

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	2000	843	0	0.57	0	69.7	53.0	42.2
1-2 AM	473	0.0	2000	473	0	0.53	0	70.2	54.2	43.6
2-3 AM	429	0.0	2000	429	0	0.52	0	70.2	54.3	43.8
3-4 AM	307	0.0	2000	307	0	0.51	0	70.2	54.6	44.3
4-5 AM	279	0.0	2000	279	0	0.51	0	70.2	54.7	44.3
5-6 AM	487	0.0	2000	487	0	0.53	0	70.1	54.1	43.5
6-7 AM	907	0.0	2000	907	0	0.58	0	69.6	52.8	42.0
7-8 AM	1158	0.0	2000	1158	0	0.65	0	69.3	51.0	39.8
8-9 AM	1706	0.0	1999	1706	0	1.21	0	68.6	41.4	29.1
9-10 AM	2589	0.0	1999	2589	0	6.62	247	67.5	15.6	27.9
10-11 AM	3221	0.0	1999	1986	1235	17.26+	568	66.8	8.3	27.9
11AM-NOON	3822	0.0	1999	2001	1821	17.51+	580	64.8	8.3	27.9
NOON-1PM	4438	0.0	1999	2000	2438	17.34+	580	60.5	8.3	27.9
1-2 PM	4493	0.0	2000	2000	2493	17.32+	580	60.2	8.3	27.9
2-3 PM	4698	0.0	2000	2000	2698	17.26+	580	58.7	8.3	27.9
3-4 PM	4446	0.0	1999	2000	2446	17.34+	580	60.5	8.3	27.9
4-5 PM	4159	0.0	1999	2000	2159	17.42+	580	62.4	8.3	27.9
5-6 PM	4034	0.0	2000	2000	2034	17.46+	580	63.3	8.3	27.9
6-7 PM	3803	0.0	2000	2000	1802	17.52+	580	64.9	8.3	27.9
7-8 PM	3010	0.0	2000	1993	1018	17.16+	564	67.0	8.3	27.9
8-9 PM	2282	0.0	2000	1999	283	17.09+	561	67.9	8.4	27.9
9-10 PM	1641	0.0	1999	1641	0	12.92+	425	68.7	9.7	27.9
10-11 PM	1078	0.0	2000	1078	0	1.02	27	69.4	44.4	39.0
11PM-MID	663	0.0	2000	663	0	0.55	0	69.9	53.5	42.9

+ 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	0.0184
MAIN ROUTE WITH WORKS	0.0093
'DIVERSION'	0.0158
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$218,435
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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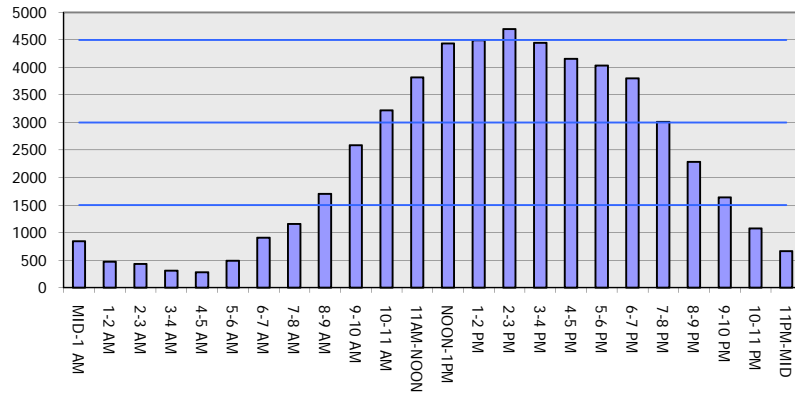
OCTOBER

Analyzed for 2009
Construction Season

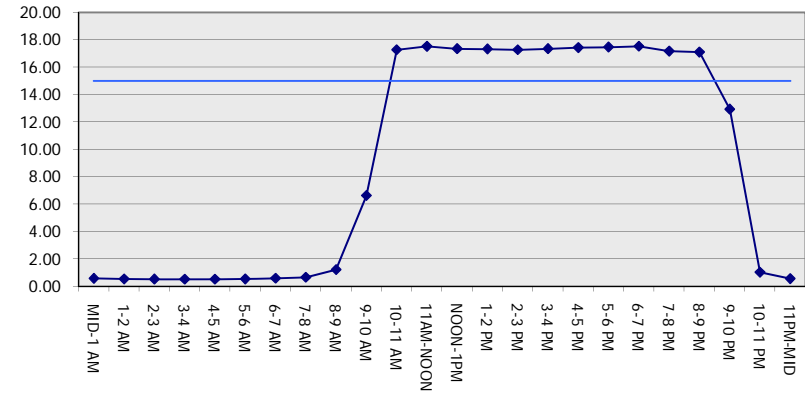
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

