

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

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	567	0.0	3000	567	0	0.36	0	70.0	58.4	49.7
1-2 AM	405	0.0	3000	405	0	0.36	0	70.2	58.5	49.7
2-3 AM	374	0.0	3000	374	0	0.36	0	70.2	58.5	49.7
3-4 AM	463	0.0	3000	463	0	0.36	0	70.2	58.4	49.7
4-5 AM	837	0.0	3000	837	0	0.35	0	69.7	58.3	49.7
5-6 AM	2369	0.0	2999	2369	0	0.49	0	67.8	53.7	44.2
6-7 AM	5197	0.0	2999	3887	1310	12.08+	698	55.3	11.7	37.3
7-8 AM	5757	0.0	3000	3000	2757	17.08+	953	51.5	10.0	37.3
8-9 AM	5304	0.0	3000	3000	2304	17.32+	953	54.6	10.0	37.3
9-10 AM	4244	0.0	3000	3015	1229	17.00+	910	61.9	10.1	37.3
10-11 AM	4000	0.0	2999	2996	1004	16.79+	894	63.5	10.2	37.3
11AM-NOON	4258	0.0	2999	3019	1239	16.97+	909	61.8	10.2	37.3
NOON-1PM	4411	0.0	3000	3011	1399	17.23+	926	60.7	10.1	37.3
1-2 PM	4273	0.0	3000	2994	1279	17.04+	913	61.7	10.1	37.3
2-3 PM	5114	0.0	2999	3000	2114	17.41+	953	55.9	10.0	37.3
3-4 PM	4992	0.0	3000	3000	1992	17.46+	953	56.8	10.0	37.3
4-5 PM	4218	0.0	3000	2978	1240	17.02+	911	62.0	10.1	37.3
5-6 PM	3928	0.0	3000	2997	931	16.80+	893	64.0	10.2	37.3
6-7 PM	4189	0.0	2999	3006	1183	16.94+	906	62.2	10.2	37.3
7-8 PM	2848	0.0	3000	2788	61	15.90+	837	67.2	10.5	37.3
8-9 PM	2218	0.0	2999	2218	0	4.33	331	68.0	22.2	43.8
9-10 PM	1972	0.0	3000	1972	0	0.34	0	68.3	57.8	49.7
10-11 PM	1543	0.0	3000	1543	0	0.34	0	68.8	58.0	49.7
11PM-MID	1238	0.0	3000	1238	0	0.35	0	69.2	58.1	49.7

+ 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	0.0250
MAIN ROUTE WITH WORKS	0.0147
'DIVERSION'	0.0155
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$230,976
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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OCTOBER

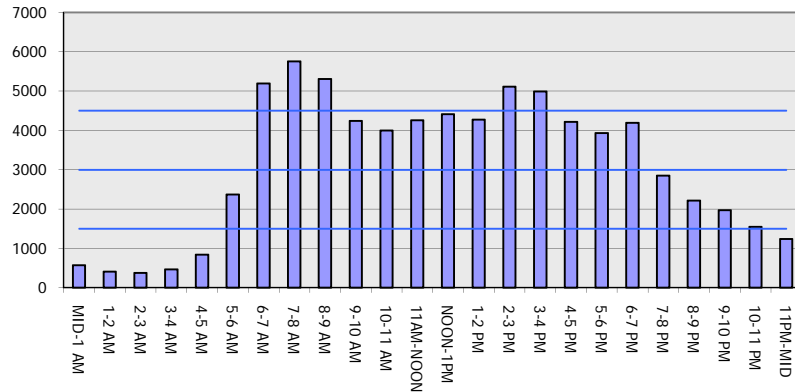
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

