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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

SATURDAY 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 | 276 | 0.0 | 1500 | 276 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.4 |
| 1-2 AM | 155 | 0.0 | 1500 | 155 | 0 | 0.44 | 0 | 66.1 | 62.6 | 44.8 |
| 2-3 AM | 119 | 0.0 | 1500 | 119 | 0 | 0.43 | 0 | 66.1 | 62.7 | 45.0 |
| 3-4 AM | 69 | 0.0 | 1500 | 69 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.2 |
| 4-5 AM | 87 | 0.0 | 1500 | 87 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.1 |
| 5-6 AM | 141 | 0.0 | 1500 | 141 | 0 | 0.44 | 0 | 66.1 | 62.6 | 44.9 |
| 6-7 AM | 310 | 0.0 | 1500 | 310 | 0 | 0.45 | 0 | 65.8 | 62.2 | 44.2 |
| 7-8 AM | 487 | 0.0 | 1500 | 487 | 0 | 0.47 | 0 | 65.5 | 61.8 | 43.5 |
| 8-9 AM | 739 | 0.0 | 1500 | 739 | 0 | 0.49 | 0 | 65.0 | 61.2 | 42.6 |
| 9-10 AM | 840 | 0.0 | 1500 | 840 | 0 | 0.50 | 0 | 64.8 | 61.0 | 42.2 |
| 10-11 AM | 958 | 0.0 | 1500 | 958 | 0 | 0.52 | 0 | 64.6 | 60.7 | 41.8 |
| 11AM-NOON | 1201 | 0.0 | 1500 | 1201 | 0 | 0.64 | 0 | 64.1 | 59.4 | 38.4 |
| NOON-1PM | 1324 | 0.0 | 1500 | 1324 | 0 | 0.80 | 0 | 63.9 | 58.2 | 34.9 |
| 1-2 PM | 1304 | 0.0 | 1500 | 1304 | 0 | 0.77 | 0 | 64.0 | 58.4 | 35.4 |
| 2-3 PM | 1240 | 0.0 | 1500 | 1240 | 0 | 0.69 | 0 | 64.1 | 59.1 | 37.2 |
| 3-4 PM | 1228 | 0.0 | 1500 | 1228 | 0 | 0.67 | 0 | 64.1 | 59.1 | 37.6 |
| 4-5 PM | 1333 | 0.0 | 1500 | 1333 | 0 | 0.81 | 0 | 63.9 | 58.1 | 34.7 |
| 5-6 PM | 1128 | 0.0 | 1500 | 1128 | 0 | 0.54 | 0 | 64.3 | 60.2 | 40.9 |
| 6-7 PM | 1021 | 0.0 | 1500 | 1021 | 0 | 0.52 | 0 | 64.5 | 60.5 | 41.6 |
| 7-8 PM | 773 | 0.0 | 1500 | 773 | 0 | 0.50 | 0 | 65.0 | 61.1 | 42.5 |
| 8-9 PM | 661 | 0.0 | 1500 | 661 | 0 | 0.49 | 0 | 65.1 | 61.4 | 42.9 |
| 9-10 PM | 657 | 0.0 | 1500 | 657 | 0 | 0.49 | 0 | 65.1 | 61.4 | 42.9 |
| 10-11 PM | 636 | 0.0 | 1500 | 636 | 0 | 0.48 | 0 | 65.2 | 61.4 | 43.0 |
| 11PM-MID | 413 | 0.0 | 1500 | 413 | 0 | 0.46 | 0 | 65.6 | 62.0 | 43.8 |

----- 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 | 0.0234 |
| MAIN ROUTE WITH WORKS | 0.0223 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

