158	0.0	2000	2000	2158	17.42+	580	62.5	8.3	27.9
2-3 PM	3931	0.0	2000	2000	1931	17.49+	580	64.0	8.3	27.9
3-4 PM	3643	0.0	2000	2021	1622	17.48+	577	66.0	8.3	27.9
4-5 PM	3315	0.0	2000	1997	1318	17.29+	569	66.6	8.3	27.9
5-6 PM	2708	0.0	2000	1999	709	17.11+	562	67.4	8.4	27.9
6-7 PM	2185	0.0	2000	1997	188	17.09+	560	68.0	8.4	27.9
7-8 PM	1604	0.0	1999	1604	0	12.09+	401	68.7	10.1	27.9
8-9 PM	1079	0.0	2000	1079	0	0.90	17	69.4	46.4	39.5
9-10 PM	712	0.0	2000	712	0	0.56	0	69.9	53.4	42.7
10-11 PM	516	0.0	2000	516	0	0.53	0	70.1	54.0	43.5
11PM-MID	381	0.0	2000	381	0	0.52	0	70.2	54.4	44.0

+ 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

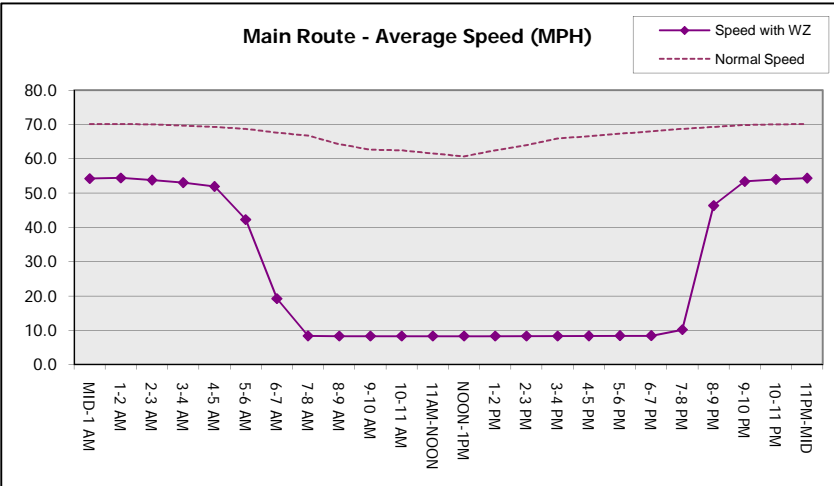
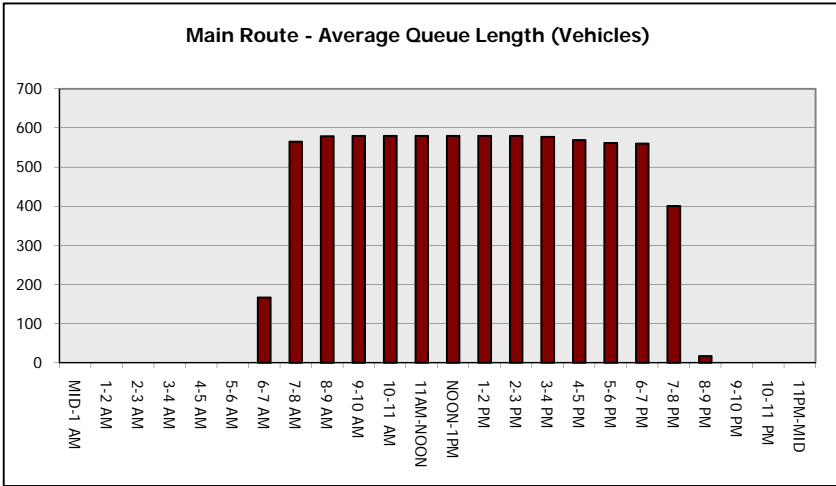
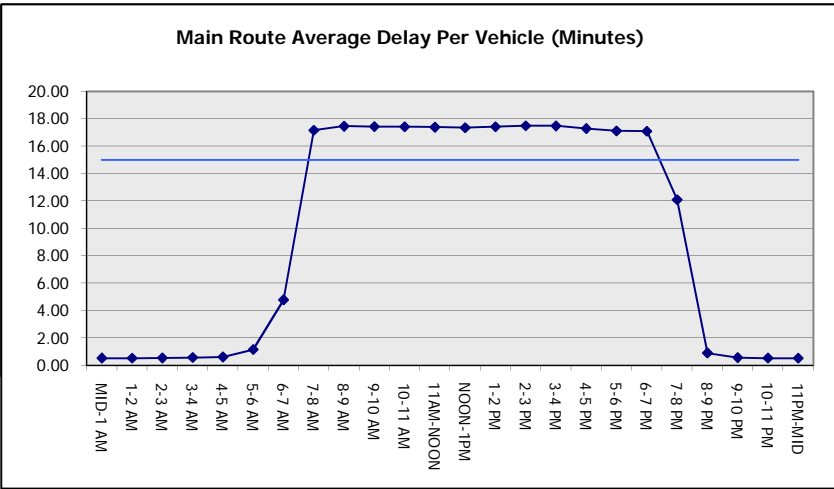
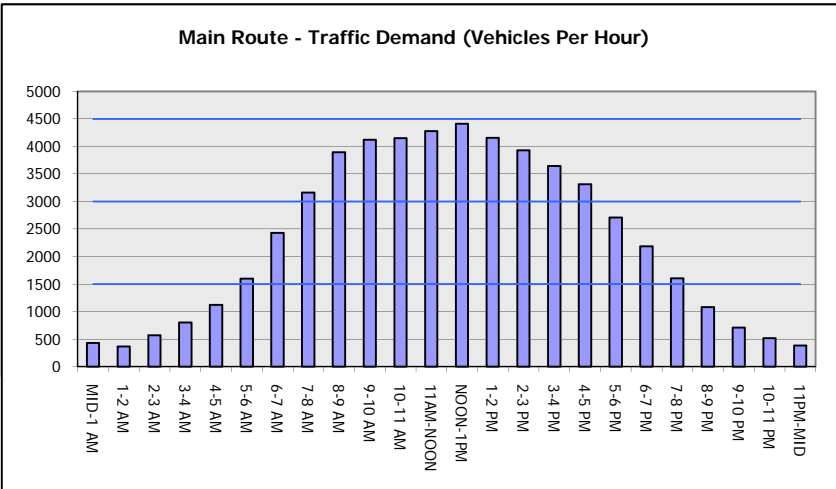
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0186
MAIN ROUTE WITH WORKS	0.0096
'DIVERSION'	0.0154
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$218,794
CONGESTED HOURS PER DAY*	13

