

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	2000	567	0	0.54	0	70.0	53.8	43.2	
1-2 AM	405	0.0	2000	405	0	0.52	0	70.2	54.3	43.8	
2-3 AM	374	0.0	2000	374	0	0.52	0	70.2	54.5	44.0	
3-4 AM	463	0.0	2000	463	0	0.53	0	70.2	54.2	43.7	
4-5 AM	837	0.0	2000	837	0	0.57	0	69.7	53.0	42.2	
5-6 AM	2369	0.0	1999	2369	0	2.86	114	67.8	26.6	27.9	
6-7 AM	5197	0.0	1999	2000	3197	17.08+	580	55.3	8.3	27.9	
7-8 AM	5757	0.0	2000	2000	3757	16.86+	580	51.5	8.3	27.9	
8-9 AM	5304	0.0	2000	2000	3304	17.04+	580	54.6	8.3	27.9	
9-10 AM	4244	0.0	2000	2040	2204	17.27+	575	61.9	8.3	27.9	
10-11 AM	4000	0.0	2000	2025	1975	17.38+	577	63.5	8.3	27.9	
11AM-NOON	4258	0.0	1999	2000	2258	17.39+	580	61.8	8.3	27.9	
NOON-1PM	4411	0.0	2000	2000	2410	17.35+	580	60.7	8.3	27.9	
1-2 PM	4273	0.0	2000	2000	2273	17.39+	580	61.7	8.3	27.9	
2-3 PM	5114	0.0	2000	2000	3114	17.11+	580	55.9	8.3	27.9	
3-4 PM	4992	0.0	2000	2000	2992	17.16+	580	56.8	8.3	27.9	
4-5 PM	4218	0.0	2000	2000	2218	17.40+	580	62.0	8.3	27.9	
5-6 PM	3928	0.0	2000	2013	1915	17.44+	578	64.0	8.3	27.9	
6-7 PM	4189	0.0	1999	2000	2189	17.41+	580	62.2	8.3	27.9	
7-8 PM	2848	0.0	2000	2012	836	17.14+	563	67.2	8.3	27.9	
8-9 PM	2218	0.0	2000	2002	216	17.09+	561	68.0	8.4	27.9	
9-10 PM	1972	0.0	2000	1949	24	16.60+	543	68.3	8.5	27.9	
10-11 PM	1543	0.0	1999	1543	0	8.53	293	68.8	12.9	27.9	
11PM-MID	1238	0.0	2000	1238	0	0.78	1	69.2	48.5	37.6	

+ 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	0.0107
'DIVERSION'	0.0270
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$256,224
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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OCTOBER

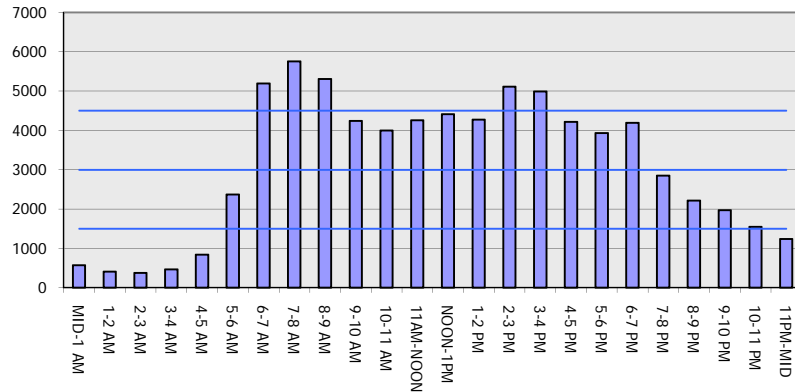
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

