

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

SUNDAY 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	259	0.0	1500	259	0	0.45	0	65.9	62.3	44.5
1-2 AM	144	0.0	1500	144	0	0.44	0	66.1	62.6	44.9
2-3 AM	123	0.0	1500	123	0	0.43	0	66.1	62.7	45.0
3-4 AM	57	0.0	1500	57	0	0.43	0	66.3	62.8	45.3
4-5 AM	38	0.0	1500	38	0	0.43	0	66.3	62.8	45.3
5-6 AM	61	0.0	1500	61	0	0.43	0	66.3	62.8	45.3
6-7 AM	86	0.0	1500	86	0	0.43	0	66.2	62.8	45.1
7-8 AM	242	0.0	1500	242	0	0.45	0	66.0	62.3	44.5
8-9 AM	378	0.0	1500	378	0	0.46	0	65.7	62.0	44.0
9-10 AM	482	0.0	1500	482	0	0.47	0	65.5	61.8	43.6
10-11 AM	738	0.0	1500	738	0	0.49	0	65.0	61.2	42.6
11AM-NOON	987	0.0	1500	987	0	0.52	0	64.5	60.6	41.7
NOON-1PM	1054	0.0	1500	1054	0	0.52	0	64.4	60.5	41.5
1-2 PM	956	0.0	1500	956	0	0.51	0	64.6	60.7	41.9
2-3 PM	858	0.0	1500	858	0	0.51	0	64.8	60.9	42.2
3-4 PM	1090	0.0	1500	1090	0	0.53	0	64.3	60.4	41.4
4-5 PM	1072	0.0	1500	1072	0	0.53	0	64.4	60.4	41.4
5-6 PM	889	0.0	1500	889	0	0.51	0	64.7	60.9	42.0
6-7 PM	785	0.0	1500	785	0	0.50	0	64.9	61.1	42.5
7-8 PM	594	0.0	1500	594	0	0.48	0	65.3	61.5	43.2
8-9 PM	470	0.0	1500	470	0	0.47	0	65.5	61.9	43.6
9-10 PM	354	0.0	1500	354	0	0.46	0	65.7	62.1	44.1
10-11 PM	231	0.0	1500	231	0	0.44	0	66.0	62.4	44.6
11PM-MID	142	0.0	1500	142	0	0.44	0	66.1	62.6	44.9

----- 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	0.0165
MAIN ROUTE WITH WORKS	0.0157
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,542
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

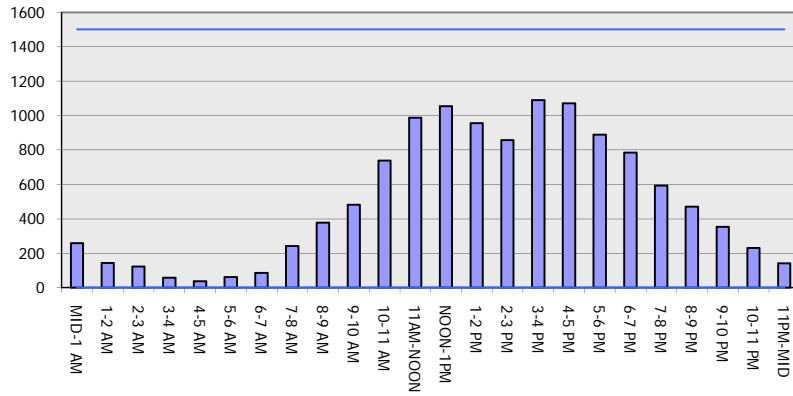
OCTOBER

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Construction Season

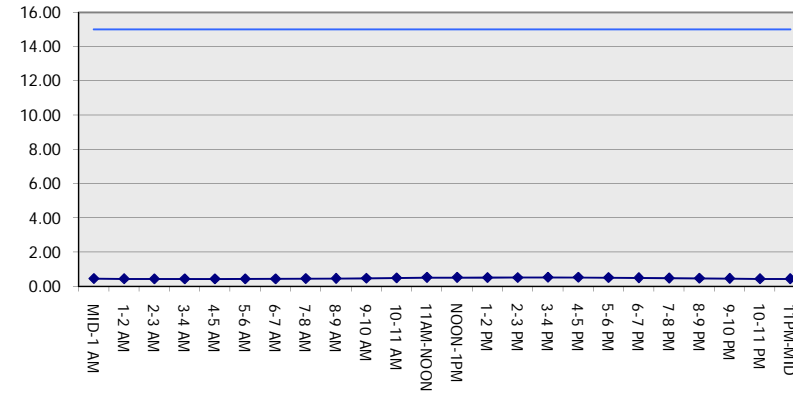
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

