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|--|--|
| USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 432 | 0.0 | OFF | 432 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 1-2 AM | 369 | 0.0 | OFF | 369 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 570 | 0.0 | OFF | 570 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 3-4 AM | 800 | 0.0 | OFF | 800 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 |
| 4-5 AM | 1123 | 0.0 | OFF | 1123 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 5-6 AM | 1600 | 0.0 | OFF | 1600 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 6-7 AM | 2432 | 0.0 | OFF | 2432 | 0 | 0.00 | 0 | 67.7 | 67.7 | 67.7 |
| 7-8 AM | 3162 | 0.0 | OFF | 3162 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 8-9 AM | 3893 | 0.0 | OFF | 3893 | 0 | 0.00 | 0 | 64.3 | 64.3 | 64.3 |
| 9-10 AM | 4124 | 0.0 | 1999 | 2115 | 2009 | 16.31+ | 551 | 62.7 | 8.6 | 33.5 |
| 10-11 AM | 4152 | 0.0 | 1999 | 2282 | 1870 | 15.50+ | 535 | 62.5 | 8.9 | 29.1 |
| 11AM-NOON | 4281 | 0.0 | 1999 | 2070 | 2210 | 17.18+ | 573 | 61.6 | 8.3 | 27.9 |
| NOON-1PM | 4413 | 0.0 | 2000 | 2016 | 2397 | 17.29+ | 578 | 60.7 | 8.3 | 27.9 |
| 1-2 PM | 4158 | 0.0 | 2000 | 2025 | 2134 | 17.34+ | 577 | 62.5 | 8.3 | 27.9 |
| 2-3 PM | 3931 | 0.0 | 2000 | 2025 | 1906 | 17.40+ | 577 | 64.0 | 8.3 | 27.9 |
| 3-4 PM | 3643 | 0.0 | 2000 | 2032 | 1610 | 17.44+ | 576 | 66.0 | 8.3 | 27.9 |
| 4-5 PM | 3315 | 0.0 | 2000 | 2003 | 1312 | 17.28+ | 569 | 66.6 | 8.3 | 27.9 |
| 5-6 PM | 2708 | 0.0 | 2000 | 1999 | 709 | 17.11+ | 562 | 67.4 | 8.4 | 27.9 |
