

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	881	0.0	OFF	881	0	0.00	0	69.6	69.6	69.6	
1-2 AM	511	0.0	OFF	511	0	0.00	0	70.1	70.1	70.1	
2-3 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2	
3-4 AM	378	0.0	OFF	378	0	0.00	0	70.2	70.2	70.2	
4-5 AM	469	0.0	OFF	469	0	0.00	0	70.2	70.2	70.2	
5-6 AM	937	0.0	OFF	937	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1626	0.0	OFF	1626	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2210	0.0	OFF	2210	0	0.00	0	68.0	68.0	68.0	
8-9 AM	2707	0.0	2999	2707	0	0.53	0	67.4	52.4	42.5	
9-10 AM	3411	0.0	2999	3411	0	3.01	161	66.5	25.8	37.3	
10-11 AM	4104	0.0	3000	3499	605	14.41+	778	62.8	10.9	37.3	
11AM-NOON	4571	0.0	3000	3036	1535	17.40+	940	59.6	10.1	37.3	
NOON-1PM	4857	0.0	2999	3000	1857	17.52+	953	57.7	10.0	37.3	
1-2 PM	4498	0.0	3000	2987	1511	17.42+	939	60.1	10.1	37.3	
2-3 PM	4535	0.0	3000	3010	1525	17.44+	941	59.9	10.1	37.3	
3-4 PM	4537	0.0	3000	2996	1541	17.47+	943	59.9	10.1	37.3	
4-5 PM	4318	0.0	3000	2971	1348	17.16+	921	61.4	10.1	37.3	
5-6 PM	3958	0.0	3000	2987	971	16.82+	895	63.8	10.2	37.3	
6-7 PM	3317	0.0	OFF	3317	0	1.64	150	66.6	35.6	35.6	
7-8 PM	2754	0.0	OFF	2754	0	0.00	0	67.3	67.3	67.3	
8-9 PM	2385	0.0	OFF	2385	0	0.00	0	67.8	67.8	67.8	
9-10 PM	2086	0.0	OFF	2086	0	0.00	0	68.1	68.1	68.1	
10-11 PM	1875	0.0	OFF	1875	0	0.00	0	68.4	68.4	68.4	
11PM-MID	1476	0.0	OFF	1476	0	0.00	0	68.9	68.9	68.9	

"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	0.0210
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0084
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$168,772
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

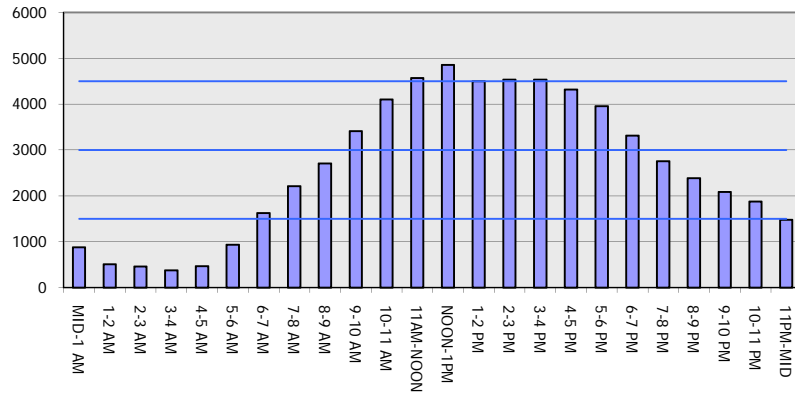
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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

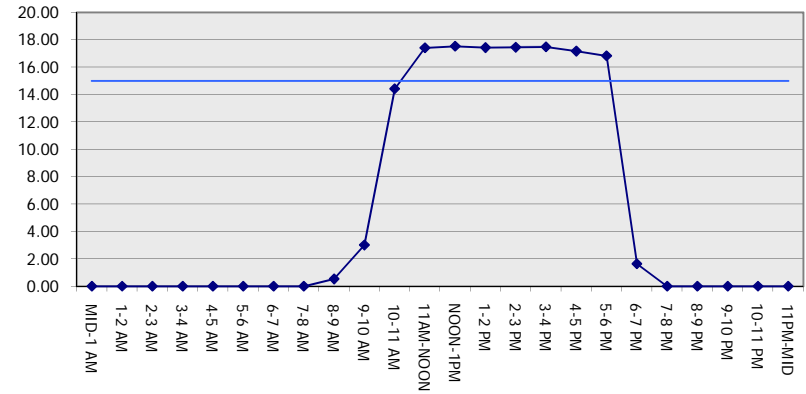
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION

