

USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	729	0.0	2000	729	0	0.56	0	69.8	53.3	42.7
1-2 AM	482	0.0	2000	482	0	0.53	0	70.1	54.2	43.6
2-3 AM	425	0.0	2000	425	0	0.52	0	70.2	54.3	43.8
3-4 AM	496	0.0	2000	496	0	0.53	0	70.1	54.1	43.5
4-5 AM	816	0.0	2000	816	0	0.57	0	69.7	53.0	42.4
5-6 AM	2264	0.0	1999	2264	0	2.75	97	67.9	27.4	27.9
6-7 AM	4972	0.0	1999	2036	2937	17.06+	576	56.9	8.3	27.9
7-8 AM	5772	0.0	2000	2000	3772	16.85+	580	51.4	8.3	27.9
8-9 AM	5057	0.0	2000	2009	3048	17.10+	579	56.3	8.3	27.9
9-10 AM	4459	0.0	2000	2042	2417	17.20+	575	60.4	8.3	27.9
10-11 AM	3426	0.0	2000	2070	1356	17.34+	571	66.4	8.3	27.9
11AM-NOON	4675	0.0	1999	2000	2675	17.26+	580	58.9	8.3	27.9
NOON-1PM	4902	0.0	2000	2000	2902	17.19+	580	57.4	8.3	27.9
1-2 PM	5013	0.0	2000	2000	3013	17.15+	580	56.6	8.3	27.9
2-3 PM	5676	0.0	2000	2000	3676	16.90+	580	52.1	8.3	27.9
3-4 PM	4722	0.0	2000	2000	2722	17.25+	580	58.6	8.3	27.9
4-5 PM	4558	0.0	2000	2000	2558	17.30+	580	59.7	8.3	27.9
5-6 PM	4318	0.0	2000	2000	2318	17.38+	580	61.4	8.3	27.9
6-7 PM	4201	0.0	2000	2000	2201	17.41+	580	62.2	8.3	27.9
7-8 PM	3405	0.0	2000	2016	1389	17.32+	571	66.5	8.3	27.9
8-9 PM	2554	0.0	2000	1999	555	17.10+	561	67.6	8.4	27.9
9-10 PM	2452	0.0	1999	2000	452	17.10+	561	67.7	8.4	27.9
10-11 PM	1865	0.0	1999	1864	0	16.02+	523	68.4	8.6	27.9
11PM-MID	1562	0.0	1999	1562	0	6.84	245	68.8	15.0	28.2

+ 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	0.0263
MAIN ROUTE WITH WORKS	0.0109
'DIVERSION'	0.0294
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$280,271
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
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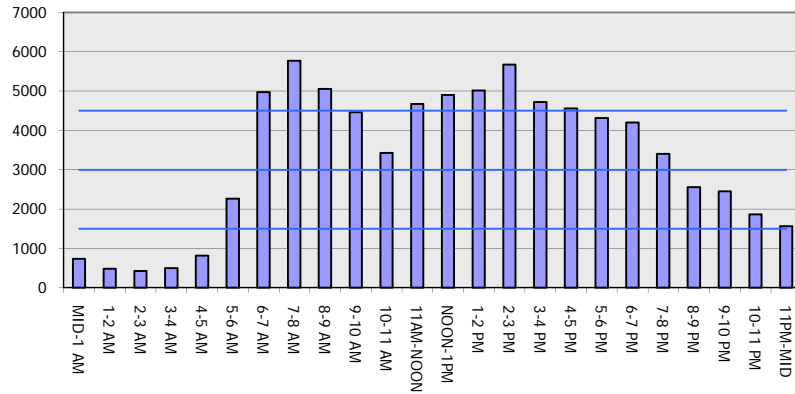
OCTOBER

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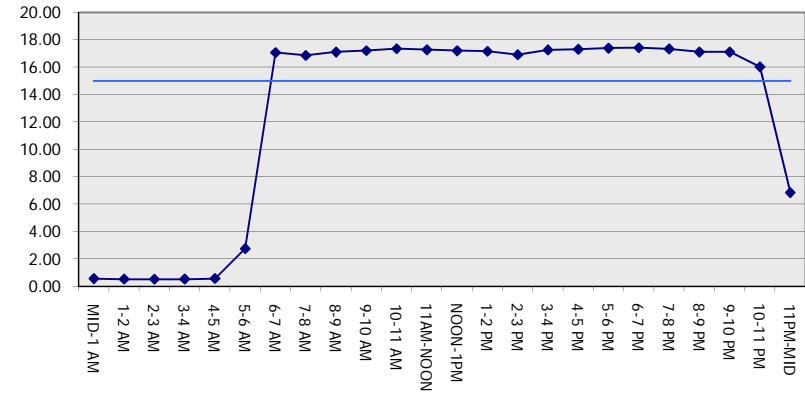
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

