

<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	162	0.0	1500	162	0	0.44	0	66.1	58.1	44.8	
1-2 AM	109	0.0	1500	109	0	0.43	0	66.2	58.2	45.0	
2-3 AM	105	0.0	1500	105	0	0.43	0	66.2	58.2	45.1	
3-4 AM	140	0.0	1500	140	0	0.44	0	66.1	58.1	44.9	
4-5 AM	313	0.0	1500	313	0	0.45	0	65.8	57.6	44.2	
5-6 AM	1006	0.0	1499	1006	0	0.58	0	64.5	54.7	40.1	
6-7 AM	2081	0.0	1499	2027	54	7.18+	223	62.5	19.9	30.8	
7-8 AM	2823	0.0	1500	1445	1378	15.27+	396	57.6	11.1	32.4	
8-9 AM	1914	0.0	1499	1455	459	15.66+	395	62.8	11.1	30.8	
9-10 AM	1688	0.0	1499	1486	202	15.78+	398	63.2	11.0	30.8	
10-11 AM	1919	0.0	1500	1500	419	15.82+	400	62.8	10.9	30.8	
11AM-NOON	1993	0.0	1500	1500	493	15.81+	400	62.7	10.9	30.8	
NOON-1PM	2190	0.0	1500	1500	690	15.79+	400	62.3	10.9	30.8	
1-2 PM	2180	0.0	1500	1500	680	15.79+	400	62.3	10.9	30.8	
2-3 PM	2165	0.0	1500	1500	665	15.79+	400	62.3	10.9	30.8	
3-4 PM	2251	0.0	1500	1500	751	15.78+	400	62.2	10.9	30.8	
4-5 PM	2339	0.0	1500	1500	839	15.77+	400	62.0	10.9	30.8	
5-6 PM	2360	0.0	1500	1500	860	15.77+	400	62.0	10.9	30.8	
6-7 PM	1859	0.0	1500	1500	359	15.82+	400	62.9	10.9	30.8	
7-8 PM	1282	0.0	1499	1282	0	12.96+	331	64.0	12.9	31.1	
8-9 PM	978	0.0	1500	978	0	1.47	41	64.6	44.5	40.5	
9-10 PM	760	0.0	1500	760	0	0.50	0	65.0	56.3	42.5	
10-11 PM	559	0.0	1500	559	0	0.48	0	65.3	56.9	43.3	
11PM-MID	422	0.0	1500	422	0	0.46	0	65.6	57.3	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