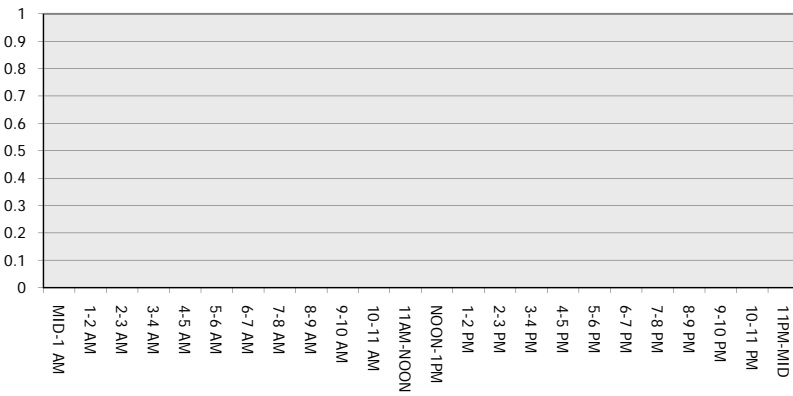
Main Route - Traffic Demand (Vehicles Per Hour)



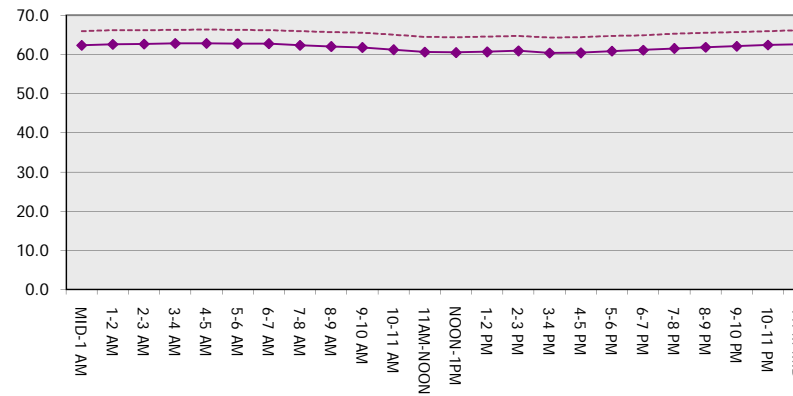
Main Route Average Delay Per Vehicle (Minutes)



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

SUNDAY 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	175	0.0	1500	175	0	0.44	0	66.1	62.5	44.8
1-2 AM	110	0.0	1500	110	0	0.43	0	66.2	62.7	45.0
2-3 AM	98	0.0	1500	98	0	0.43	0	66.2	62.7	45.1
3-4 AM	39	0.0	1500	39	0	0.43	0	66.3	62.8	45.3
4-5 AM	72	0.0	1500	72	0	0.43	0	66.3	62.8	45.2
5-6 AM	126	0.0	1500	126	0	0.43	0	66.1	62.7	45.0
6-7 AM	220	0.0	1500	220	0	0.44	0	66.0	62.4	44.6
7-8 AM	344	0.0	1500	344	0	0.46	0	65.8	62.2	44.1
8-9 AM	577	0.0	1500	577	0	0.48	0	65.3	61.6	43.2
9-10 AM	994	0.0	1500	994	0	0.52	0	64.5	60.6	41.7
10-11 AM	1054	0.0	1500	1054	0	0.52	0	64.4	60.5	41.5
11AM-NOON	1119	0.0	1500	1119	0	0.53	0	64.3	60.3	41.2
NOON-1PM	1072	0.0	1500	1072	0	0.53	0	64.4	60.4	41.4
1-2 PM	941	0.0	1500	941	0	0.51	0	64.6	60.7	41.9
2-3 PM	855	0.0	1500	855	0	0.51	0	64.8	60.9	42.2
3-4 PM	1122	0.0	1500	1122	0	0.54	0	64.3	60.3	41.1
4-5 PM	1131	0.0	1500	1131	0	0.55	0	64.3	60.2	40.8
5-6 PM	961	0.0	1500	961	0	0.52	0	64.6	60.7	41.8
6-7 PM	663	0.0	1500	663	0	0.49	0	65.1	61.4	42.9
7-8 PM	530	0.0	1500	530	0	0.47	0	65.4	61.7	43.4
8-9 PM	361	0.0	1500	361	0	0.46	0	65.7	62.1	44.0
9-10 PM	267	0.0	1500	267	0	0.45	0	65.9	62.3	44.4
10-11 PM	224	0.0	1500	224	0	0.44	0	66.0	62.4	44.6
11PM-MID	68	0.0	1500	68	0	0.43	0	66.3	62.8	45.2