\*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**  
**SUNDAY SOUTHBOUND DIRECTION**



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**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	1411	0.0	2000	1411	0	0.98	0	69.0	44.8	32.7
1-2 AM	1280	0.0	2000	1280	0	0.81	0	69.1	47.8	36.1
2-3 AM	1384	0.0	2000	1384	0	0.95	0	69.0	45.5	33.3
3-4 AM	1478	0.0	2000	1478	0	1.07	0	68.9	43.5	31.2
4-5 AM	1718	0.0	1999	1718	0	1.29	0	68.6	40.3	28.0
5-6 AM	2078	0.0	1999	2078	0	1.86	24	68.1	34.0	27.9
6-7 AM	2677	0.0	2000	2507	169	10.82+	375	67.4	11.0	27.9
7-8 AM	3196	0.0	2000	1971	1224	17.27+	568	66.8	8.3	27.9
8-9 AM	3707	0.0	1999	2001	1707	17.52+	579	65.5	8.3	27.9
9-10 AM	4072	0.0	2000	2000	2071	17.45+	580	63.0	8.3	27.9
10-11 AM	4219	0.0	2000	2000	2219	17.41+	580	62.0	8.3	27.9
11AM-NOON	4439	0.0	2000	2000	2439	17.34+	580	60.5	8.3	27.9
NOON-1PM	4755	0.0	2000	2000	2755	17.24+	580	58.4	8.3	27.9
1-2 PM	4773	0.0	2000	2000	2773	17.23+	580	58.2	8.3	27.9
2-3 PM	4440	0.0	2000	2000	2440	17.34+	580	60.5	8.3	27.9
3-4 PM	3997	0.0	2000	2000	1997	17.47+	580	63.5	8.3	27.9
4-5 PM	3658	0.0	2000	1999	1659	17.52+	578	65.9	8.3	27.9
5-6 PM	3171	0.0	2000	1994	1177	17.20+	566	66.8	8.3	27.9
6-7 PM	2721	0.0	2000	1999	722	17.11+	562	67.4	8.4	27.9
7-8 PM	2320	0.0	2000	1999	321	17.10+	561	67.9	8.4	27.9
8-9 PM	1904	0.0	1999	1891	14	16.24+	531	68.4	8.6	27.9
9-10 PM	1605	0.0	1999	1605	0	8.34	278	68.7	12.9	27.9
10-11 PM	1371	0.0	2000	1371	0	1.00	3	69.1	44.5	33.6
11PM-MID	1153	0.0	2000	1153	0	0.65	0	69.3	51.1	40.0

+ 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	0.0226
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0183

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$258,299
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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