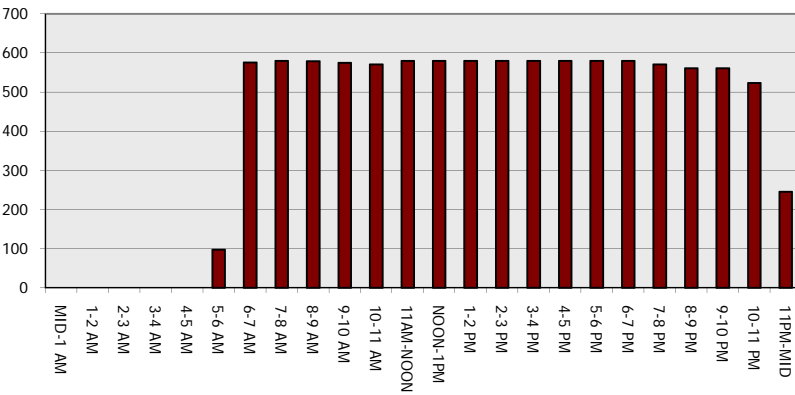
Main Route - Traffic Demand (Vehicles Per Hour)



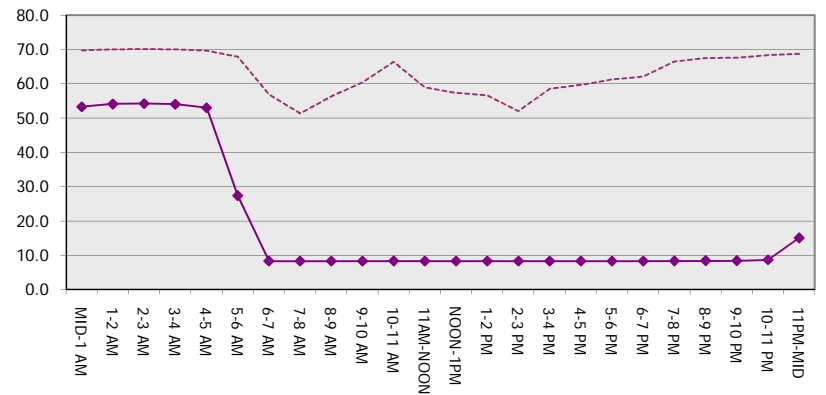
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	992	0.0	2000	992	0	1.79	102	69.5	35.1	37.2	
1-2 AM	763	0.0	2000	763	0	0.56	0	69.8	53.2	42.5	
2-3 AM	705	0.0	2000	705	0	0.56	0	69.9	53.4	42.7	
3-4 AM	748	0.0	2000	748	0	0.56	0	69.8	53.3	42.6	
4-5 AM	1311	0.0	1999	1311	0	0.87	0	69.1	46.7	35.1	
5-6 AM	3150	0.0	1999	2566	583	9.40+	352	66.8	12.4	27.9	
6-7 AM	5295	0.0	1999	2000	3295	17.05+	580	54.7	8.3	27.9	
7-8 AM	6310	0.0	2000	2000	4310	16.61+	580	47.8	8.3	27.9	
8-9 AM	5149	0.0	2000	2000	3149	17.10+	580	55.7	8.3	27.9	
9-10 AM	4472	0.0	2000	2000	2472	17.33+	580	60.3	8.3	27.9	
10-11 AM	3629	0.0	2000	2009	1620	17.52+	578	66.1	8.3	27.9	
11AM-NOON	4875	0.0	1999	2000	2875	17.20+	580	57.6	8.3	27.9	
NOON-1PM	5210	0.0	1999	2000	3210	17.08+	580	55.3	8.3	27.9	
1-2 PM	5476	0.0	1999	2000	3476	16.98+	580	53.5	8.3	27.9	
2-3 PM	6101	0.0	2000	2000	4101	16.71+	580	49.2	8.3	27.9	
3-4 PM	6011	0.0	2000	2000	4011	16.75+	580	49.8	8.3	27.9	
4-5 PM	6507	0.0	1999	2000	4507	16.51+	580	46.4	8.3	27.9	
5-6 PM	6481	0.0	2000	2000	4481	16.52+	580	46.6	8.3	27.9	
6-7 PM	4339	0.0	1999	2000	2339	17.37+	580	61.2	8.3	27.9	
7-8 PM	3677	0.0	2000	2000	1677	17.48+	577	65.8	8.3	27.9	
8-9 PM	2926	0.0	2000	1998	928	17.12+	563	67.1	8.3	27.9	
9-10 PM	3002	0.0	1999	1998	1005	17.12+	563	67.0	8.3	27.9	
10-11 PM	2354	0.0	2000	1998	356	17.10+	561	67.8	8.4	27.9	
11PM-MID	1885	0.0	1999	1852	32	16.08+	526	68.4	8.6	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	0.0305
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0375