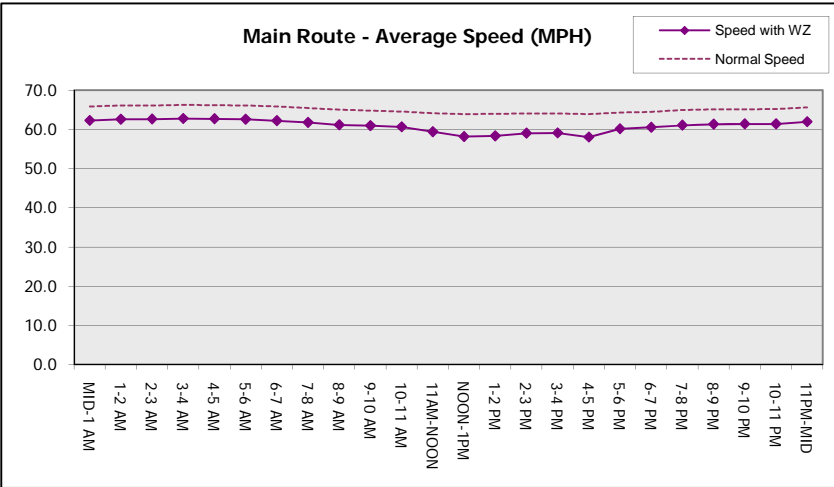
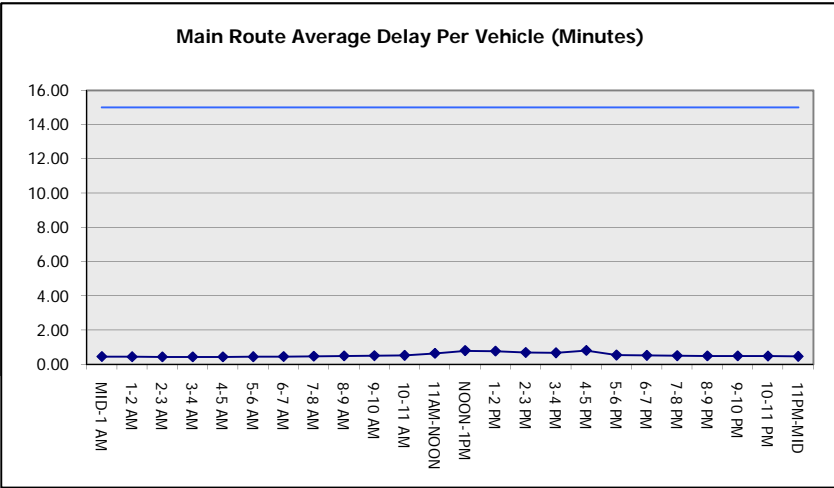
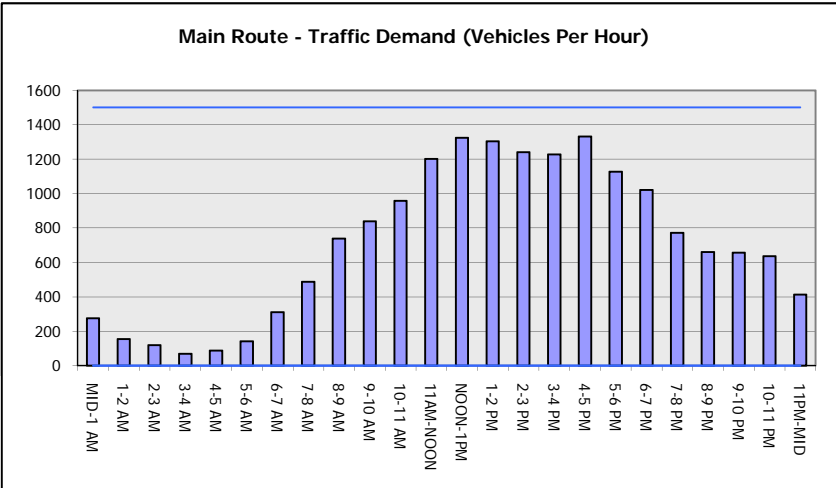
| | |
|--------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,643 |
| CONGESTED HOURS PER DAY* | 0 |

*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
SATURDAY 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

SATURDAY 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 | 104 | 0.0 | 1500 | 104 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.1 |
| 1-2 AM | 92 | 0.0 | 1500 | 92 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.1 |
| 2-3 AM | 82 | 0.0 | 1500 | 82 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.1 |
| 3-4 AM | 59 | 0.0 | 1500 | 59 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 4-5 AM | 112 | 0.0 | 1500 | 112 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.0 |
| 5-6 AM | 262 | 0.0 | 1500 | 262 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.5 |
| 6-7 AM | 453 | 0.0 | 1500 | 453 | 0 | 0.47 | 0 | 65.5 | 61.9 | 43.7 |
| 7-8 AM | 827 | 0.0 | 1500 | 827 | 0 | 0.50 | 0 | 64.8 | 61.0 | 42.3 |
| 8-9 AM | 1080 | 0.0 | 1500 | 1080 | 0 | 0.53 | 0 | 64.4 | 60.4 | 41.4 |
| 9-10 AM | 1205 | 0.0 | 1500 | 1205 | 0 | 0.64 | 0 | 64.1 | 59.4 | 38.3 |
| 10-11 AM | 1248 | 0.0 | 1500 | 1248 | 0 | 0.70 | 0 | 64.1 | 58.9 | 36.9 |
| 11AM-NOON | 1287 | 0.0 | 1500 | 1287 | 0 | 0.75 | 0 | 64.0 | 58.6 | 35.8 |
| NOON-1PM | 1270 | 0.0 | 1500 | 1270 | 0 | 0.73 | 0 | 64.0 | 58.7 | 36.3 |
| 1-2 PM | 1270 | 0.0 | 1500 | 1270 | 0 | 0.73 | 0 | 64.0 | 58.7 | 36.3 |
| 2-3 PM | 1199 | 0.0 | 1500 | 1199 | 0 | 0.64 | 0 | 64.1 | 59.4 | 38.5 |
| 3-4 PM | 1163 | 0.0 | 1500 | 1163 | 0 | 0.59 | 0 | 64.2 | 59.8 | 39.7 |
| 4-5 PM | 1134 | 0.0 | 1500 | 1134 | 0 | 0.55 | 0 | 64.3 | 60.1 | 40.7 |
| 5-6 PM | 1152 | 0.0 | 1500 | 1152 | 0 | 0.57 | 0 | 64.2 | 59.9 | 40.1 |
| 6-7 PM | 963 | 0.0 | 1500 | 963 | 0 | 0.52 | 0 | 64.6 | 60.7 | 41.8 |
| 7-8 PM | 721 | 0.0 | 1500 | 721 | 0 | 0.49 | 0 | 65.0 | 61.2 | 42.7 |
| 8-9 PM | 598 | 0.0 | 1500 | 598 | 0 | 0.48 | 0 | 65.3 | 61.5 | 43.2 |
| 9-10 PM | 540 | 0.0 | 1500 | 540 | 0 | 0.47 | 0 | 65.4 | 61.7 | 43.3 |
| 10-11 PM | 477 | 0.0 | 1500 | 477 | 0 | 0.47 | 0 | 65.5 | 61.8 | 43.6 |
| 11PM-MID | 384 | 0.0 | 1500 | 384 | 0 | 0.46 | 0 | 65.6 | 62.0 | 44.0 |

| *----- 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 | 0.0242 |
| MAIN ROUTE WITH WORKS | 0.0230 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$2,701 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