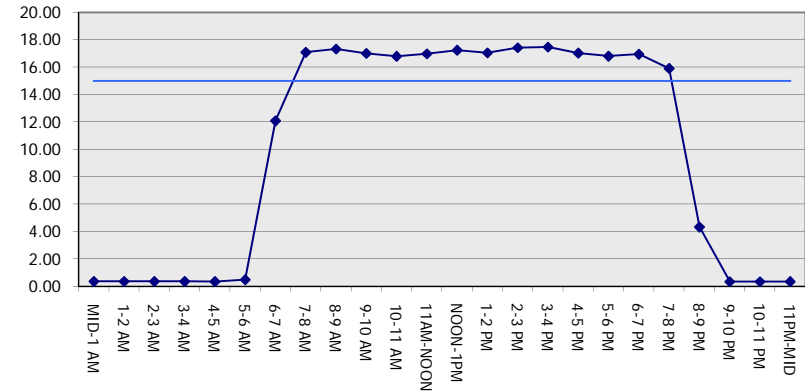
MON-THUR

SOUTHBOUND DIRECTION

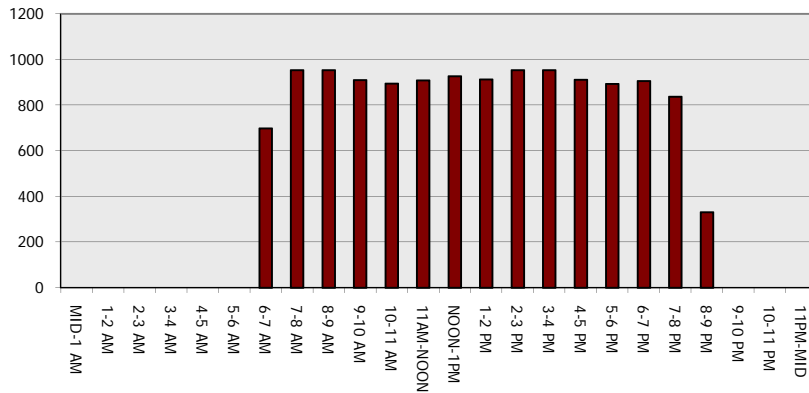
Main Route - Traffic Demand (Vehicles Per Hour)



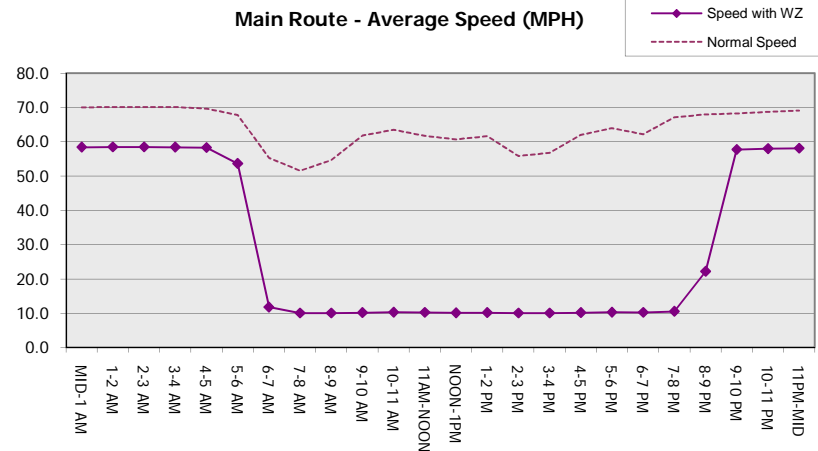
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	776	0.0	3000	776	0	0.35	0	69.7	58.3	49.7
1-2 AM	613	0.0	3000	613	0	0.36	0	70.0	58.4	49.7
2-3 AM	583	0.0	3000	583	0	0.36	0	70.0	58.4	49.7
3-4 AM	662	0.0	3000	662	0	0.36	0	69.9	58.4	49.7
4-5 AM	1231	0.0	3000	1231	0	0.35	0	69.2	58.1	49.7
5-6 AM	3178	0.0	2999	3178	0	1.48	86	66.8	37.4	40.2
6-7 AM	5326	0.0	3000	3620	1706	15.33+	859	54.5	10.6	37.6
7-8 AM	6196	0.0	2999	3000	3196	16.83+	953	48.5	10.0	37.3
8-9 AM	5445	0.0	3000	3000	2445	17.25+	953	53.7	10.0	37.3
9-10 AM	4235	0.0	2999	2940	1295	17.15+	919	61.9	10.1	37.3
10-11 AM	3977	0.0	2999	2995	983	16.79+	894	63.7	10.2	37.3
11AM-NOON	4182	0.0	2999	3009	1173	16.88+	902	62.3	10.2	37.3
NOON-1PM	4369	0.0	3000	3018	1351	17.15+	921	61.0	10.1	37.3
1-2 PM	4404	0.0	3000	3013	1391	17.21+	926	60.8	10.1	37.3
2-3 PM	5230	0.0	2999	3000	2230	17.35+	953	55.1	10.0	37.3
3-4 PM	5952	0.0	3000	3000	2952	16.97+	953	50.2	10.0	37.3
4-5 PM	6393	0.0	3000	3000	3393	16.70+	953	47.2	10.0	37.3
5-6 PM	6190	0.0	3000	3000	3190	16.83+	953	48.6	10.0	37.3
6-7 PM	4592	0.0	3000	2966	1625	17.28+	933	59.5	10.1	37.3
7-8 PM	3163	0.0	3000	2948	215	16.73+	882	66.8	10.2	37.3
8-9 PM	2699	0.0	2999	2699	0	13.78+	722	67.4	11.1	37.3
9-10 PM	2546	0.0	3000	2546	0	6.48	349	67.6	16.3	39.1
10-11 PM	1955	0.0	3000	1955	0	0.40	5	68.3	56.0	49.7
11PM-MID	1335	0.0	3000	1335	0	0.35	0	69.1	58.1	49.7

