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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 223 | 0.0 | 1500 | 223 | 0 | 0.44 | 0 | 66.0 | 62.4 | 44.6 |
| 1-2 AM | 111 | 0.0 | 1500 | 111 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.0 |
| 2-3 AM | 81 | 0.0 | 1500 | 81 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.1 |
| 3-4 AM | 44 | 0.0 | 1500 | 44 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 4-5 AM | 81 | 0.0 | 1500 | 81 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.1 |
| 5-6 AM | 288 | 0.0 | 1500 | 288 | 0 | 0.45 | 0 | 65.8 | 62.3 | 44.3 |
| 6-7 AM | 585 | 0.0 | 1500 | 585 | 0 | 0.48 | 0 | 65.3 | 61.5 | 43.2 |
| 7-8 AM | 967 | 0.0 | 1500 | 967 | 0 | 0.52 | 0 | 64.6 | 60.7 | 41.8 |
| 8-9 AM | 949 | 0.0 | 1500 | 949 | 0 | 0.51 | 0 | 64.6 | 60.7 | 41.9 |
| 9-10 AM | 862 | 0.0 | 1500 | 862 | 0 | 0.51 | 0 | 64.8 | 60.9 | 42.2 |
| 10-11 AM | 1046 | 0.0 | 1500 | 1046 | 0 | 0.52 | 0 | 64.5 | 60.5 | 41.5 |
| 11AM-NOON | 1186 | 0.0 | 1500 | 1186 | 0 | 0.62 | 0 | 64.1 | 59.6 | 38.9 |
| NOON-1PM | 1356 | 0.0 | 1500 | 1356 | 0 | 0.84 | 0 | 63.8 | 57.9 | 34.0 |
| 1-2 PM | 1351 | 0.0 | 1499 | 1351 | 0 | 0.83 | 0 | 63.8 | 57.9 | 34.2 |
| 2-3 PM | 1566 | 0.0 | 1499 | 1566 | 0 | 1.68 | 20 | 63.5 | 52.6 | 31.1 |
| 3-4 PM | 2112 | 0.0 | 1500 | 1743 | 370 | 11.28+ | 301 | 62.5 | 26.4 | 31.2 |
| 4-5 PM | 2579 | 0.0 | 1500 | 1500 | 1079 | 15.33+ | 400 | 60.1 | 21.5 | 31.5 |
| 5-6 PM | 2778 | 0.0 | 1500 | 1500 | 1278 | 15.03+ | 400 | 58.1 | 21.5 | 31.5 |
