

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

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	843	0.0	3000	843	0	0.35	0	69.7	58.3	49.7
1-2 AM	473	0.0	3000	473	0	0.36	0	70.2	58.4	49.7
2-3 AM	429	0.0	3000	429	0	0.36	0	70.2	58.5	49.7
3-4 AM	307	0.0	3000	307	0	0.36	0	70.2	58.5	49.7
4-5 AM	279	0.0	3000	279	0	0.36	0	70.2	58.5	49.7
5-6 AM	487	0.0	3000	487	0	0.36	0	70.1	58.4	49.7
6-7 AM	907	0.0	3000	907	0	0.35	0	69.6	58.2	49.7
7-8 AM	1158	0.0	3000	1158	0	0.35	0	69.3	58.1	49.7
8-9 AM	1706	0.0	3000	1706	0	0.34	0	68.6	57.9	49.7
9-10 AM	2589	0.0	2999	2589	0	0.45	0	67.5	54.3	45.1
10-11 AM	3221	0.0	2999	3221	0	1.76	71	66.8	34.5	37.3
11AM-NOON	3822	0.0	3000	3813	10	10.66+	592	64.8	12.6	37.3
NOON-1PM	4438	0.0	2999	2907	1530	17.36+	935	60.5	10.1	37.3
1-2 PM	4493	0.0	3000	3000	1493	17.39+	937	60.2	10.1	37.3
2-3 PM	4698	0.0	2999	3002	1697	17.58+	953	58.7	10.0	37.3
3-4 PM	4446	0.0	3000	2981	1465	17.35+	934	60.5	10.1	37.3
4-5 PM	4159	0.0	3000	2972	1187	16.91+	904	62.4	10.2	37.3
5-6 PM	4034	0.0	3000	2999	1035	16.79+	894	63.3	10.2	37.3
6-7 PM	3803	0.0	3000	2999	804	16.82+	892	64.9	10.2	37.3
7-8 PM	3010	0.0	3000	2908	102	16.46+	866	67.0	10.3	37.3
8-9 PM	2282	0.0	2999	2282	0	8.40	486	67.9	14.5	41.6
9-10 PM	1641	0.0	3000	1641	0	0.38	2	68.7	56.9	49.7
10-11 PM	1078	0.0	3000	1078	0	0.35	0	69.4	58.2	49.7
11PM-MID	663	0.0	3000	663	0	0.36	0	69.9	58.4	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	0.0184
MAIN ROUTE WITH WORKS	0.0122
'DIVERSION'	0.0072
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$179,646
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

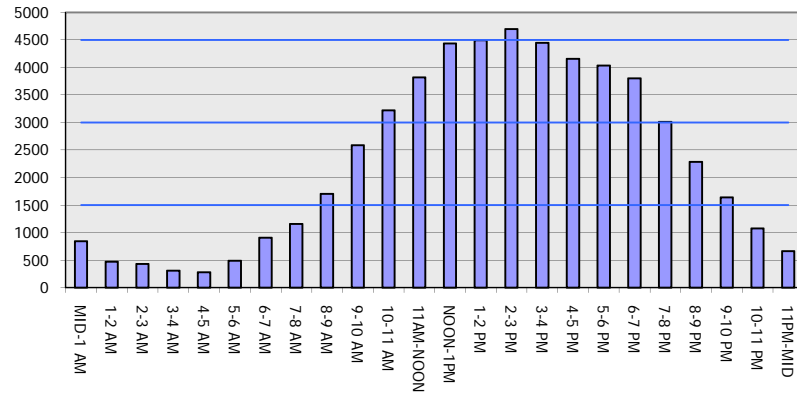
OCTOBER

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Construction Season

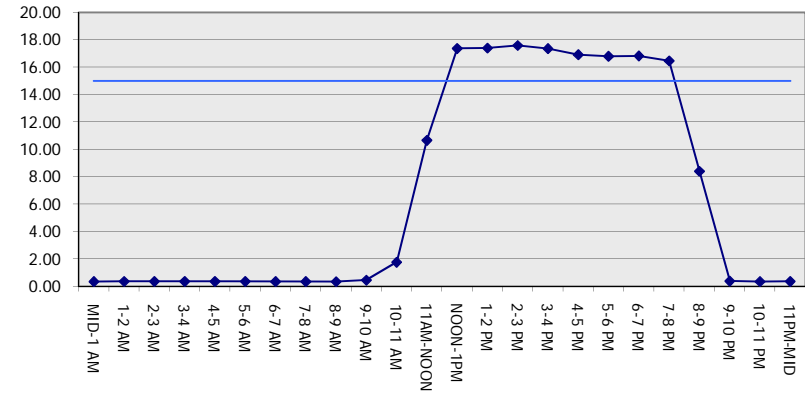
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