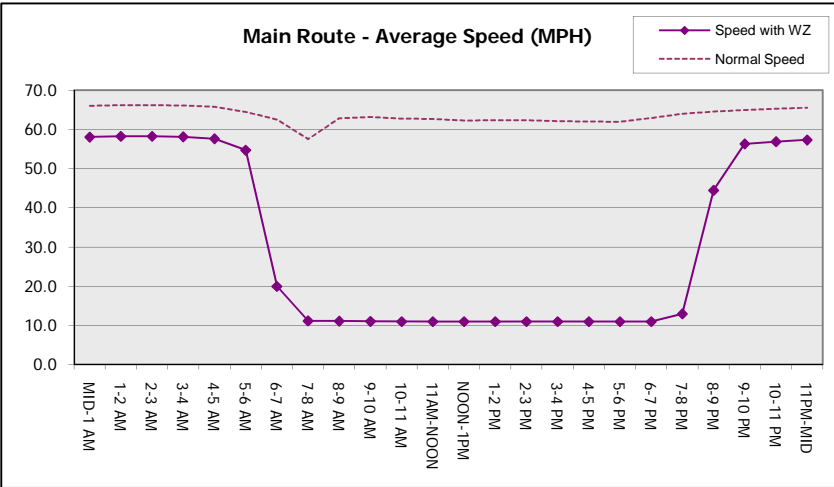
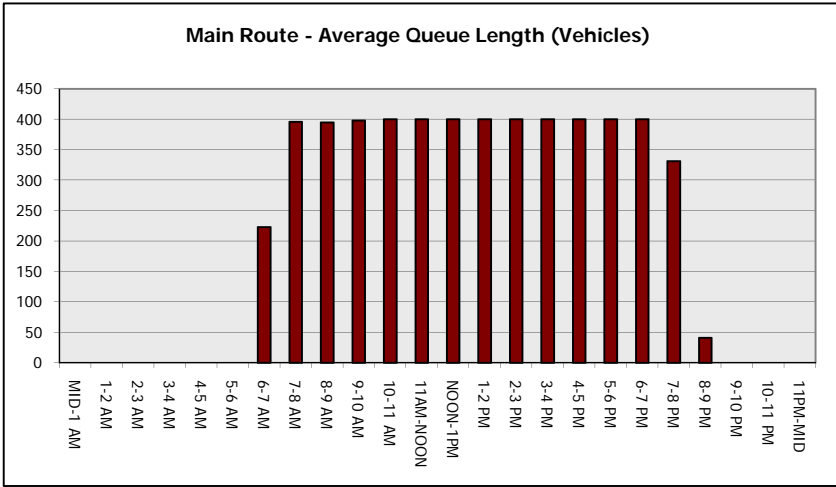
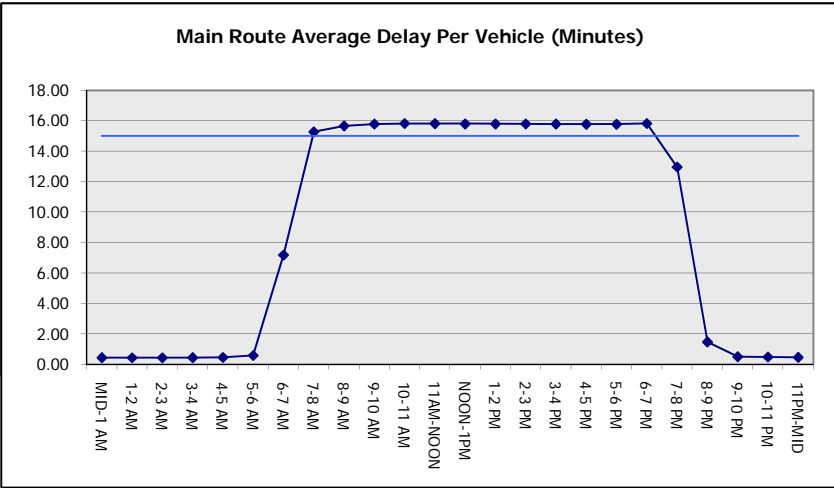
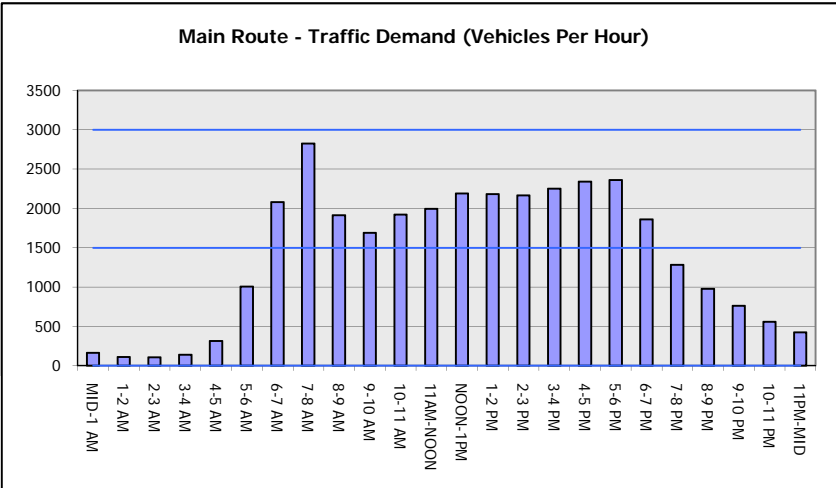
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0187
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0101
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,407
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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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	237	0.0	1500	237	0	0.45	0	66.0	57.8	44.5
1-2 AM	166	0.0	1500	166	0	0.44	0	66.1	58.1	44.8
2-3 AM	184	0.0	1500	184	0	0.44	0	66.0	58.0	44.8
3-4 AM	143	0.0	1500	143	0	0.44	0	66.1	58.1	44.9
4-5 AM	217	0.0	1500	217	0	0.44	0	66.0	57.9	44.6
5-6 AM	478	0.0	1500	478	0	0.47	0	65.5	57.1	43.6
6-7 AM	1134	0.0	1499	1134	0	0.62	0	64.3	54.0	38.9
7-8 AM	1602	0.0	1499	1602	0	2.33	39	63.4	37.2	30.8
8-9 AM	1492	0.0	1499	1492	0	4.85	103	63.6	25.7	30.8
9-10 AM	1421	0.0	1499	1421	0	2.66	47	63.7	35.2	31.1
10-11 AM	1700	0.0	1500	1700	0	4.31	101	63.2	27.5	30.8
11AM-NOON	1826	0.0	1500	1647	179	13.28+	340	63.0	12.6	30.8
NOON-1PM	2098	0.0	1499	1500	598	15.80+	400	62.5	10.9	30.8
1-2 PM	2170	0.0	1500	1500	670	15.79+	400	62.3	10.9	30.8
2-3 PM	2462	0.0	1500	1500	962	15.73+	400	61.3	10.9	30.8
3-4 PM	2909	0.0	1500	1500	1409	15.46+	400	56.7	10.9	30.8
4-5 PM	3167	0.0	1500	1500	1667	15.28+	400	54.0	10.9	30.8
5-6 PM	2736	0.0	1500	1500	1236	15.57+	400	58.5	10.9	30.8
6-7 PM	1854	0.0	1500	1533	321	15.67+	396	62.9	11.1	30.8
7-8 PM	1397	0.0	1500	1397	0	14.42+	363	63.8	11.9	30.8
8-9 PM	1194	0.0	1499	1194	0	5.20	149	64.1	24.8	33.7
9-10 PM	1034	0.0	1500	1034	0	0.52	0	64.5	55.5	41.5
10-11 PM	939	0.0	1500	939	0	0.51	0	64.6	55.8	41.9
11PM-MID	624	0.0	1500	624	0	0.48	0	65.2	56.7	43.0

+ 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	0.0185
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0091

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,534
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

