

**USH 45: STH 190 TO NORTH AVE (MILWAUKEE COUNTY)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER
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	900	0.0	2000	900	0	0.58	0	69.6	52.8	42.0
1-2 AM	491	0.0	2000	491	0	0.53	0	70.1	54.1	43.5
2-3 AM	478	0.0	2000	478	0	0.53	0	70.1	54.2	43.6
3-4 AM	349	0.0	2000	349	0	0.52	0	70.2	54.5	44.1
4-5 AM	474	0.0	2000	474	0	0.53	0	70.2	54.2	43.6
5-6 AM	906	0.0	2000	906	0	0.58	0	69.6	52.8	42.0
6-7 AM	1845	0.0	1999	1845	0	1.43	5	68.4	38.5	28.0
7-8 AM	2484	0.0	2000	2484	0	6.15	217	67.6	16.2	27.9
8-9 AM	3295	0.0	OFF	3295	0	0.52	47	66.6	52.2	52.2
9-10 AM	3459	0.0	OFF	3459	0	0.00	0	66.4	66.4	66.4
10-11 AM	4030	0.0	OFF	4030	0	0.00	0	63.3	63.3	63.3
11AM-NOON	4633	0.0	OFF	4633	0	0.00	0	59.2	59.2	59.2
NOON-1PM	4724	0.0	OFF	4724	0	0.00	0	58.6	58.6	58.6
1-2 PM	4384	0.0	OFF	4384	0	0.00	0	60.9	60.9	60.9
2-3 PM	4629	0.0	OFF	4629	0	0.00	0	59.2	59.2	59.2
3-4 PM	4460	0.0	OFF	4460	0	0.00	0	60.4	60.4	60.4
4-5 PM	4713	0.0	OFF	4713	0	0.00	0	58.7	58.7	58.7
5-6 PM	4111	0.0	OFF	4111	0	0.00	0	62.8	62.8	62.8
6-7 PM	3886	0.0	1999	2147	1739	16.20+	543	64.3	8.6	32.0
7-8 PM	2980	0.0	1999	2369	611	14.78+	497	67.0	9.1	27.9
8-9 PM	2194	0.0	1999	2051	143	16.91+	554	68.0	8.4	27.9
9-10 PM	2127	0.0	1999	1999	128	17.09+	560	68.1	8.4	27.9
10-11 PM	1894	0.0	1999	1883	11	16.20+	529	68.4	8.6	27.9
11PM-MID	1314	0.0	1999	1314	0	3.15	172	69.1	25.8	32.6

"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	0.0216
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$60,593
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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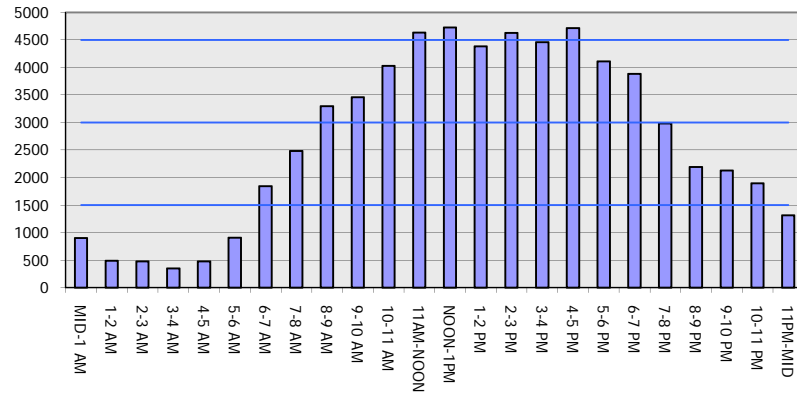
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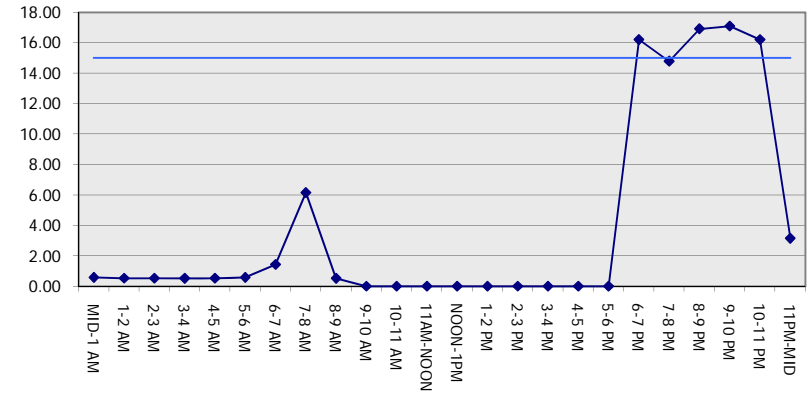
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