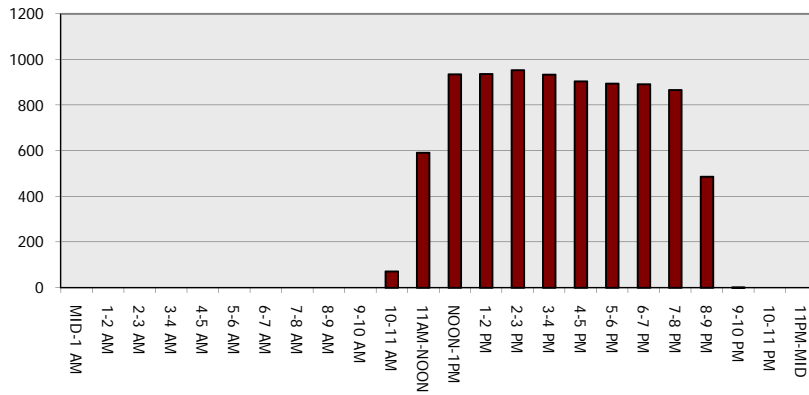
Main Route - Traffic Demand (Vehicles Per Hour)



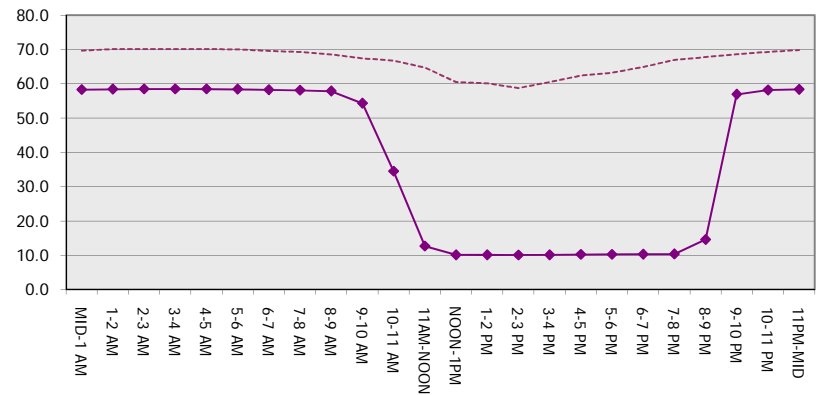
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	1280	0.0	3000	1280	0	0.35	0	69.1	58.1	49.7
1-2 AM	827	0.0	3000	827	0	0.35	0	69.7	58.3	49.7
2-3 AM	827	0.0	3000	827	0	0.35	0	69.7	58.3	49.7
3-4 AM	560	0.0	3000	560	0	0.36	0	70.0	58.4	49.7
4-5 AM	548	0.0	3000	548	0	0.36	0	70.0	58.4	49.7
5-6 AM	738	0.0	3000	738	0	0.35	0	69.8	58.3	49.7
6-7 AM	1017	0.0	3000	1017	0	0.35	0	69.5	58.2	49.7
7-8 AM	1299	0.0	3000	1299	0	0.35	0	69.1	58.1	49.7
8-9 AM	1799	0.0	3000	1799	0	0.34	0	68.5	57.9	49.7
9-10 AM	2514	0.0	2999	2514	0	0.42	0	67.6	55.2	46.3
10-11 AM	3073	0.0	2999	3073	0	1.07	22	66.9	42.7	37.5
11AM-NOON	3394	0.0	3000	3394	0	5.07	263	66.5	18.8	37.3
NOON-1PM	3889	0.0	3000	3413	477	14.85+	793	64.3	10.7	37.3
1-2 PM	3876	0.0	2999	2997	878	16.81+	893	64.4	10.2	37.3
2-3 PM	3915	0.0	3000	2999	916	16.80+	893	64.1	10.2	37.3
3-4 PM	4242	0.0	2999	3015	1227	16.95+	908	61.9	10.2	37.3
4-5 PM	3919	0.0	3000	2992	926	16.80+	893	64.1	10.2	37.3
5-6 PM	3907	0.0	2999	2996	911	16.81+	893	64.1	10.2	37.3
6-7 PM	3180	0.0	3000	2991	189	16.80+	886	66.8	10.2	37.3
7-8 PM	2952	0.0	2999	2916	36	16.44+	866	67.1	10.3	37.3
8-9 PM	2235	0.0	2999	2235	0	7.53	453	67.9	15.6	42.1
9-10 PM	1967	0.0	3000	1967	0	0.35	0	68.3	57.4	49.7
10-11 PM	1566	0.0	3000	1566	0	0.34	0	68.8	57.9	49.7
11PM-MID	1073	0.0	3000	1073	0	0.35	0	69.4	58.2	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	0.0182
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0043

