

STH 16: CTH C TO STH 190 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	168	0.0	1500	168	0	0.44	0	66.1	62.5	44.8	
1-2 AM	89	0.0	1500	89	0	0.43	0	66.2	62.7	45.1	
2-3 AM	62	0.0	1500	62	0	0.43	0	66.3	62.8	45.3	
3-4 AM	39	0.0	1500	39	0	0.43	0	66.3	62.8	45.3	
4-5 AM	67	0.0	1500	67	0	0.43	0	66.3	62.8	45.2	
5-6 AM	259	0.0	1500	259	0	0.45	0	65.9	62.3	44.5	
6-7 AM	680	0.0	1500	680	0	0.49	0	65.1	61.4	42.8	
7-8 AM	1089	0.0	1500	1089	0	0.53	0	64.3	60.4	41.4	
8-9 AM	978	0.0	1500	978	0	0.52	0	64.6	60.6	41.7	
9-10 AM	844	0.0	1500	844	0	0.50	0	64.8	60.9	42.2	
10-11 AM	882	0.0	1500	882	0	0.51	0	64.8	60.9	42.1	
11AM-NOON	1129	0.0	1500	1129	0	0.54	0	64.3	60.2	40.9	
NOON-1PM	1184	0.0	1500	1184	0	0.62	0	64.1	59.6	38.9	
1-2 PM	1331	0.0	1499	1331	0	0.81	0	63.9	58.1	34.7	
2-3 PM	1637	0.0	1499	1637	0	2.40	41	63.3	48.9	30.8	
3-4 PM	2191	0.0	1500	1773	418	12.98+	337	62.3	24.3	30.8	
4-5 PM	2795	0.0	1500	1500	1295	15.05+	400	57.9	21.5	30.8	
5-6 PM	2866	0.0	1500	1500	1366	14.94+	400	57.1	21.5	30.8	
6-7 PM	1733	0.0	1500	1481	252	15.71+	397	63.2	21.6	30.8	
7-8 PM	1085	0.0	1499	1085	0	7.33	212	64.3	33.6	35.4	
8-9 PM	838	0.0	1500	838	0	0.50	0	64.8	61.0	42.2	
9-10 PM	772	0.0	1500	772	0	0.50	0	65.0	61.1	42.5	
10-11 PM	646	0.0	1500	646	0	0.49	0	65.2	61.4	43.0	
11PM-MID	412	0.0	1500	412	0	0.46	0	65.6	62.0	43.8	

+ 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	0.0325
MAIN ROUTE WITH WORKS	0.0266
'DIVERSION'	0.0106
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$34,385
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

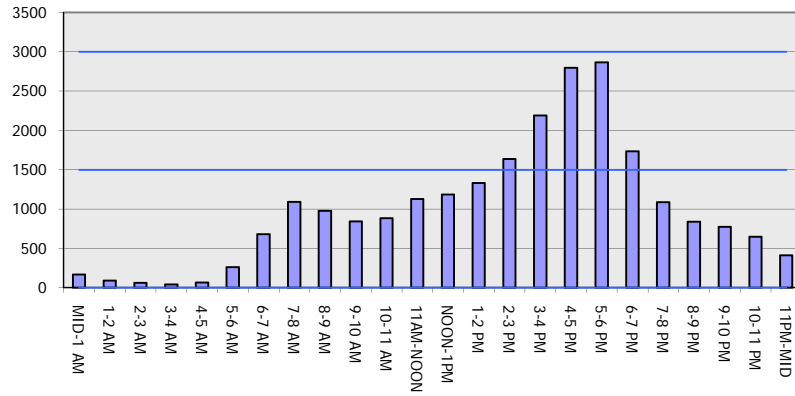
OCTOBER

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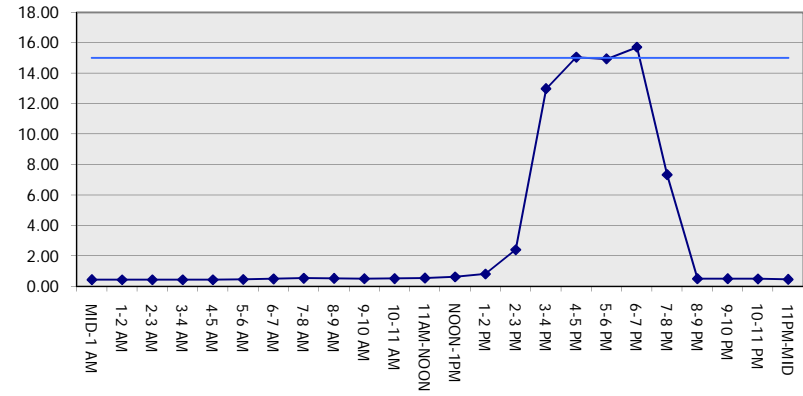
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

