

USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE 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	1999	2707	0	8.36+	315	67.4	13.4	27.9	
9-10 AM	3411	0.0	2000	1897	1515	17.35+	572	66.5	8.3	27.9	
10-11 AM	4104	0.0	1999	2000	2104	17.44+	580	62.8	8.3	27.9	
11AM-NOON	4571	0.0	1999	2000	2571	17.30+	580	59.6	8.3	27.9	
NOON-1PM	4857	0.0	2000	2000	2857	17.20+	580	57.7	8.3	27.9	
1-2 PM	4498	0.0	2000	2000	2498	17.32+	580	60.1	8.3	27.9	
2-3 PM	4535	0.0	2000	2000	2535	17.31+	580	59.9	8.3	27.9	
3-4 PM	4537	0.0	2000	2000	2537	17.31+	580	59.9	8.3	27.9	
4-5 PM	4318	0.0	2000	2000	2318	17.38+	580	61.4	8.3	27.9	
5-6 PM	3958	0.0	2000	1997	1961	17.47+	580	63.8	8.3	27.9	
6-7 PM	3317	0.0	OFF	3317	0	0.75	67	66.6	47.8	47.8	
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	0.0127
'DIVERSION'	0.0162
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$192,626
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)

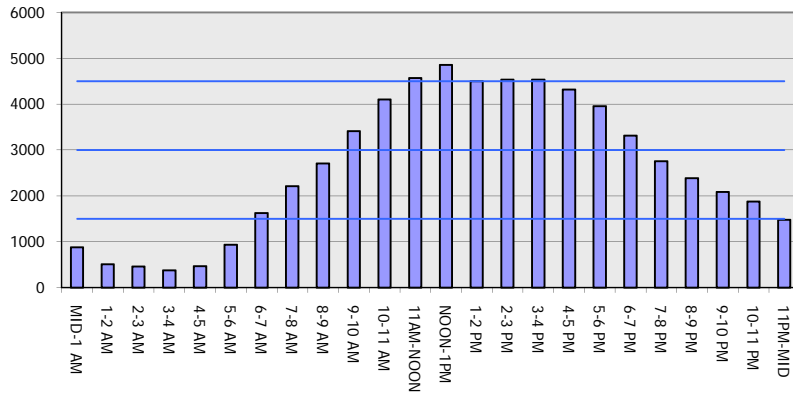
AUGUST

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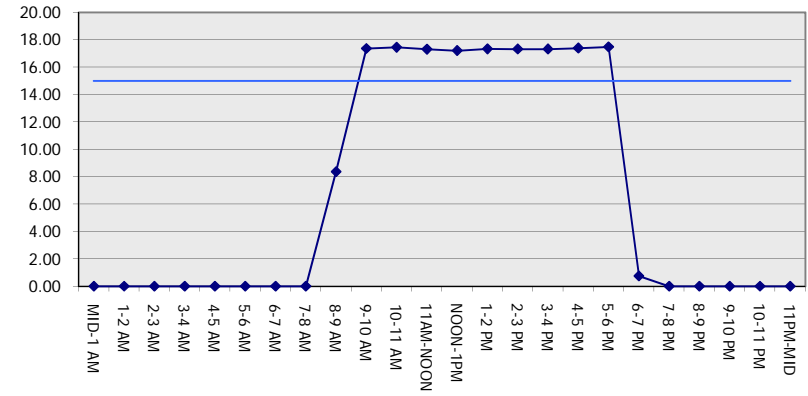
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

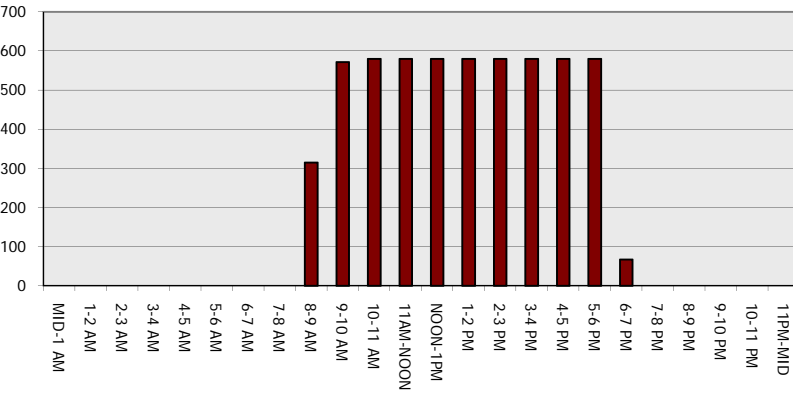
Main Route - Traffic Demand (Vehicles Per Hour)



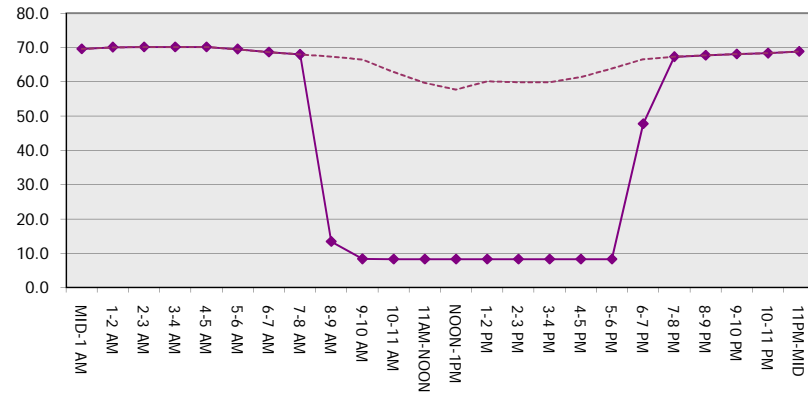
Main Route Average Delay Per Vehicle (Minutes)



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	1999	2509	541	11.54+	403	66.9	10.6	27.9
9-10 AM	3439	0.0	2000	2055	1385	17.38+	573	66.4	8.3	27.9
10-11 AM	3806	0.0	2000	2004	1802	17.51+	579	64.8	8.3	27.9
11AM-NOON	4266	0.0	2000	2000	2266	17.39+	580	61.7	8.3	27.9
NOON-1PM	4517	0.0	2000	2000	2517	17.31+	580	60.0	8.3	27.9
1-2 PM	4468	0.0	2000	2000	2468	17.33+	580	60.4	8.3	27.9
2-3 PM	4534	0.0	2000	2000	2534	17.31+	580	59.9	8.3	27.9
3-4 PM	4516	0.0	2000	2000	2516	17.31+	580	60.0	8.3	27.9
4-5 PM	4113	0.0	2000	2000	2113	17.44+	580	62.8	8.3	27.9
5-6 PM	3837	0.0	2000	2001	1836	17.51+	580	64.6	8.3	27.9
6-7 PM	3242	0.0	OFF	3242	0	0.64	58	66.7	49.8	49.8
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	0.0
(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	0
(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	0.0145
'DIVERSION'	0.0155

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,261
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