| 6-7 PM | 1669 | 0.0 | 1500 | 1548 | 121 | 15.21+ | 383 | 63.3 | 22.1 | 30.8 |
| 7-8 PM | 1067 | 0.0 | 1499 | 1067 | 0 | 6.14 | 184 | 64.4 | 36.5 | 36.1 |
| 8-9 PM | 845 | 0.0 | 1500 | 845 | 0 | 0.50 | 0 | 64.8 | 60.9 | 42.2 |
| 9-10 PM | 854 | 0.0 | 1500 | 854 | 0 | 0.51 | 0 | 64.8 | 60.9 | 42.2 |
| 10-11 PM | 666 | 0.0 | 1500 | 666 | 0 | 0.49 | 0 | 65.1 | 61.4 | 42.9 |
| 11PM-MID | 584 | 0.0 | 1500 | 584 | 0 | 0.48 | 0 | 65.3 | 61.5 | 43.2 |

+ 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 |

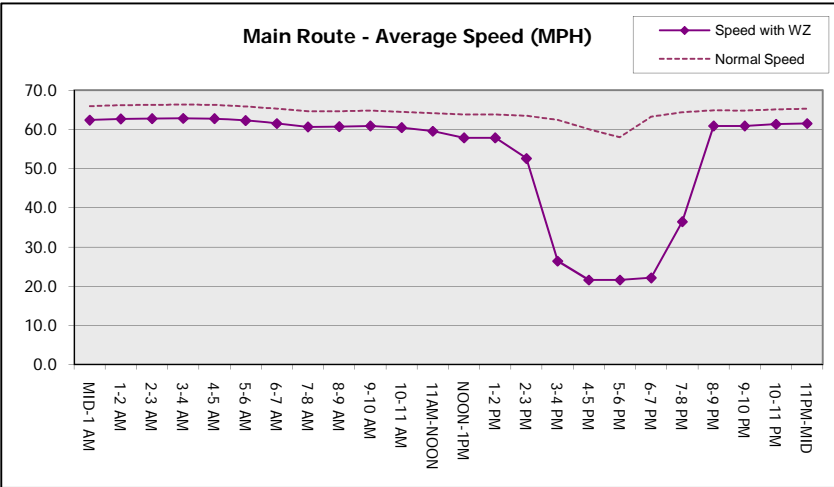
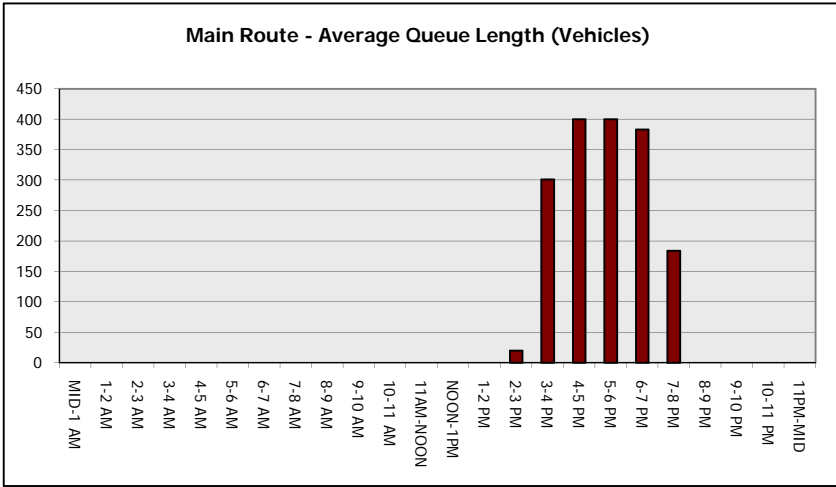
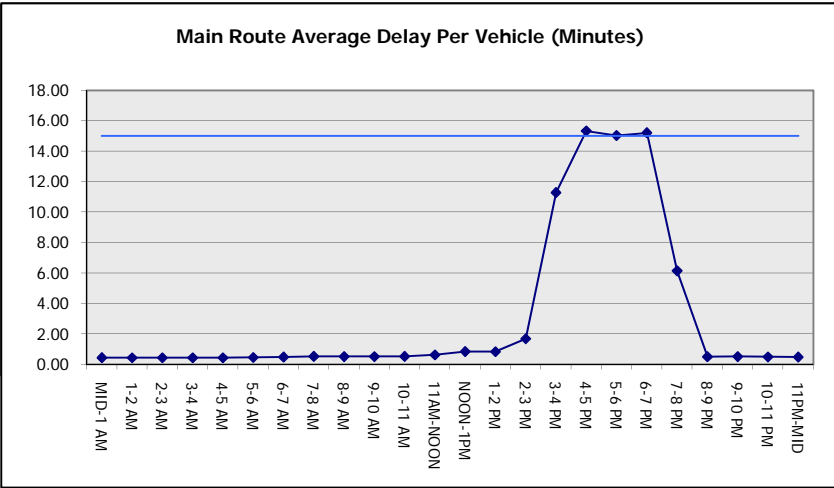
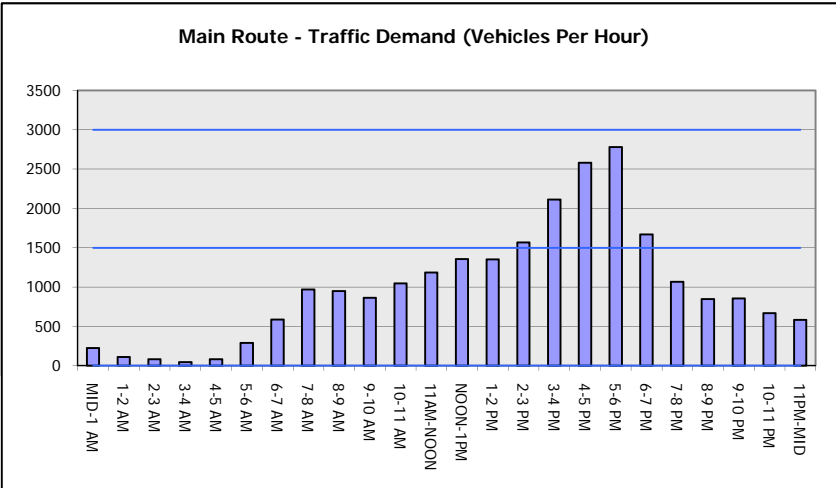
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0326 |
| MAIN ROUTE WITH WORKS | 0.0274 |
| 'DIVERSION' | 0.0090 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$32,234 |
| CONGESTED HOURS PER DAY* | 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)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 99 | 0.0 | 1500 | 99 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.1 |
| 1-2 AM | 70 | 0.0 | 1500 | 70 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.2 |
| 2-3 AM | 59 | 0.0 | 1500 | 59 | 0 | 0.43 | 0 | 66.3 | 62.8 | 45.3 |
| 3-4 AM | 101 | 0.0 | 1500 | 101 | 0 | 0.43 | 0 | 66.2 | 62.7 | 45.1 |
| 4-5 AM | 259 | 0.0 | 1500 | 259 | 0 | 0.45 | 0 | 65.9 | 62.3 | 44.5 |
| 5-6 AM | 842 | 0.0 | 1500 | 842 | 0 | 0.50 | 0 | 64.8 | 61.0 | 42.2 |
| 6-7 AM | 1995 | 0.0 | 1499 | 1995 | 0 | 6.38 | 185 | 62.7 | 35.3 | 30.8 |