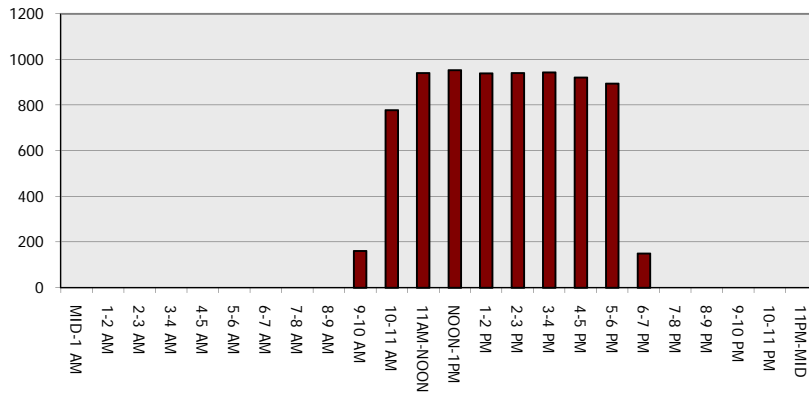
Main Route - Traffic Demand (Vehicles Per Hour)



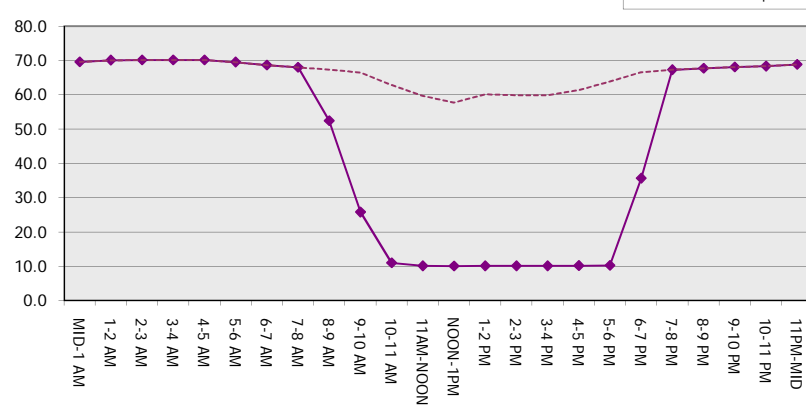
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	1391	0.0	OFF	1391	0	0.00	0	69.0	69.0	69.0
1-2 AM	926	0.0	OFF	926	0	0.00	0	69.6	69.6	69.6
2-3 AM	845	0.0	OFF	845	0	0.00	0	69.7	69.7	69.7
3-4 AM	641	0.0	OFF	641	0	0.00	0	69.9	69.9	69.9
4-5 AM	856	0.0	OFF	856	0	0.00	0	69.7	69.7	69.7
5-6 AM	1294	0.0	OFF	1294	0	0.00	0	69.1	69.1	69.1
6-7 AM	1948	0.0	OFF	1948	0	0.00	0	68.3	68.3	68.3
7-8 AM	2580	0.0	OFF	2580	0	0.00	0	67.5	67.5	67.5
8-9 AM	3050	0.0	2999	3050	0	1.02	19	66.9	43.5	37.7
9-10 AM	3439	0.0	3000	3439	0	5.19	274	66.4	18.6	37.3
10-11 AM	3806	0.0	3000	3358	448	14.89+	793	64.8	10.7	37.3
11AM-NOON	4266	0.0	3000	3046	1220	16.96+	909	61.7	10.2	37.3
NOON-1PM	4517	0.0	3000	3021	1496	17.38+	937	60.0	10.1	37.3
1-2 PM	4468	0.0	3000	2992	1476	17.36+	935	60.4	10.1	37.3
2-3 PM	4534	0.0	3000	3008	1526	17.44+	941	59.9	10.1	37.3
3-4 PM	4516	0.0	3000	2991	1525	17.44+	941	60.0	10.1	37.3
4-5 PM	4113	0.0	3000	2968	1145	16.91+	902	62.8	10.2	37.3
5-6 PM	3837	0.0	2999	2995	842	16.82+	892	64.6	10.2	37.3
6-7 PM	3242	0.0	OFF	3242	0	1.58	146	66.7	36.3	36.3
7-8 PM	2808	0.0	OFF	2808	0	0.00	0	67.3	67.3	67.3
8-9 PM	2806	0.0	OFF	2806	0	0.00	0	67.3	67.3	67.3
9-10 PM	2910	0.0	OFF	2910	0	0.00	0	67.1	67.1	67.1
10-11 PM	2612	0.0	OFF	2612	0	0.00	0	67.5	67.5	67.5
11PM-MID	2095	0.0	OFF	2095	0	0.00	0	68.1	68.1	68.1

"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	0.0173
'DIVERSION'	0.0075

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$164,625
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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SATURDAY NORTHBOUND DIRECTION