| 6-7 PM | 2185 | 0.0 | 2000 | 1999 | 186 | 17.09+ | 560 | 68.0 | 8.4 | 27.9 |
| 7-8 PM | 1604 | 0.0 | OFF | 1604 | 0 | 0.38 | 36 | 68.7 | 56.9 | 56.9 |
| 8-9 PM | 1079 | 0.0 | OFF | 1079 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 9-10 PM | 712 | 0.0 | OFF | 712 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 |
| 10-11 PM | 516 | 0.0 | OFF | 516 | 0 | 0.00 | 0 | 70.1 | 70.1 | 70.1 |
| 11PM-MID | 381 | 0.0 | OFF | 381 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0186 |
| MAIN ROUTE WITH WORKS | 0.0118 |
| 'DIVERSION' | 0.0127 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$172,239 |
| CONGESTED HOURS PER DAY* | 10 |

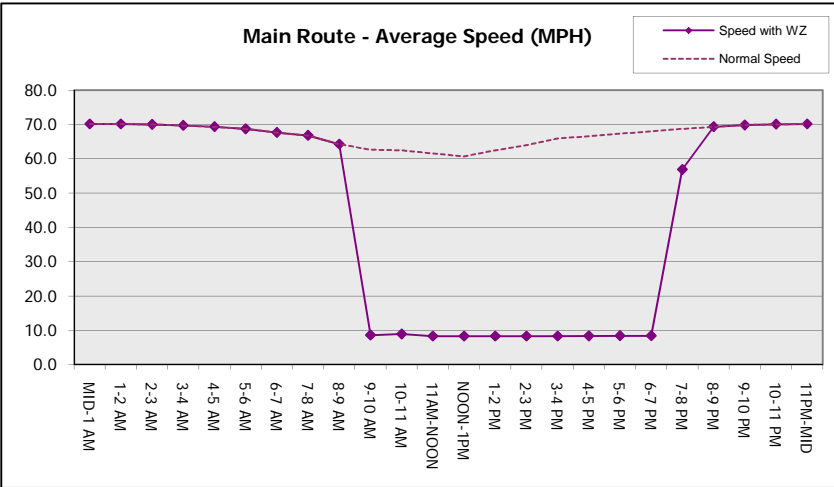
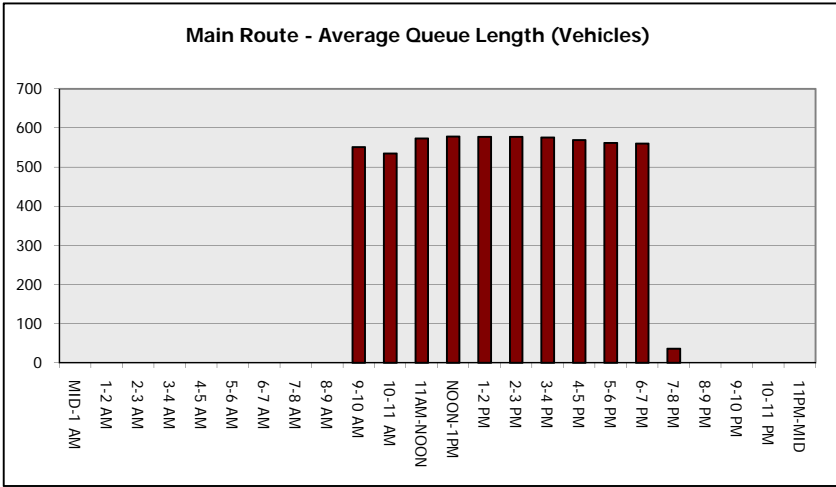
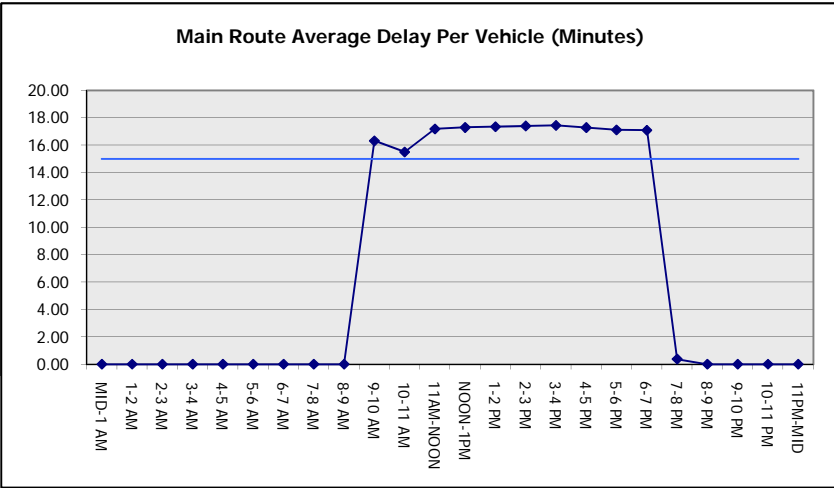
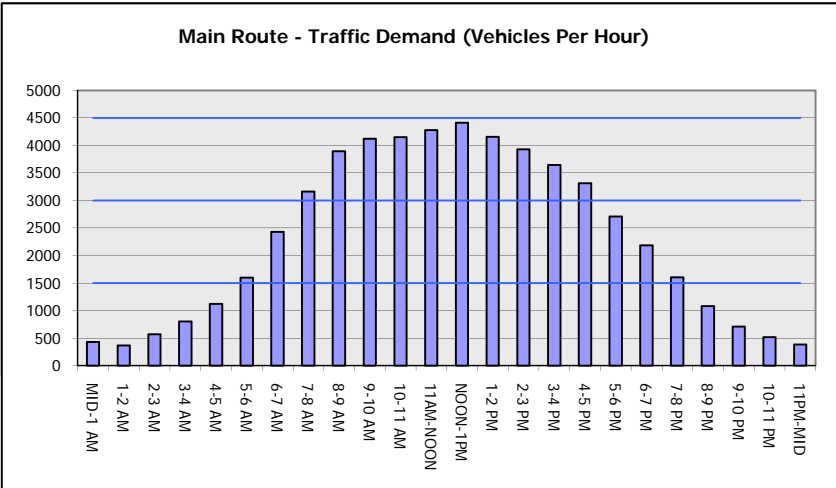
*Delays Exceeding User-Specified Maximum

USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

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 | 1411 | 0.0 | OFF | 1411 | 0 | 0.00 | 0 | 69.0 | 69.0 | 69.0 |
| 1-2 AM | 1280 | 0.0 | OFF | 1280 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |
| 2-3 AM | 1384 | 0.0 | OFF | 1384 | 0 | 0.00 | 0 | 69.0 | 69.0 | 69.0 |
| 3-4 AM | 1478 | 0.0 | OFF | 1478 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 |
| 4-5 AM | 1718 | 0.0 | OFF | 1718 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 5-6 AM | 2078 | 0.0 | OFF | 2078 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 6-7 AM | 2677 | 0.0 | OFF | 2677 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 |
