

<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>AUGUST</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	873	0.0	2000	873	0	0.57	0	69.7	52.9	42.1
1-2 AM	483	0.0	2000	483	0	0.53	0	70.1	54.2	43.6
2-3 AM	451	0.0	2000	451	0	0.53	0	70.2	54.2	43.7
3-4 AM	268	0.0	2000	268	0	0.51	0	70.2	54.8	44.4
4-5 AM	311	0.0	2000	311	0	0.51	0	70.2	54.6	44.2
5-6 AM	460	0.0	2000	460	0	0.53	0	70.2	54.2	43.7
6-7 AM	971	0.0	2000	971	0	0.58	0	69.6	52.6	41.8
7-8 AM	1288	0.0	2000	1288	0	0.82	0	69.1	47.6	35.8
8-9 AM	1686	0.0	1999	1686	0	1.21	0	68.6	41.4	29.1
9-10 AM	2573	0.0	1999	2573	0	6.22	232	67.6	16.3	27.9
10-11 AM	3402	0.0	1999	2002	1400	17.36+	572	66.5	8.3	27.9
11AM-NOON	3853	0.0	1999	2000	1853	17.51+	580	64.5	8.3	27.9
NOON-1PM	4313	0.0	2000	2000	2313	17.38+	580	61.4	8.3	27.9
1-2 PM	4144	0.0	2000	2000	2144	17.43+	580	62.5	8.3	27.9
2-3 PM	4399	0.0	2000	2000	2399	17.35+	580	60.8	8.3	27.9
3-4 PM	4155	0.0	2000	2000	2155	17.42+	580	62.5	8.3	27.9
4-5 PM	4111	0.0	2000	2000	2111	17.44+	580	62.8	8.3	27.9
5-6 PM	3288	0.0	2000	1994	1294	17.27+	568	66.6	8.3	27.9
6-7 PM	3457	0.0	1999	2004	1453	17.40+	573	66.4	8.3	27.9
7-8 PM	3022	0.0	2000	1996	1026	17.13+	563	67.0	8.3	27.9
8-9 PM	2638	0.0	2000	1999	639	17.11+	562	67.4	8.4	27.9
9-10 PM	1871	0.0	1999	1851	19	16.00+	523	68.4	8.6	27.9
10-11 PM	1443	0.0	1999	1443	0	4.02	186	68.9	21.9	30.4
11PM-MID	836	0.0	2000	836	0	0.57	0	69.7	53.0	42.3

