

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

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	873	0.0	OFF	873	0	0.00	0	69.7	69.7	69.7	
1-2 AM	483	0.0	OFF	483	0	0.00	0	70.1	70.1	70.1	
2-3 AM	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2	
3-4 AM	268	0.0	OFF	268	0	0.00	0	70.2	70.2	70.2	
4-5 AM	311	0.0	OFF	311	0	0.00	0	70.2	70.2	70.2	
5-6 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2	
6-7 AM	971	0.0	OFF	971	0	0.00	0	69.6	69.6	69.6	
7-8 AM	1288	0.0	OFF	1288	0	0.00	0	69.1	69.1	69.1	
8-9 AM	1686	0.0	OFF	1686	0	0.00	0	68.6	68.6	68.6	
9-10 AM	2573	0.0	1999	2573	0	6.22	232	67.6	16.3	27.9	
10-11 AM	3402	0.0	1999	2002	1400	17.36+	572	66.5	8.3	27.9	
11AM-NOON	3853	0.0	1999	2000	1853	17.51+	580	64.5	8.3	27.9	
NOON-1PM	4313	0.0	2000	2000	2313	17.38+	580	61.4	8.3	27.9	
1-2 PM	4144	0.0	2000	2000	2144	17.43+	580	62.5	8.3	27.9	
2-3 PM	4399	0.0	2000	2000	2399	17.35+	580	60.8	8.3	27.9	
3-4 PM	4155	0.0	2000	2000	2155	17.42+	580	62.5	8.3	27.9	
4-5 PM	4111	0.0	2000	2000	2111	17.44+	580	62.8	8.3	27.9	
5-6 PM	3288	0.0	2000	1994	1294	17.27+	568	66.6	8.3	27.9	
6-7 PM	3457	0.0	1999	2004	1453	17.40+	573	66.4	8.3	27.9	
7-8 PM	3022	0.0	OFF	3022	0	0.57	55	67.0	51.4	51.4	
8-9 PM	2638	0.0	OFF	2638	0	0.00	0	67.4	67.4	67.4	
9-10 PM	1871	0.0	OFF	1871	0	0.00	0	68.4	68.4	68.4	
10-11 PM	1443	0.0	OFF	1443	0	0.00	0	68.9	68.9	68.9	
11PM-MID	836	0.0	OFF	836	0	0.00	0	69.7	69.7	69.7	

"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	0.0181
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0133
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$174,755
CONGESTED HOURS PER DAY*	9

*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)

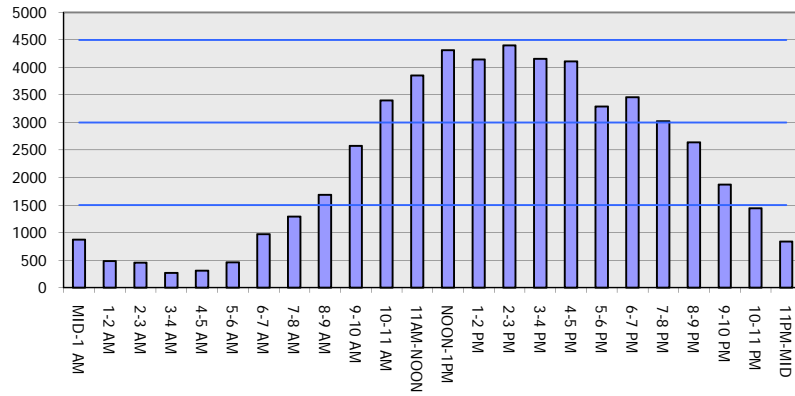
AUGUST

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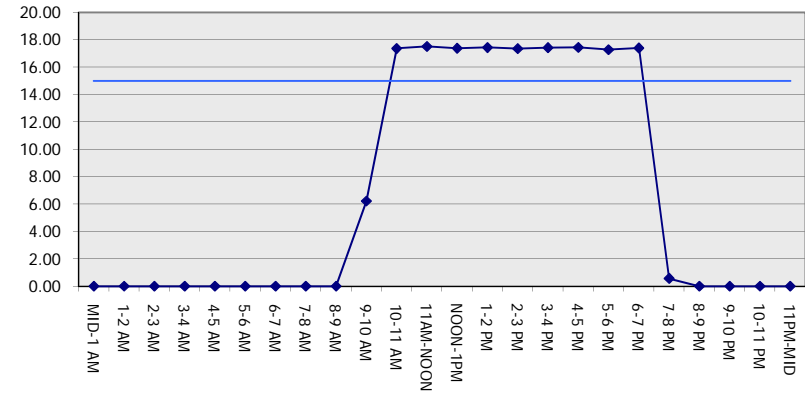
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