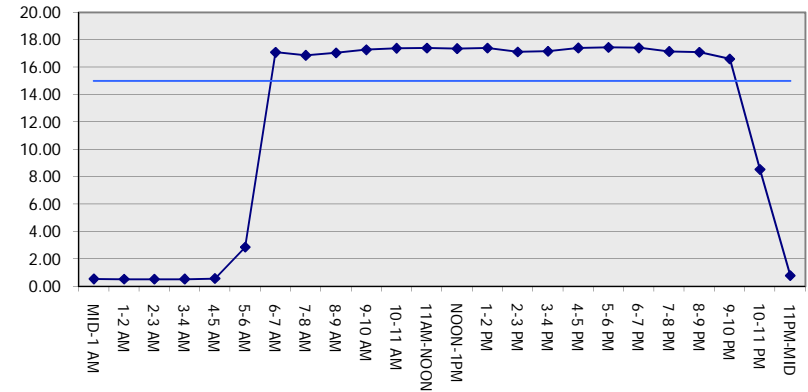
MON-THUR

SOUTHBOUND DIRECTION

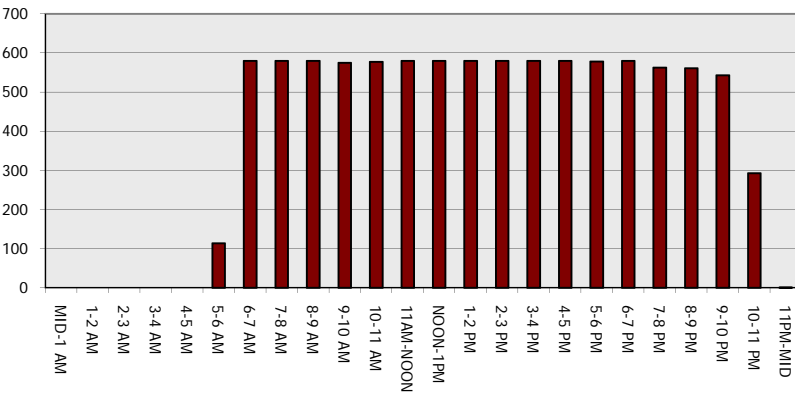
Main Route - Traffic Demand (Vehicles Per Hour)



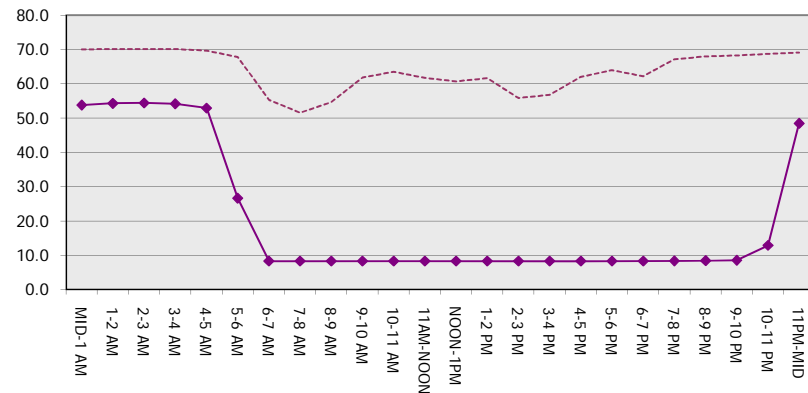
Main Route Average Delay Per Vehicle (Minutes)



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	2000	776	0	0.56	0	69.7	53.2	42.5
1-2 AM	613	0.0	2000	613	0	0.55	0	70.0	53.7	43.1
2-3 AM	583	0.0	2000	583	0	0.54	0	70.0	53.8	43.2
3-4 AM	662	0.0	2000	662	0	0.55	0	69.9	53.5	42.9
4-5 AM	1231	0.0	1999	1231	0	0.83	0	69.2	47.4	36.0
5-6 AM	3178	0.0	1999	2546	632	9.52+	355	66.8	12.3	27.9
6-7 AM	5326	0.0	1999	2000	3326	17.03+	580	54.5	8.3	27.9
7-8 AM	6196	0.0	2000	2000	4196	16.66+	580	48.5	8.3	27.9
8-9 AM	5445	0.0	2000	2000	3445	16.99+	580	53.7	8.3	27.9
9-10 AM	4235	0.0	2000	2000	2235	17.40+	580	61.9	8.3	27.9
10-11 AM	3977	0.0	2000	2000	1977	17.47+	580	63.7	8.3	27.9
11AM-NOON	4182	0.0	2000	2000	2182	17.42+	580	62.3	8.3	27.9
NOON-1PM	4369	0.0	2000	2000	2369	17.36+	580	61.0	8.3	27.9
1-2 PM	4404	0.0	2000	2000	2404	17.35+	580	60.8	8.3	27.9
2-3 PM	5230	0.0	2000	2000	3230	17.07+	580	55.1	8.3	27.9
3-4 PM	5952	0.0	2000	2000	3952	16.78+	580	50.2	8.3	27.9
4-5 PM	6393	0.0	2000	2000	4393	16.57+	580	47.2	8.3	27.9
5-6 PM	6190	0.0	2000	2000	4190	16.67+	580	48.6	8.3	27.9
6-7 PM	4592	0.0	2000	2000	2591	17.29+	580	59.5	8.3	27.9
7-8 PM	3163	0.0	2000	2017	1147	17.22+	567	66.8	8.3	27.9
8-9 PM	2699	0.0	2000	2000	699	17.11+	562	67.4	8.4	27.9
9-10 PM	2546	0.0	2000	2000	546	17.10+	561	67.6	8.4	27.9
10-11 PM	1955	0.0	2000	1902	53	16.41+	537	68.3	8.5	27.9
11PM-MID	1335	0.0	1999	1335	0	3.59	193	69.1	23.8	32.3