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$151,537
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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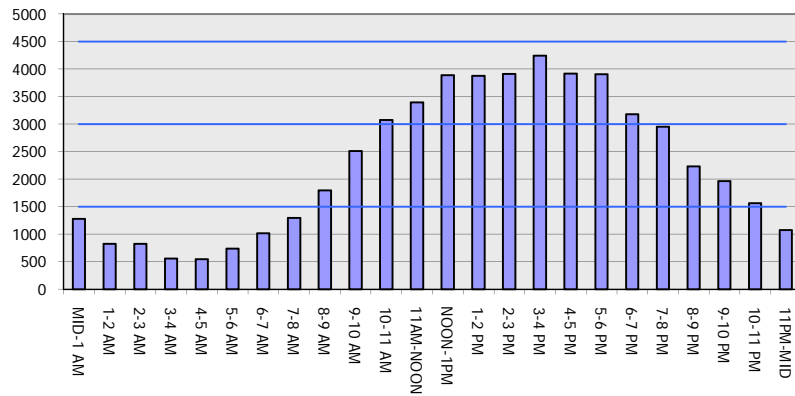
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

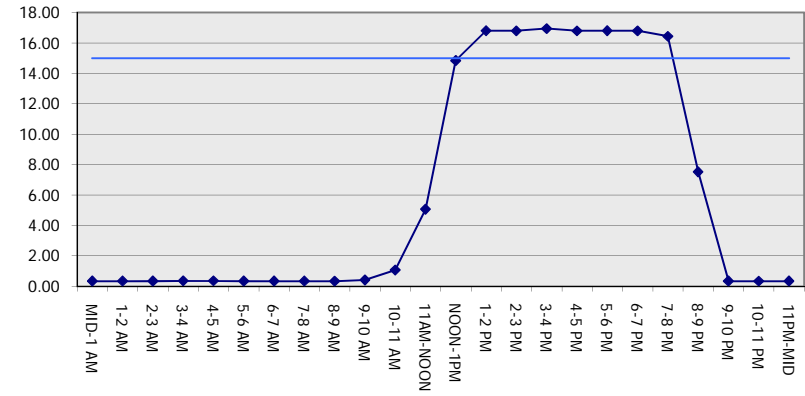
SUNDAY

NORTHBOUND DIRECTION

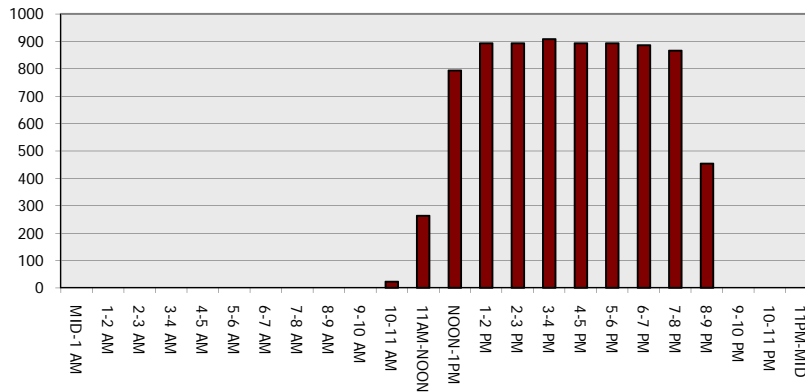
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