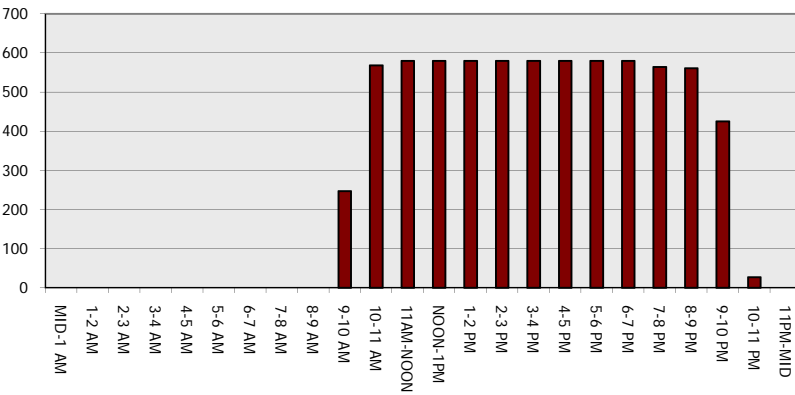
Main Route - Traffic Demand (Vehicles Per Hour)



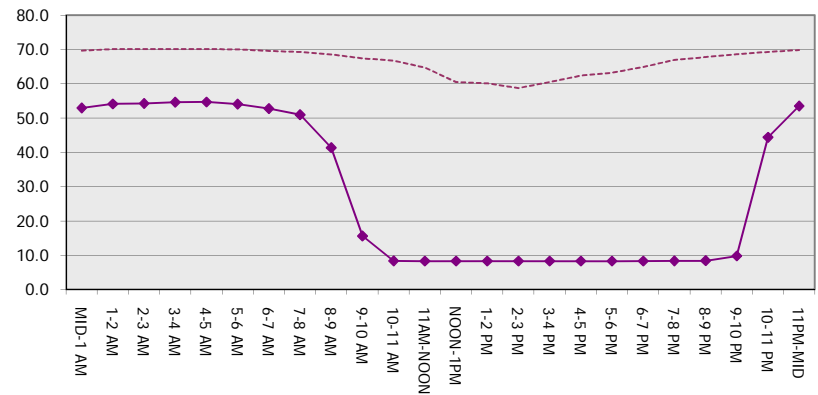
Main Route Average Delay Per Vehicle (Minutes)



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	2000	1280	0	0.81	0	69.1	47.8	36.1
1-2 AM	827	0.0	2000	827	0	0.57	0	69.7	53.0	42.3
2-3 AM	827	0.0	2000	827	0	0.57	0	69.7	53.0	42.3
3-4 AM	560	0.0	2000	560	0	0.54	0	70.0	53.9	43.3
4-5 AM	548	0.0	2000	548	0	0.54	0	70.0	53.9	43.3
5-6 AM	738	0.0	2000	738	0	0.56	0	69.8	53.3	42.6
6-7 AM	1017	0.0	2000	1017	0	0.59	0	69.5	52.4	41.6
7-8 AM	1299	0.0	2000	1299	0	0.84	0	69.1	47.4	35.5
8-9 AM	1799	0.0	1999	1799	0	1.29	0	68.5	40.2	28.0
9-10 AM	2514	0.0	1999	2514	0	6.02	217	67.6	16.5	27.9
10-11 AM	3073	0.0	1999	2032	1041	17.20+	566	66.9	8.3	27.9
11AM-NOON	3394	0.0	2000	2024	1371	17.33+	571	66.5	8.3	27.9
NOON-1PM	3889	0.0	1999	2000	1889	17.50+	580	64.3	8.3	27.9
1-2 PM	3876	0.0	2000	2000	1876	17.50+	580	64.4	8.3	27.9
2-3 PM	3915	0.0	2000	2000	1914	17.49+	580	64.1	8.3	27.9
3-4 PM	4242	0.0	2000	2000	2242	17.40+	580	61.9	8.3	27.9
4-5 PM	3919	0.0	2000	2000	1919	17.49+	580	64.1	8.3	27.9
5-6 PM	3907	0.0	2000	2000	1907	17.49+	580	64.1	8.3	27.9
6-7 PM	3180	0.0	2000	1998	1182	17.20+	566	66.8	8.3	27.9
7-8 PM	2952	0.0	1999	1999	953	17.12+	563	67.1	8.3	27.9
8-9 PM	2235	0.0	2000	1999	236	17.09+	561	67.9	8.4	27.9
9-10 PM	1967	0.0	1999	1940	27	16.74+	548	68.3	8.4	27.9
10-11 PM	1566	0.0	1999	1566	0	9.40	318	68.8	12.0	27.9
11PM-MID	1073	0.0	2000	1073	0	0.66	3	69.4	51.0	41.3