+ 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

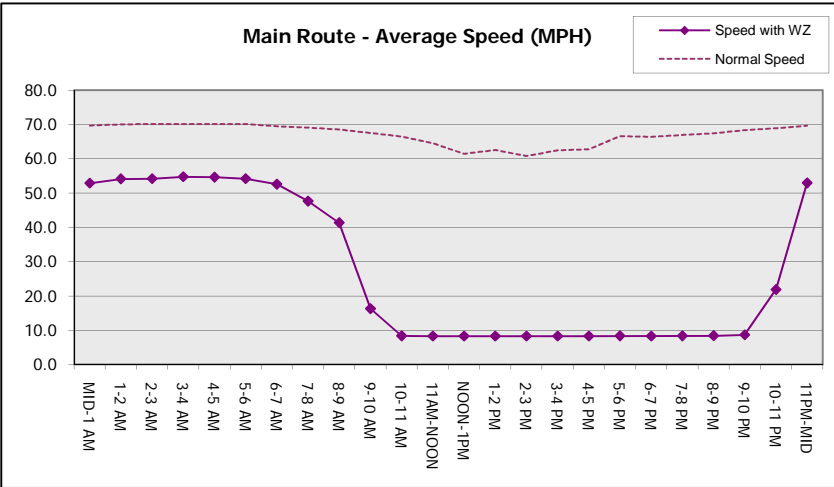
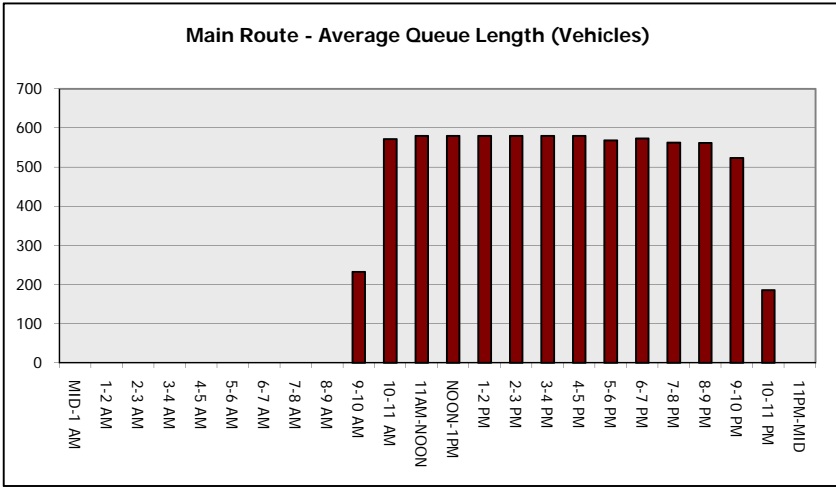
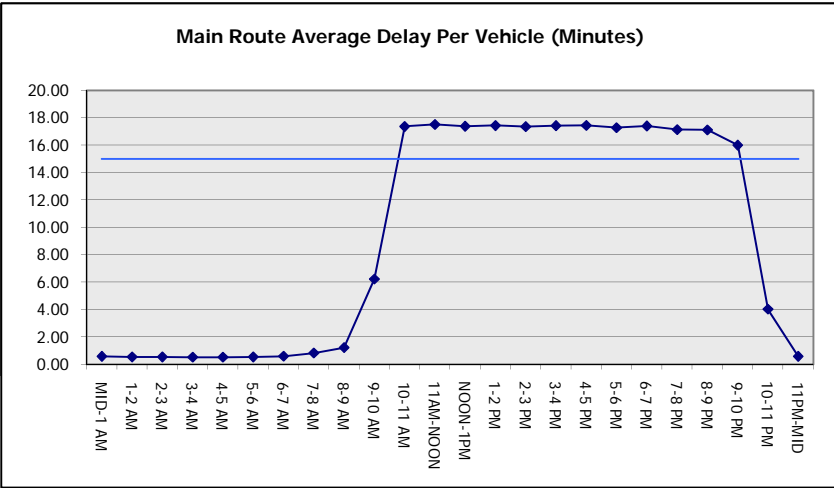
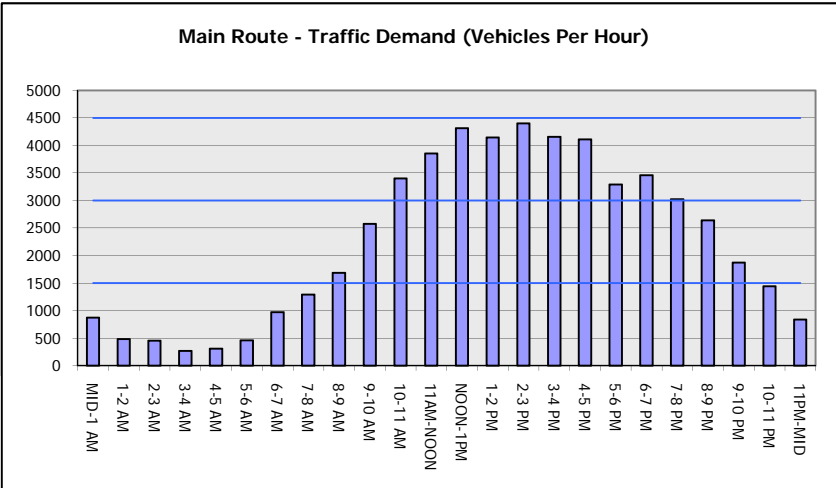
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0181
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0146
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$213,904
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
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	1514	0.0	2000	1514	0	1.12	0	68.9	42.7	30.5
1-2 AM	960	0.0	2000	960	0	0.58	0	69.6	52.6	41.8
2-3 AM	832	0.0	2000	832	0	0.57	0	69.7	53.0	42.3
3-4 AM	580	0.0	2000	580	0	0.54	0	70.0	53.8	43.2
4-5 AM	488	0.0	2000	488	0	0.53	0	70.1	54.1	43.5
5-6 AM	700	0.0	2000	700	0	0.55	0	69.9	53.4	42.8
6-7 AM	887	0.0	2000	887	0	0.57	0	69.6	52.8	42.1
7-8 AM	1256	0.0	2000	1256	0	0.78	0	69.2	48.4	36.8
8-9 AM	1619	0.0	1999	1619	0	1.18	0	68.7	41.9	29.6
9-10 AM	2405	0.0	1999	2405	0	4.92	166	67.8	18.7	27.9
10-11 AM	2750	0.0	1999	2182	567	16.54+	543	67.3	8.5	27.9
11AM-NOON	3292	0.0	1999	1987	1305	17.29+	569	66.6	8.3	27.9
NOON-1PM	3716	0.0	1999	2002	1714	17.54+	580	65.5	8.3	27.9
1-2 PM	3691	0.0	2000	2000	1690	17.55+	580	65.6	8.3	27.9
2-3 PM	3663	0.0	2000	2002	1661	17.54+	579	65.8	8.3	27.9
3-4 PM	4064	0.0	2000	2000	2064	17.45+	580	63.1	8.3	27.9
4-5 PM	3790	0.0	2000	2000	1790	17.52+	580	65.0	8.3	27.9
5-6 PM	3604	0.0	2000	2000	1603	17.53+	578	66.3	8.3	27.9
6-7 PM	3624	0.0	1999	1999	1625	17.52+	578	66.1	8.3	27.9
7-8 PM	2966	0.0	2000	1995	972	17.13+	563	67.1	8.3	27.9
8-9 PM	2576	0.0	1999	1998	578	17.10+	562	67.5	8.4	27.9
9-10 PM	2115	0.0	2000	1982	133	17.04+	558	68.1	8.4	27.9
10-11 PM	1685	0.0	1999	1685	0	13.02+	426	68.6	9.6	27.9
11PM-MID	1104	0.0	2000	1104	0	1.04	32	69.4	44.2	39.7

+ 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	0.0180
MAIN ROUTE WITH WORKS	0.0102
'DIVERSION'	0.0122

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$204,998
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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