

STH 172: STH 57 TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	250	0.0	1500	250	0	0.45	0	65.9	57.8	44.5
1-2 AM	176	0.0	1500	176	0	0.44	0	66.1	58.0	44.8
2-3 AM	137	0.0	1500	137	0	0.44	0	66.1	58.1	45.0
3-4 AM	111	0.0	1500	111	0	0.43	0	66.2	58.2	45.0
4-5 AM	157	0.0	1500	157	0	0.44	0	66.1	58.1	44.8
5-6 AM	351	0.0	1500	351	0	0.46	0	65.7	57.5	44.1
6-7 AM	532	0.0	1500	532	0	0.47	0	65.4	56.9	43.4
7-8 AM	783	0.0	1500	783	0	0.50	0	64.9	56.3	42.5
8-9 AM	1055	0.0	1500	1055	0	0.52	0	64.4	55.5	41.5
9-10 AM	1426	0.0	1499	1426	0	0.93	0	63.7	49.7	32.5
10-11 AM	1648	0.0	1499	1648	0	3.10	64	63.3	32.7	30.8
11AM-NOON	1745	0.0	1500	1745	0	10.46	266	63.2	15.2	30.8
NOON-1PM	1762	0.0	1499	1500	262	15.83+	400	63.1	10.9	30.8
1-2 PM	1517	0.0	1500	1491	26	15.64+	394	63.5	11.1	30.8
2-3 PM	1475	0.0	1500	1475	0	14.92+	374	63.7	11.5	30.8
3-4 PM	1411	0.0	1499	1411	0	12.74	317	63.8	13.1	30.8
4-5 PM	1399	0.0	1499	1399	0	9.07	219	63.8	17.0	30.8
5-6 PM	1437	0.0	1500	1437	0	6.36	145	63.7	21.7	30.8
6-7 PM	1174	0.0	1500	1174	0	1.24	22	64.2	46.5	38.1
7-8 PM	836	0.0	1500	836	0	0.50	0	64.8	56.1	42.3
8-9 PM	744	0.0	1500	744	0	0.49	0	65.0	56.4	42.6
9-10 PM	679	0.0	1500	679	0	0.49	0	65.1	56.6	42.8
10-11 PM	548	0.0	1500	548	0	0.48	0	65.4	56.9	43.3
11PM-MID	375	0.0	1500	375	0	0.46	0	65.7	57.4	44.0

+ 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	0.0121
MAIN ROUTE WITH WORKS	0.0105
'DIVERSION'	0.0004
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$40,149
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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

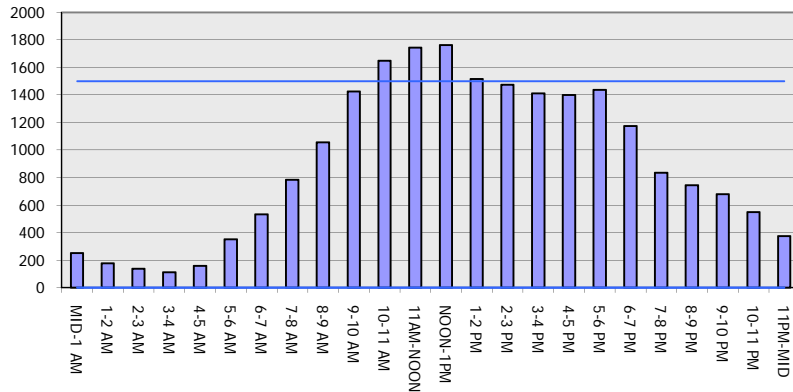
AUGUST

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Construction Season

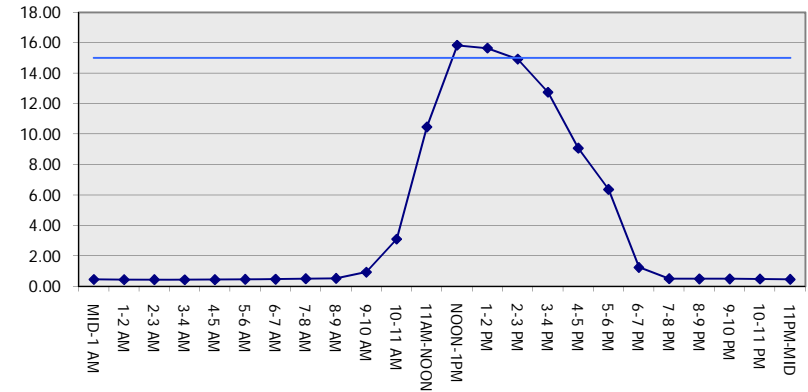
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