| 7-8 AM | 3196 | 0.0 | OFF | 3196 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 8-9 AM | 3707 | 0.0 | OFF | 3707 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 |
| 9-10 AM | 4072 | 0.0 | 1999 | 2157 | 1915 | 16.10+ | 541 | 63.0 | 8.6 | 31.6 |
| 10-11 AM | 4219 | 0.0 | 1999 | 2432 | 1787 | 15.81+ | 536 | 62.0 | 8.7 | 27.9 |
| 11AM-NOON | 4439 | 0.0 | 1999 | 2000 | 2439 | 17.34+ | 580 | 60.5 | 8.3 | 27.9 |
| NOON-1PM | 4755 | 0.0 | 2000 | 2000 | 2755 | 17.24+ | 580 | 58.4 | 8.3 | 27.9 |
| 1-2 PM | 4773 | 0.0 | 2000 | 2000 | 2773 | 17.23+ | 580 | 58.2 | 8.3 | 27.9 |
| 2-3 PM | 4440 | 0.0 | 2000 | 2000 | 2440 | 17.34+ | 580 | 60.5 | 8.3 | 27.9 |
| 3-4 PM | 3997 | 0.0 | 2000 | 2000 | 1997 | 17.47+ | 580 | 63.5 | 8.3 | 27.9 |
| 4-5 PM | 3658 | 0.0 | 2000 | 1992 | 1666 | 17.52+ | 579 | 65.9 | 8.3 | 27.9 |
| 5-6 PM | 3171 | 0.0 | 2000 | 1991 | 1180 | 17.20+ | 566 | 66.8 | 8.3 | 27.9 |
| 6-7 PM | 2721 | 0.0 | 1999 | 1998 | 722 | 17.11+ | 562 | 67.4 | 8.4 | 27.9 |
| 7-8 PM | 2320 | 0.0 | OFF | 2320 | 0 | 0.46 | 44 | 67.9 | 54.3 | 54.3 |
| 8-9 PM | 1904 | 0.0 | OFF | 1904 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 9-10 PM | 1605 | 0.0 | OFF | 1605 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 10-11 PM | 1371 | 0.0 | OFF | 1371 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |
| 11PM-MID | 1153 | 0.0 | OFF | 1153 | 0 | 0.00 | 0 | 69.3 | 69.3 | 69.3 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0226 |
| MAIN ROUTE WITH WORKS | 0.0146 |
| 'DIVERSION' | 0.0152 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$188,569 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