| 7-8 AM | 2844 | 0.0 | 1500 | 1500 | 1344 | 14.92+ | 400 | 57.4 | 21.5 | 32.0 |
| 8-9 AM | 2053 | 0.0 | 1499 | 1434 | 619 | 15.46+ | 394 | 62.5 | 21.7 | 31.4 |
| 9-10 AM | 1405 | 0.0 | 1499 | 1350 | 55 | 14.13+ | 355 | 63.8 | 23.2 | 30.8 |
| 10-11 AM | 1388 | 0.0 | 1500 | 1388 | 0 | 9.40 | 227 | 63.8 | 29.5 | 30.8 |
| 11AM-NOON | 1281 | 0.0 | 1499 | 1281 | 0 | 2.96 | 66 | 64.0 | 46.8 | 33.8 |
| NOON-1PM | 1307 | 0.0 | 1500 | 1307 | 0 | 0.77 | 0 | 64.0 | 58.4 | 35.3 |
| 1-2 PM | 1249 | 0.0 | 1500 | 1249 | 0 | 0.70 | 0 | 64.1 | 58.9 | 36.9 |
| 2-3 PM | 1288 | 0.0 | 1500 | 1288 | 0 | 0.75 | 0 | 64.0 | 58.6 | 35.8 |
| 3-4 PM | 1302 | 0.0 | 1500 | 1302 | 0 | 0.77 | 0 | 64.0 | 58.4 | 35.5 |
| 4-5 PM | 1421 | 0.0 | 1500 | 1421 | 0 | 0.92 | 0 | 63.7 | 57.2 | 32.5 |
| 5-6 PM | 1427 | 0.0 | 1500 | 1427 | 0 | 0.93 | 0 | 63.7 | 57.1 | 32.4 |
| 6-7 PM | 1046 | 0.0 | 1500 | 1046 | 0 | 0.52 | 0 | 64.5 | 60.5 | 41.5 |
| 7-8 PM | 739 | 0.0 | 1500 | 739 | 0 | 0.49 | 0 | 65.0 | 61.2 | 42.6 |
| 8-9 PM | 719 | 0.0 | 1500 | 719 | 0 | 0.49 | 0 | 65.0 | 61.2 | 42.7 |
| 9-10 PM | 565 | 0.0 | 1500 | 565 | 0 | 0.48 | 0 | 65.3 | 61.6 | 43.3 |
| 10-11 PM | 467 | 0.0 | 1500 | 467 | 0 | 0.47 | 0 | 65.5 | 61.9 | 43.7 |
| 11PM-MID | 315 | 0.0 | 1500 | 315 | 0 | 0.45 | 0 | 65.8 | 62.2 | 44.2 |

+ 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 | 0.0332 |
| MAIN ROUTE WITH WORKS | 0.0289 |
| 'DIVERSION' | 0.0064 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$29,134 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