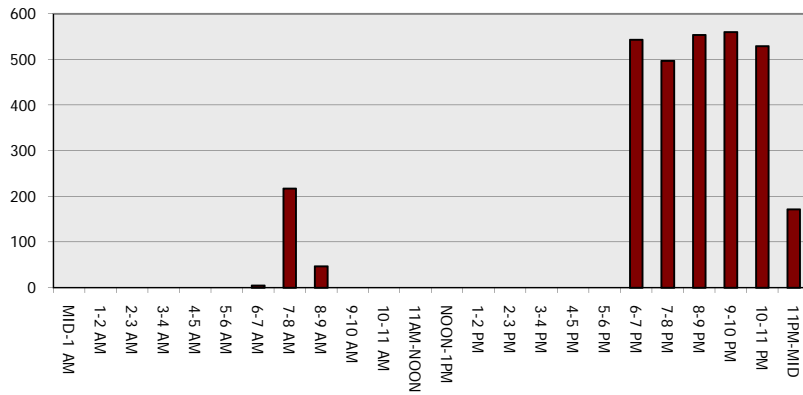
Main Route - Traffic Demand (Vehicles Per Hour)



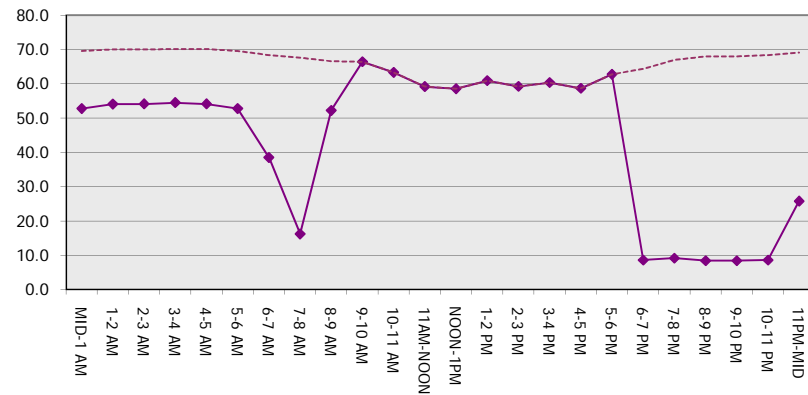
Main Route Average Delay Per Vehicle (Minutes)



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	1256	0.0	1999	1256	0	2.48	140	69.2	29.6	34.0	
1-2 AM	895	0.0	2000	895	0	0.58	0	69.6	52.8	42.0	
2-3 AM	836	0.0	2000	836	0	0.57	0	69.7	53.0	42.3	
3-4 AM	681	0.0	2000	681	0	0.55	0	69.9	53.5	42.8	
4-5 AM	839	0.0	2000	839	0	0.57	0	69.7	53.0	42.2	
5-6 AM	1357	0.0	1999	1357	0	0.90	0	69.1	46.3	34.3	
6-7 AM	1928	0.0	1999	1928	0	1.53	9	68.3	37.3	27.9	
7-8 AM	2522	0.0	2000	2522	0	7.36	260	67.6	14.3	27.9	
8-9 AM	3118	0.0	OFF	3118	0	0.57	54	66.9	51.2	51.2	
9-10 AM	3826	0.0	OFF	3826	0	0.00	0	64.7	64.7	64.7	
10-11 AM	4259	0.0	OFF	4259	0	0.00	0	61.8	61.8	61.8	
11AM-NOON	4334	0.0	OFF	4334	0	0.00	0	61.2	61.2	61.2	
NOON-1PM	4494	0.0	OFF	4494	0	0.00	0	60.2	60.2	60.2	
1-2 PM	4335	0.0	OFF	4335	0	0.00	0	61.2	61.2	61.2	
2-3 PM	4736	0.0	OFF	4736	0	0.00	0	58.5	58.5	58.5	
3-4 PM	4465	0.0	OFF	4465	0	0.00	0	60.4	60.4	60.4	
4-5 PM	4466	0.0	OFF	4466	0	0.00	0	60.4	60.4	60.4	
5-6 PM	4065	0.0	OFF	4065	0	0.00	0	63.1	63.1	63.1	
6-7 PM	3428	0.0	1999	2529	899	14.27+	470	66.4	9.2	27.9	
7-8 PM	3061	0.0	1999	2019	1042	17.17+	565	66.9	8.3	27.9	
8-9 PM	2472	0.0	2000	2002	469	17.10+	561	67.7	8.4	27.9	
9-10 PM	2445	0.0	2000	2002	444	17.10+	561	67.7	8.4	27.9	
10-11 PM	2492	0.0	2000	2002	491	17.10+	561	67.6	8.4	27.9	
11PM-MID	1887	0.0	2000	1868	19	16.03+	524	68.4	8.6	27.9	