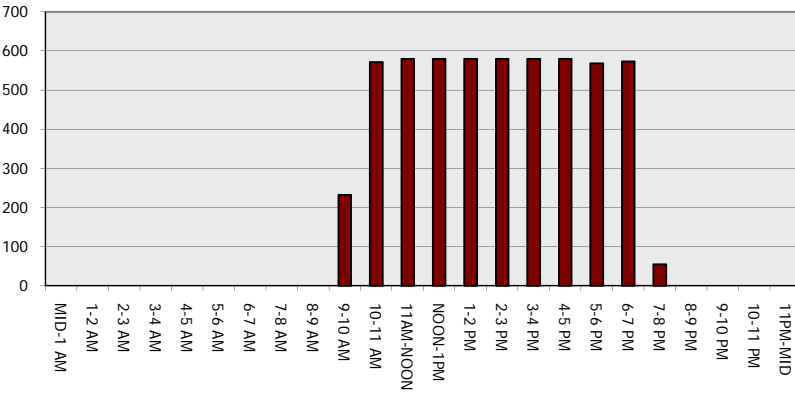
Main Route - Traffic Demand (Vehicles Per Hour)



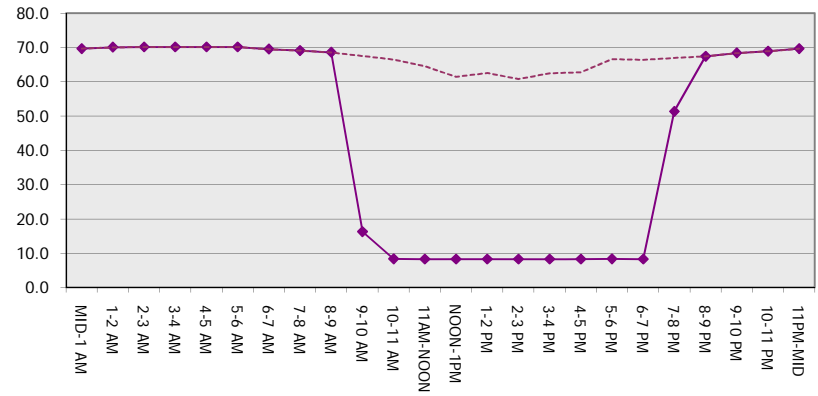
Main Route Average Delay Per Vehicle (Minutes)



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	1514	0.0	OFF	1514	0	0.00	0	68.9	68.9	68.9
1-2 AM	960	0.0	OFF	960	0	0.00	0	69.6	69.6	69.6
2-3 AM	832	0.0	OFF	832	0	0.00	0	69.7	69.7	69.7
3-4 AM	580	0.0	OFF	580	0	0.00	0	70.0	70.0	70.0
4-5 AM	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1
5-6 AM	700	0.0	OFF	700	0	0.00	0	69.9	69.9	69.9
6-7 AM	887	0.0	OFF	887	0	0.00	0	69.6	69.6	69.6
7-8 AM	1256	0.0	OFF	1256	0	0.00	0	69.2	69.2	69.2
8-9 AM	1619	0.0	OFF	1619	0	0.00	0	68.7	68.7	68.7
9-10 AM	2405	0.0	1999	2405	0	4.92	166	67.8	18.7	27.9
10-11 AM	2750	0.0	1999	2182	567	16.54+	543	67.3	8.5	27.9
11AM-NOON	3292	0.0	1999	1987	1305	17.29+	569	66.6	8.3	27.9
NOON-1PM	3716	0.0	1999	2002	1714	17.54+	580	65.5	8.3	27.9
1-2 PM	3691	0.0	2000	2000	1690	17.55+	580	65.6	8.3	27.9
2-3 PM	3663	0.0	2000	2002	1661	17.54+	579	65.8	8.3	27.9
3-4 PM	4064	0.0	2000	2000	2064	17.45+	580	63.1	8.3	27.9
4-5 PM	3790	0.0	2000	2000	1790	17.52+	580	65.0	8.3	27.9
5-6 PM	3604	0.0	2000	2000	1603	17.53+	578	66.3	8.3	27.9
6-7 PM	3624	0.0	1999	1999	1625	17.52+	578	66.1	8.3	27.9
7-8 PM	2966	0.0	OFF	2966	0	0.57	54	67.1	51.4	51.4
8-9 PM	2576	0.0	OFF	2576	0	0.00	0	67.5	67.5	67.5
9-10 PM	2115	0.0	OFF	2115	0	0.00	0	68.1	68.1	68.1
10-11 PM	1685	0.0	OFF	1685	0	0.00	0	68.6	68.6	68.6
11PM-MID	1104	0.0	OFF	1104	0	0.00	0	69.4	69.4	69.4

"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	0.0180
MAIN ROUTE WITH WORKS	0.0120
'DIVERSION'	0.0109

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,565
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