+ 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	0.0102
'DIVERSION'	0.0128

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$207,336
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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OCTOBER

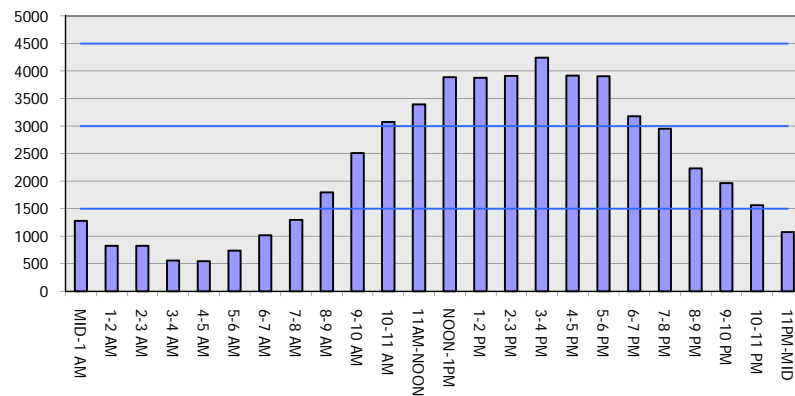
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

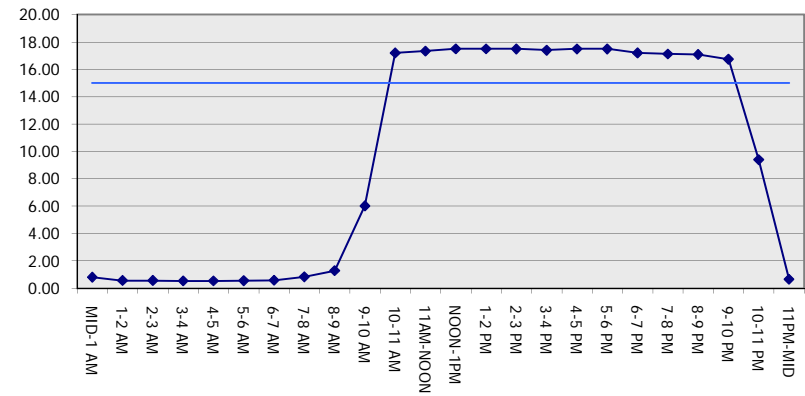
SUNDAY

NORTHBOUND DIRECTION

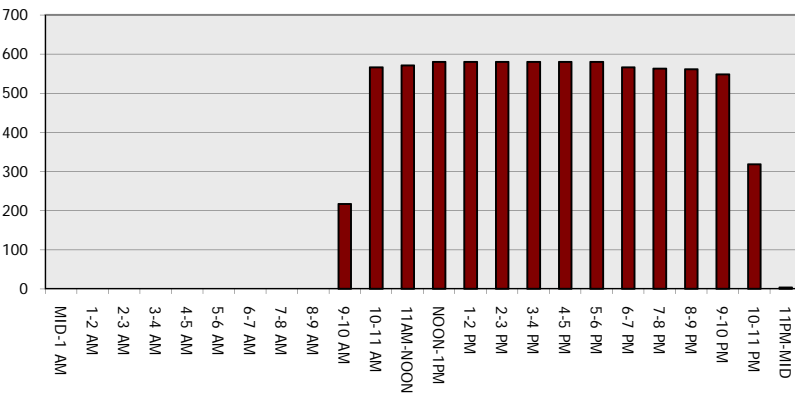
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