+ 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	0.0112
'DIVERSION'	0.0337

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$293,875
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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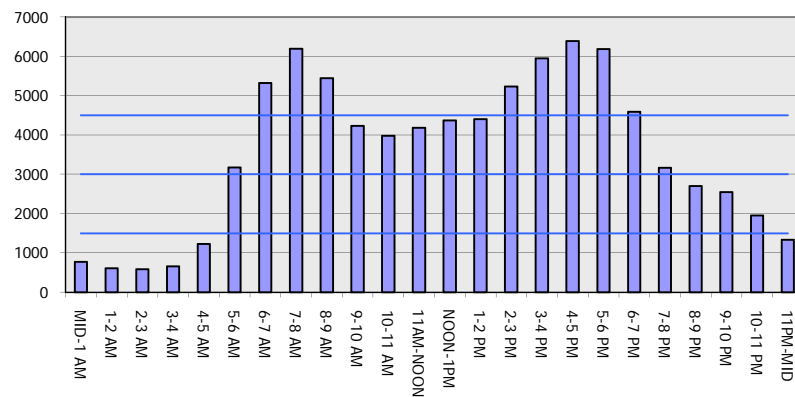
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

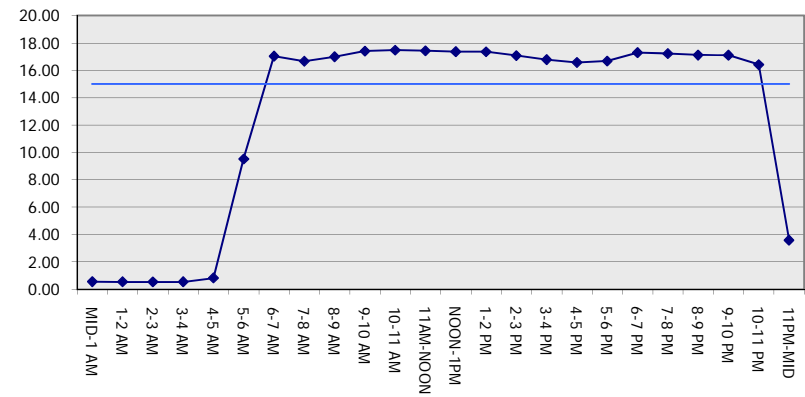
MON-THUR

NORTHBOUND DIRECTION

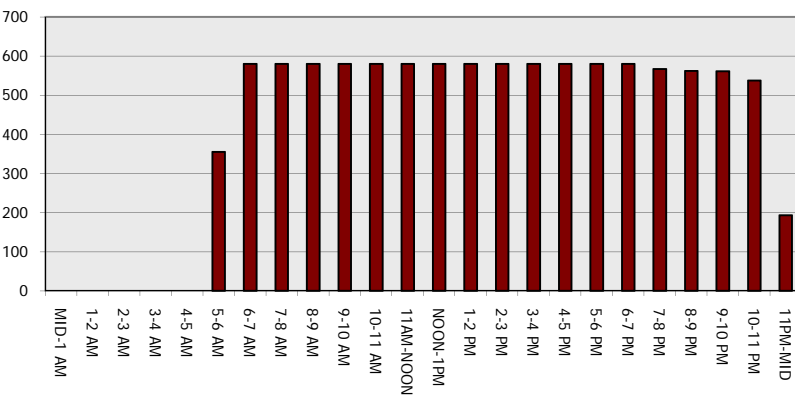
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

