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|--|--|
| STH 16: CTH C TO STH 190 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR WESTBOUND 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 | 123 | 0.0 | 1500 | 123 | 0 | 0.43 | 0 | 66.1 | 62.7 | 45.0 | |
| 1-2 AM | 62 | 0.0 | 1500 | 62 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 | |
| 2-3 AM | 56 | 0.0 | 1500 | 56 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 | |
| 3-4 AM | 33 | 0.0 | 1500 | 33 | 0 | 0.43 | 0 | 66.3 | 62.9 | 45.3 | |
| 4-5 AM | 71 | 0.0 | 1500 | 71 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.2 | |
| 5-6 AM | 279 | 0.0 | 1500 | 279 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.3 | |
| 6-7 AM | 665 | 0.0 | 1500 | 665 | 0 | 0.49 | 0 | 65.1 | 61.4 | 42.9 | |
| 7-8 AM | 1086 | 0.0 | 1500 | 1086 | 0 | 0.53 | 0 | 64.3 | 60.4 | 41.4 | |
| 8-9 AM | 988 | 0.0 | 1500 | 988 | 0 | 0.52 | 0 | 64.5 | 60.6 | 41.7 | |
| 9-10 AM | 794 | 0.0 | 1500 | 794 | 0 | 0.50 | 0 | 64.9 | 61.0 | 42.4 | |
| 10-11 AM | 786 | 0.0 | 1500 | 786 | 0 | 0.50 | 0 | 64.9 | 61.1 | 42.4 | |
| 11AM-NOON | 951 | 0.0 | 1500 | 951 | 0 | 0.51 | 0 | 64.6 | 60.7 | 41.9 | |
| NOON-1PM | 1082 | 0.0 | 1500 | 1082 | 0 | 0.53 | 0 | 64.4 | 60.4 | 41.4 | |
| 1-2 PM | 1088 | 0.0 | 1499 | 1088 | 0 | 0.53 | 0 | 64.3 | 60.4 | 41.2 | |
| 2-3 PM | 1401 | 0.0 | 1499 | 1401 | 0 | 0.98 | 2 | 63.8 | 56.9 | 33.5 | |
| 3-4 PM | 2073 | 0.0 | 1500 | 1955 | 118 | 8.65+ | 241 | 62.5 | 30.5 | 30.8 | |
| 4-5 PM | 2572 | 0.0 | 1500 | 1500 | 1072 | 15.39+ | 400 | 60.2 | 21.5 | 30.8 | |
| 5-6 PM | 2958 | 0.0 | 1500 | 1500 | 1458 | 14.79+ | 400 | 56.2 | 21.5 | 30.8 | |
| 6-7 PM | 1786 | 0.0 | 1499 | 1413 | 373 | 15.44+ | 391 | 63.0 | 21.9 | 30.8 | |
| 7-8 PM | 1079 | 0.0 | 1499 | 1079 | 0 | 6.71 | 198 | 64.4 | 35.0 | 35.7 | |
| 8-9 PM | 904 | 0.0 | 1500 | 904 | 0 | 0.51 | 0 | 64.7 | 60.8 | 42.0 | |
| 9-10 PM | 767 | 0.0 | 1500 | 767 | 0 | 0.50 | 0 | 65.0 | 61.1 | 42.5 | |
| 10-11 PM | 414 | 0.0 | 1500 | 414 | 0 | 0.46 | 0 | 65.6 | 62.0 | 43.8 | |
| 11PM-MID | 262 | 0.0 | 1500 | 262 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.5 | |