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$324,928
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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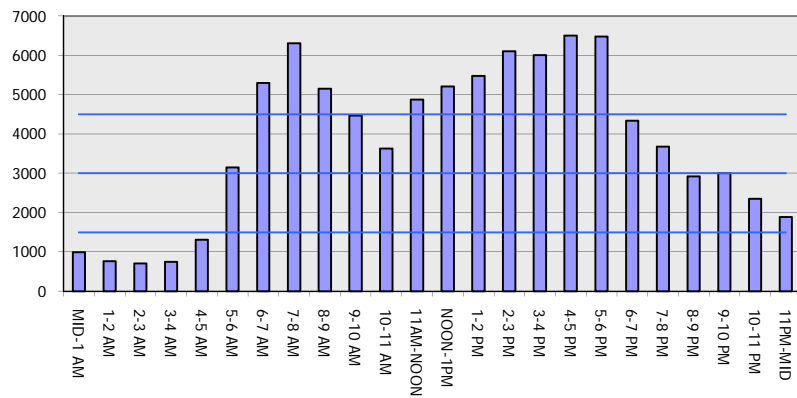
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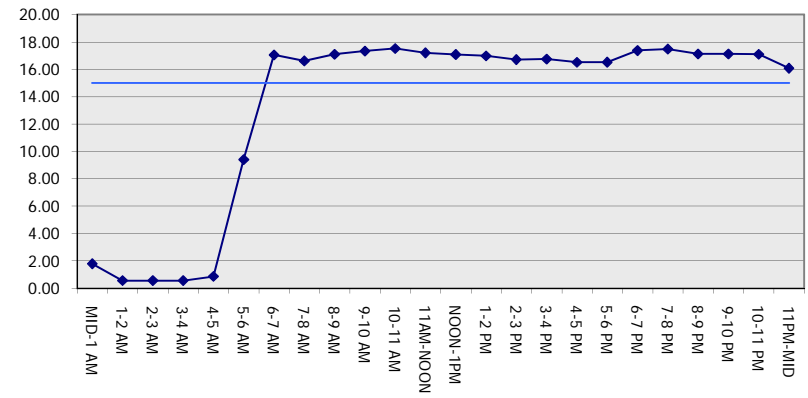
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FRIDAY NORTHBOUND DIRECTION

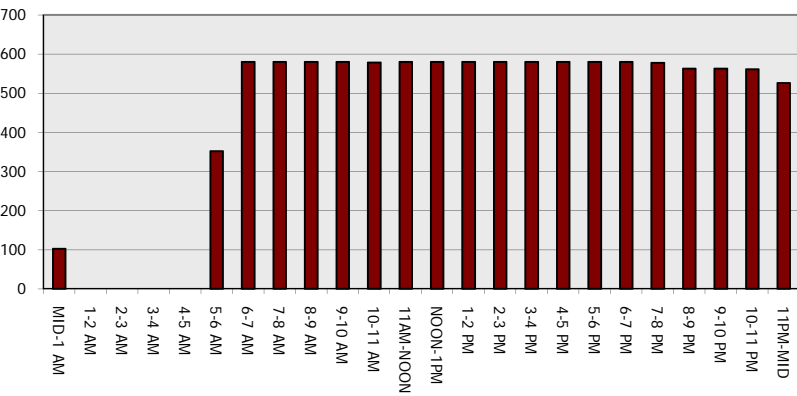
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