----- 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	0.0180
MAIN ROUTE WITH WORKS	0.0171
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,706
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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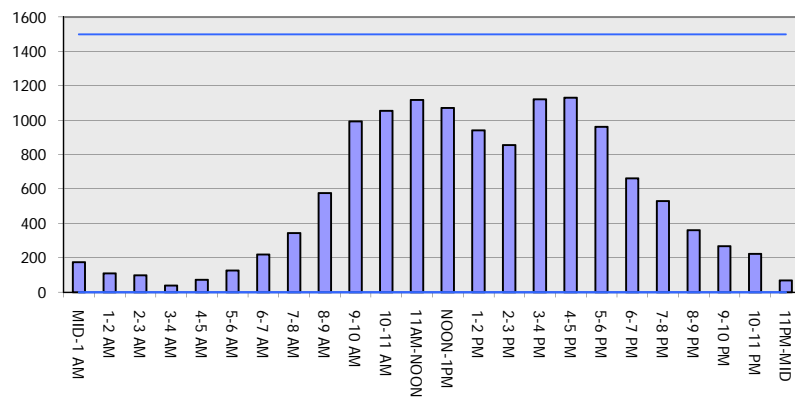
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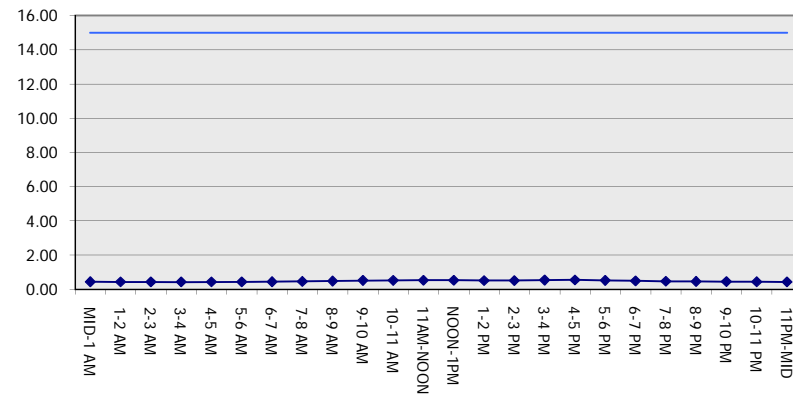
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

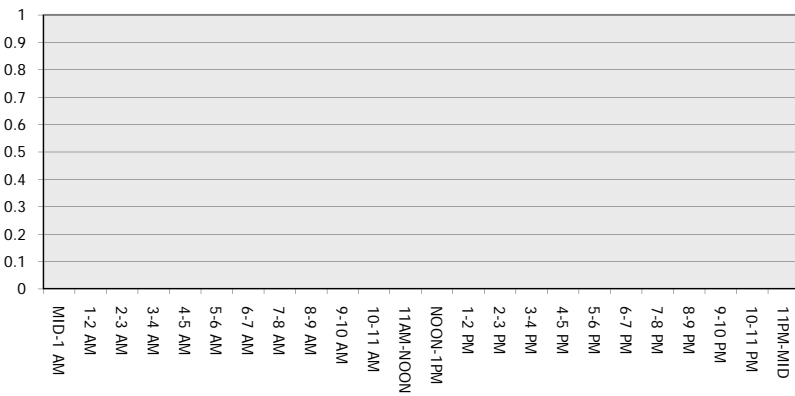
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