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0228
MAIN ROUTE WITH WORKS	0.0202
'DIVERSION'	0.0026

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$73,638
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

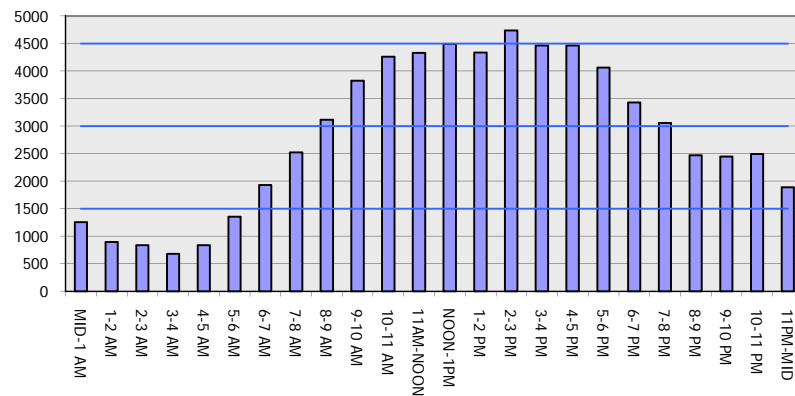
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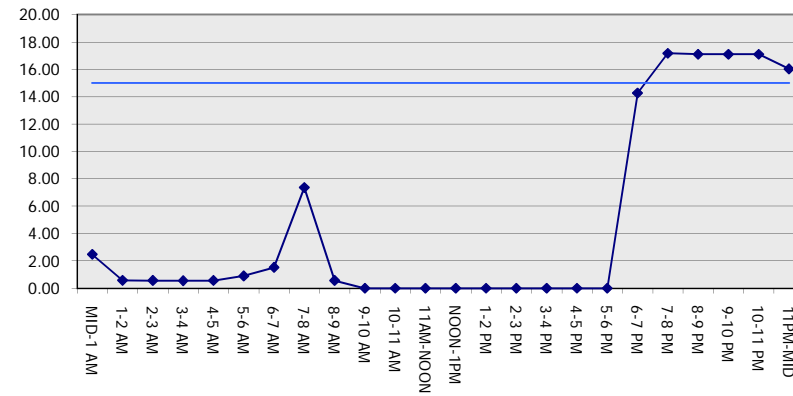
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

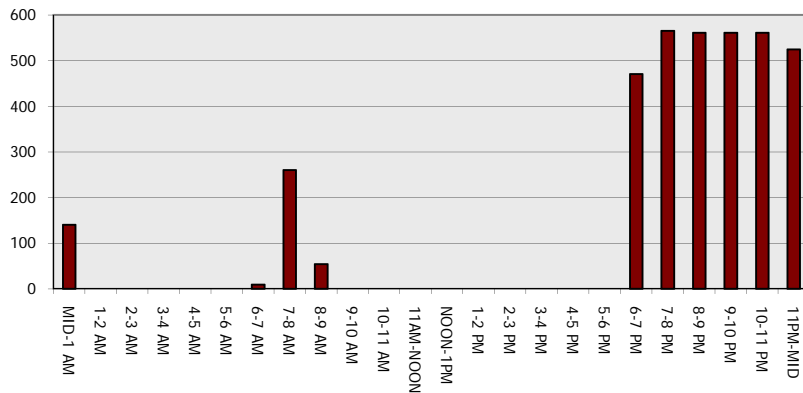
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