+ 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 |

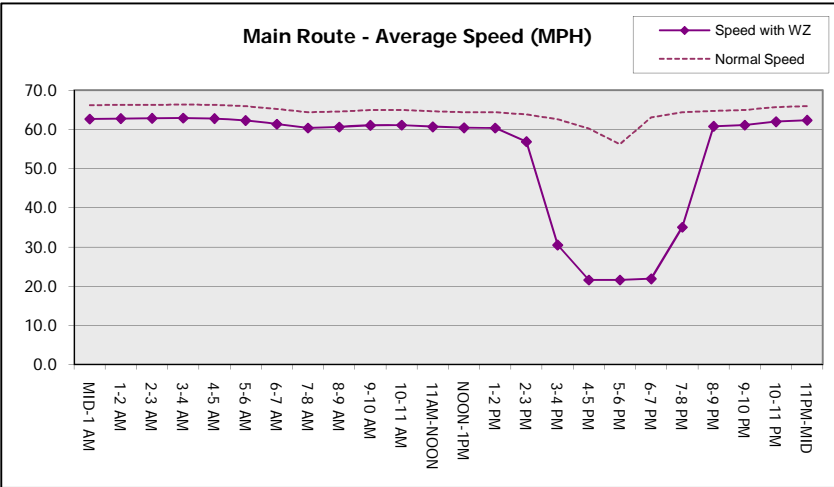
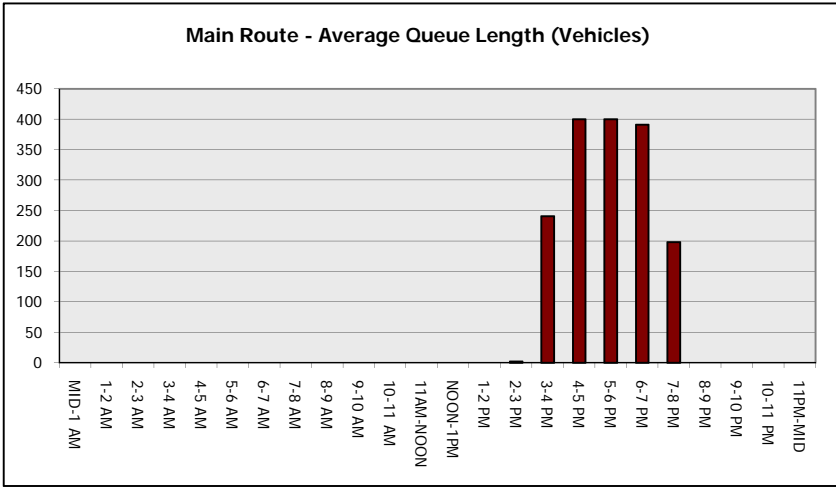
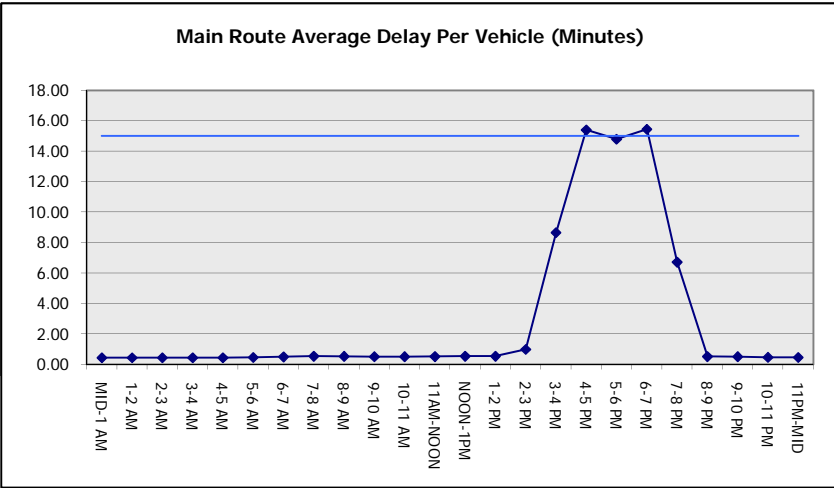
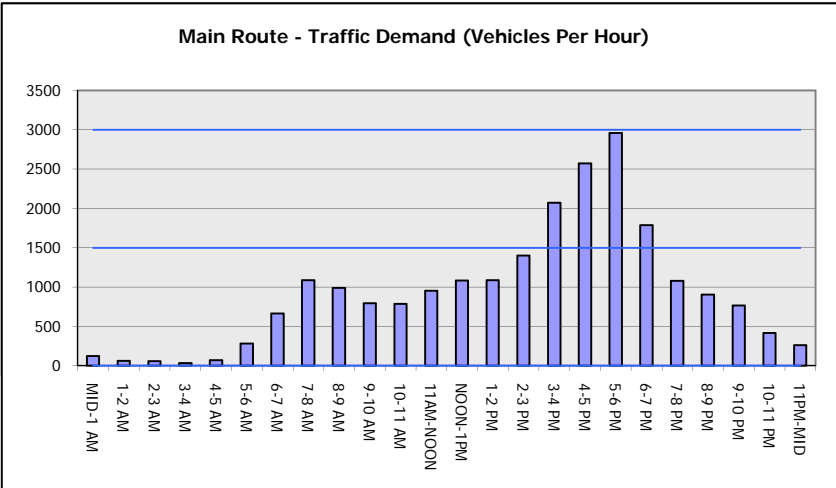
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0305 |
| MAIN ROUTE WITH WORKS | 0.0251 |
| 'DIVERSION' | 0.0096 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$30,115 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