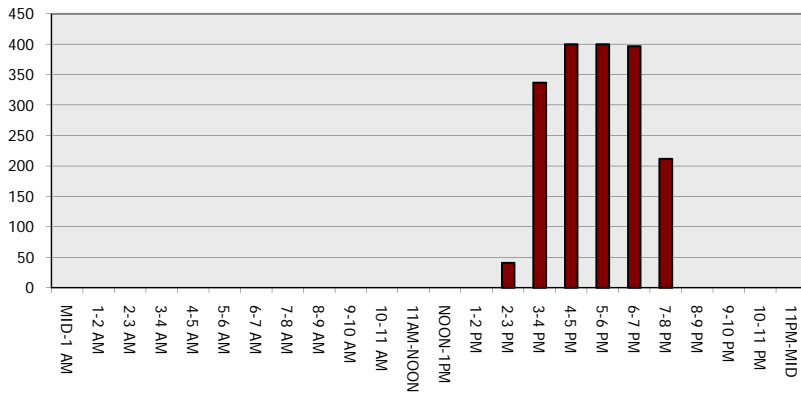
Main Route - Traffic Demand (Vehicles Per Hour)



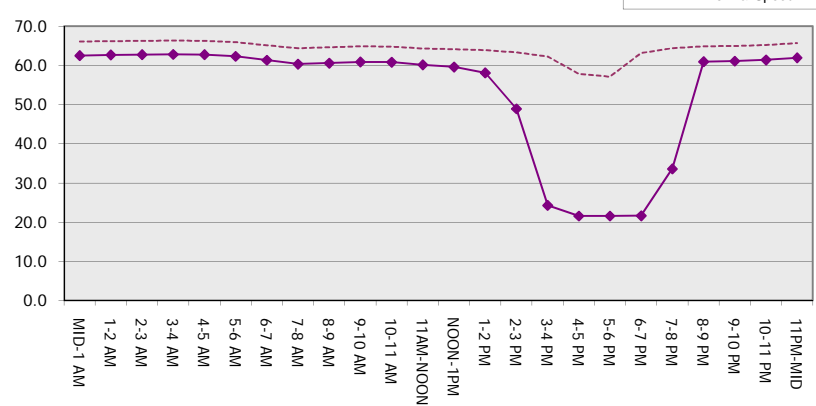
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



STH 16: CTH C TO STH 190 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	61	0.0	1500	61	0	0.43	0	66.3	62.8	45.3
1-2 AM	52	0.0	1500	52	0	0.43	0	66.3	62.8	45.3
2-3 AM	41	0.0	1500	41	0	0.43	0	66.3	62.8	45.3
3-4 AM	83	0.0	1500	83	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	943	0.0	1499	943	0	0.56	0	64.6	60.4	40.6
6-7 AM	2341	0.0	1499	1821	519	9.46+	263	62.0	29.0	30.9
7-8 AM	3313	0.0	1499	1500	1813	14.09+	399	52.5	21.5	31.7
8-9 AM	2296	0.0	1500	1538	757	15.48+	395	62.1	21.7	31.2
9-10 AM	1378	0.0	1500	1378	0	13.27	332	63.8	24.2	30.8
10-11 AM	1219	0.0	1499	1219	0	4.07	104	64.1	42.6	34.2
11AM-NOON	1253	0.0	1500	1253	0	0.71	0	64.0	58.9	36.8
NOON-1PM	1170	0.0	1500	1170	0	0.60	0	64.2	59.7	39.4
1-2 PM	1088	0.0	1500	1088	0	0.53	0	64.3	60.4	41.4
2-3 PM	1353	0.0	1500	1353	0	0.83	0	63.8	57.9	34.1
3-4 PM	1450	0.0	1500	1450	0	0.96	0	63.7	56.9	31.9
4-5 PM	1477	0.0	1499	1477	0	1.00	0	63.7	56.7	31.2
5-6 PM	1488	0.0	1499	1488	0	1.22	6	63.6	55.3	31.3
6-7 PM	1127	0.0	1500	1127	0	0.54	0	64.3	60.2	40.9
7-8 PM	595	0.0	1500	595	0	0.48	0	65.3	61.5	43.2
8-9 PM	437	0.0	1500	437	0	0.46	0	65.6	61.9	43.7
9-10 PM	456	0.0	1500	456	0	0.47	0	65.5	61.9	43.7
10-11 PM	401	0.0	1500	401	0	0.46	0	65.6	62.0	43.9
11PM-MID	242	0.0	1500	242	0	0.45	0	66.0	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	0.0335
MAIN ROUTE WITH WORKS	0.0279
'DIVERSION'	0.0098