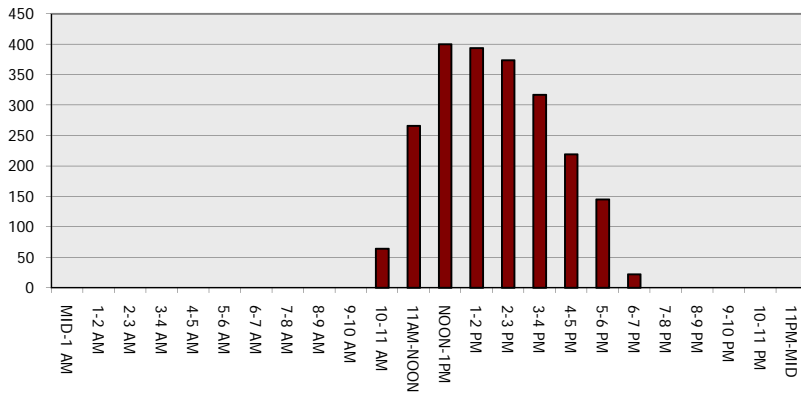
Main Route - Traffic Demand (Vehicles Per Hour)



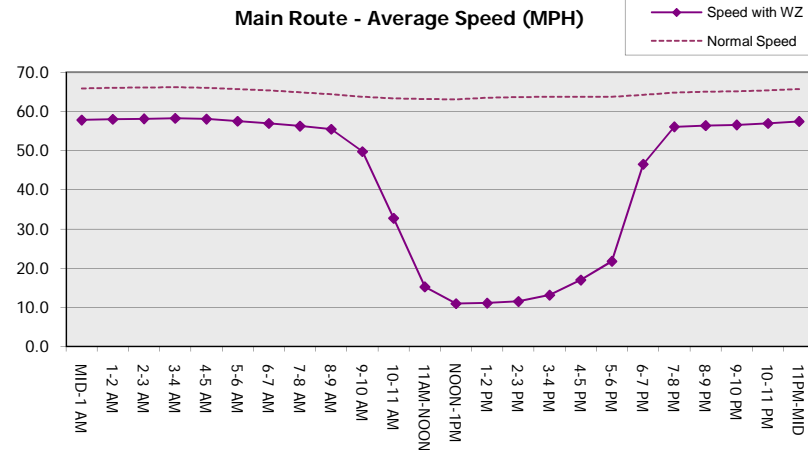
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	337	0.0	1500	337	0	0.46	0	65.8	57.6	44.2
1-2 AM	212	0.0	1500	212	0	0.44	0	66.0	57.9	44.6
2-3 AM	202	0.0	1500	202	0	0.44	0	66.0	57.9	44.6
3-4 AM	157	0.0	1500	157	0	0.44	0	66.1	58.1	44.8
4-5 AM	152	0.0	1500	152	0	0.44	0	66.1	58.1	44.9
5-6 AM	207	0.0	1500	207	0	0.44	0	66.0	57.9	44.6
6-7 AM	408	0.0	1500	408	0	0.46	0	65.6	57.3	43.8
7-8 AM	606	0.0	1500	606	0	0.48	0	65.3	56.8	43.1
8-9 AM	829	0.0	1500	829	0	0.50	0	64.8	56.1	42.3
9-10 AM	1047	0.0	1500	1047	0	0.52	0	64.5	55.5	41.5
10-11 AM	1408	0.0	1499	1408	0	0.90	0	63.8	50.1	32.9
11AM-NOON	1626	0.0	1499	1626	0	2.82	54	63.3	34.2	30.8
NOON-1PM	1679	0.0	1500	1679	0	8.81	217	63.3	17.3	30.8
1-2 PM	1576	0.0	1499	1576	0	13.72	343	63.5	12.3	30.8
2-3 PM	1678	0.0	1499	1500	178	15.84+	400	63.3	10.9	30.8
3-4 PM	1688	0.0	1500	1500	188	15.84+	400	63.2	10.9	30.8
4-5 PM	1547	0.0	1500	1518	29	15.74+	397	63.5	11.0	30.8
5-6 PM	1362	0.0	1499	1362	0	13.62+	342	63.8	12.4	30.8
6-7 PM	1153	0.0	1499	1153	0	3.35	109	64.2	31.7	36.1
7-8 PM	983	0.0	1500	983	0	0.52	0	64.6	55.7	41.7
8-9 PM	925	0.0	1500	925	0	0.51	0	64.6	55.8	41.9
9-10 PM	844	0.0	1500	844	0	0.50	0	64.8	56.1	42.2
10-11 PM	681	0.0	1500	681	0	0.49	0	65.1	56.6	42.8
11PM-MID	495	0.0	1500	495	0	0.47	0	65.5	57.1	43.5

+ 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	0.0121
MAIN ROUTE WITH WORKS	0.0105
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,126
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