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0285
MAIN ROUTE WITH WORKS	0.0156
'DIVERSION'	0.0210

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$270,231
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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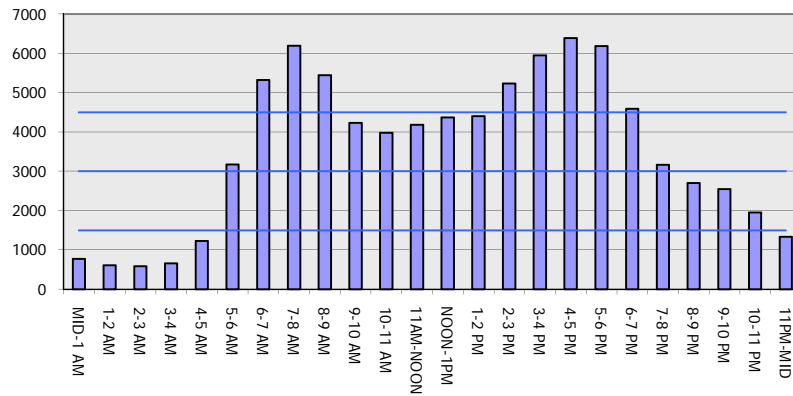
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

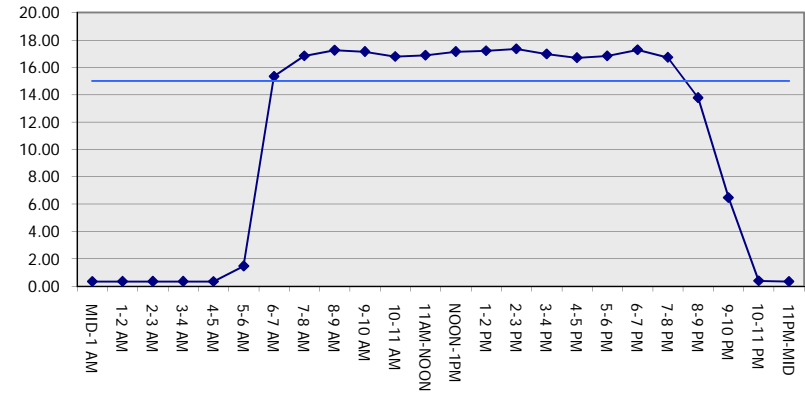
MON-THUR

NORTHBOUND DIRECTION

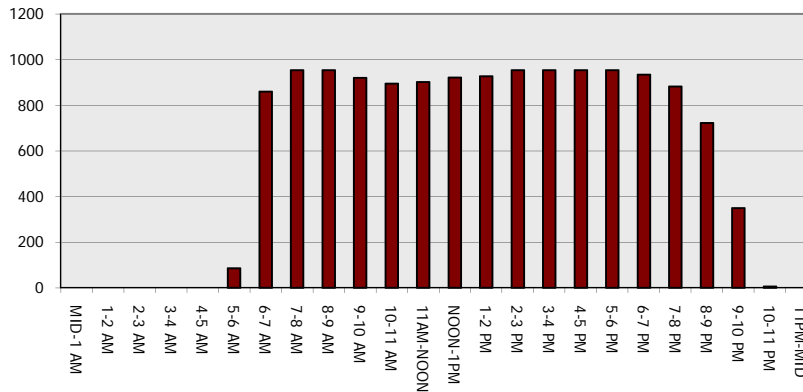
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