**STH 16: CTH C TO STH 190 (WAUKESHA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



| | |
|--|--|
| STH 16: CTH C TO STH 190 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR EASTBOUND 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 | 56 | 0.0 | 1500 | 56 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 1-2 AM | 43 | 0.0 | 1500 | 43 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 2-3 AM | 44 | 0.0 | 1500 | 44 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 3-4 AM | 81 | 0.0 | 1500 | 81 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.1 |
| 4-5 AM | 243 | 0.0 | 1500 | 243 | 0 | 0.45 | 0 | 66.0 | 62.3 | 44.5 |
| 5-6 AM | 911 | 0.0 | 1499 | 911 | 0 | 0.54 | 0 | 64.7 | 60.5 | 41.0 |
| 6-7 AM | 2370 | 0.0 | 1499 | 1798 | 572 | 9.61+ | 268 | 62.0 | 28.8 | 31.9 |
| 7-8 AM | 3368 | 0.0 | 1499 | 1500 | 1868 | 13.91+ | 399 | 52.0 | 21.6 | 33.2 |
| 8-9 AM | 2386 | 0.0 | 1500 | 1578 | 808 | 15.28+ | 392 | 61.9 | 21.9 | 32.0 |
| 9-10 AM | 1387 | 0.0 | 1500 | 1387 | 0 | 14.17+ | 356 | 63.8 | 23.2 | 30.8 |
| 10-11 AM | 1193 | 0.0 | 1499 | 1193 | 0 | 4.51 | 120 | 64.1 | 41.1 | 34.5 |
| 11AM-NOON | 1133 | 0.0 | 1500 | 1133 | 0 | 0.55 | 0 | 64.3 | 60.2 | 40.7 |
| NOON-1PM | 1141 | 0.0 | 1500 | 1141 | 0 | 0.56 | 0 | 64.3 | 60.1 | 40.4 |
| 1-2 PM | 1075 | 0.0 | 1500 | 1075 | 0 | 0.53 | 0 | 64.4 | 60.4 | 41.4 |
| 2-3 PM | 1238 | 0.0 | 1500 | 1238 | 0 | 0.69 | 0 | 64.1 | 59.1 | 37.3 |
| 3-4 PM | 1408 | 0.0 | 1500 | 1408 | 0 | 0.91 | 0 | 63.8 | 57.3 | 32.8 |
| 4-5 PM | 1432 | 0.0 | 1499 | 1432 | 0 | 0.94 | 0 | 63.7 | 57.1 | 32.2 |
| 5-6 PM | 1461 | 0.0 | 1499 | 1461 | 0 | 1.04 | 2 | 63.7 | 56.4 | 31.8 |
| 6-7 PM | 995 | 0.0 | 1500 | 995 | 0 | 0.52 | 0 | 64.5 | 60.6 | 41.7 |
| 7-8 PM | 602 | 0.0 | 1500 | 602 | 0 | 0.48 | 0 | 65.3 | 61.5 | 43.1 |
| 8-9 PM | 464 | 0.0 | 1500 | 464 | 0 | 0.47 | 0 | 65.5 | 61.9 | 43.7 |
| 9-10 PM | 384 | 0.0 | 1500 | 384 | 0 | 0.46 | 0 | 65.6 | 62.0 | 44.0 |
| 10-11 PM | 251 | 0.0 | 1500 | 251 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.5 |
| 11PM-MID | 130 | 0.0 | 1500 | 130 | 0 | 0.44 | 0 | 66.1 | 62.7 | 45.0 |

+ 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 | 0.0326 |
| MAIN ROUTE WITH WORKS | 0.0268 |
| 'DIVERSION' | 0.0103 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$29,545 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