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$29,875
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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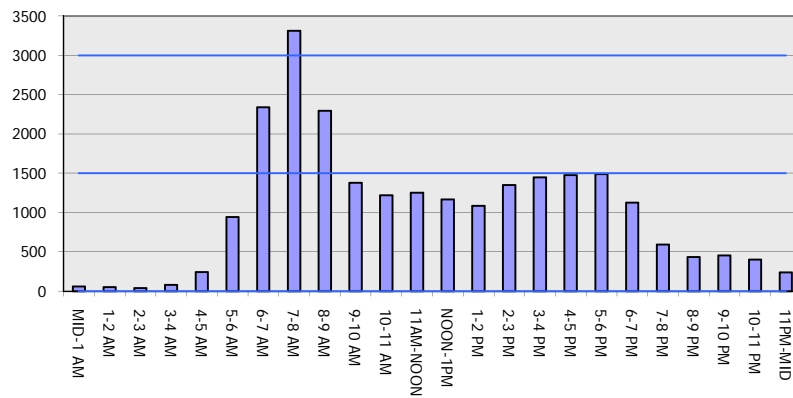
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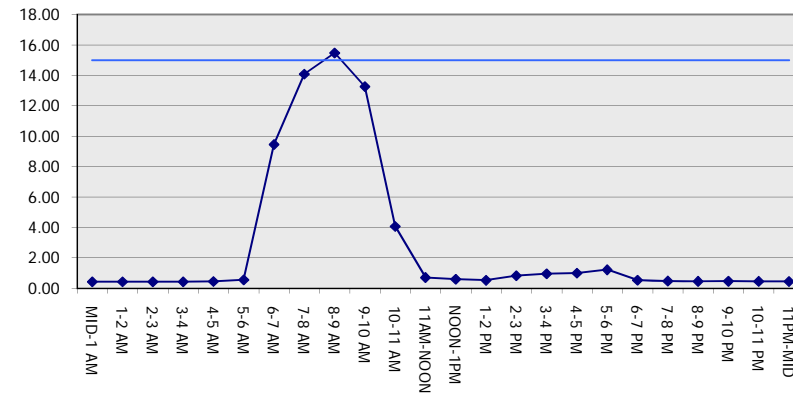
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

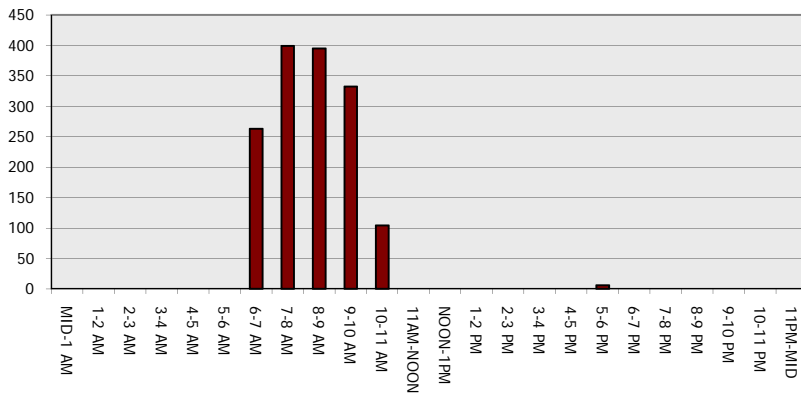
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

