

<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	133	0.0	1500	133	0	0.44	0	66.1	58.1	45.0	
1-2 AM	98	0.0	1500	98	0	0.43	0	66.2	58.2	45.1	
2-3 AM	92	0.0	1500	92	0	0.43	0	66.2	58.2	45.1	
3-4 AM	118	0.0	1500	118	0	0.43	0	66.1	58.2	45.0	
4-5 AM	356	0.0	1500	356	0	0.46	0	65.7	57.5	44.1	
5-6 AM	1051	0.0	1499	1051	0	0.61	0	64.4	54.2	39.2	
6-7 AM	2127	0.0	1499	2010	117	7.29+	225	62.4	19.7	30.8	
7-8 AM	3147	0.0	1500	1500	1647	15.17+	400	54.3	11.1	32.9	
8-9 AM	2007	0.0	1499	1395	612	15.41+	391	62.7	11.2	31.8	
9-10 AM	1544	0.0	1500	1493	51	15.82+	399	63.5	11.0	30.8	
10-11 AM	1712	0.0	1499	1500	212	15.84+	400	63.2	10.9	30.8	
11AM-NOON	1796	0.0	1500	1500	296	15.83+	400	63.0	10.9	30.8	
NOON-1PM	1874	0.0	1500	1500	374	15.82+	400	62.9	10.9	30.8	
1-2 PM	1940	0.0	1500	1500	440	15.81+	400	62.8	10.9	30.8	
2-3 PM	2071	0.0	1500	1500	571	15.80+	400	62.5	10.9	30.8	
3-4 PM	2218	0.0	1500	1500	718	15.79+	400	62.2	10.9	30.8	
4-5 PM	2445	0.0	1500	1500	945	15.74+	400	61.5	10.9	30.8	
5-6 PM	2491	0.0	1500	1500	991	15.72+	400	61.0	10.9	30.8	
6-7 PM	2001	0.0	1500	1500	501	15.81+	400	62.7	10.9	30.8	
7-8 PM	1160	0.0	1499	1160	0	9.47	262	64.2	16.5	33.7	
8-9 PM	883	0.0	1500	883	0	0.59	2	64.8	54.8	42.1	
9-10 PM	813	0.0	1500	813	0	0.50	0	64.9	56.1	42.4	
10-11 PM	577	0.0	1500	577	0	0.48	0	65.3	56.8	43.2	
11PM-MID	345	0.0	1500	345	0	0.46	0	65.8	57.5	44.1	

+ 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	0.0184
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0096
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$95,794
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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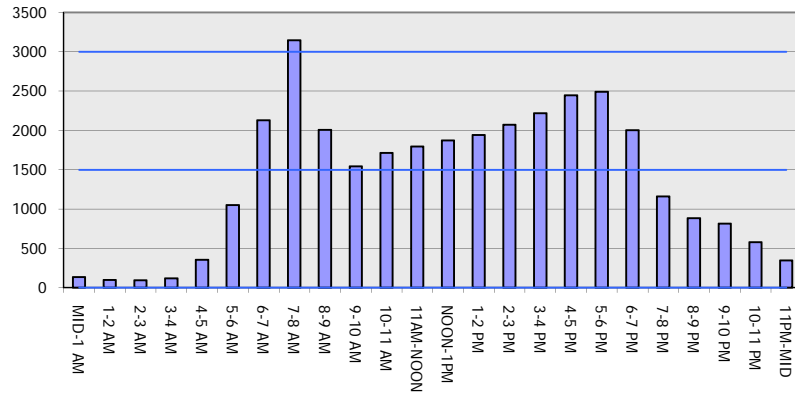
**OCTOBER**

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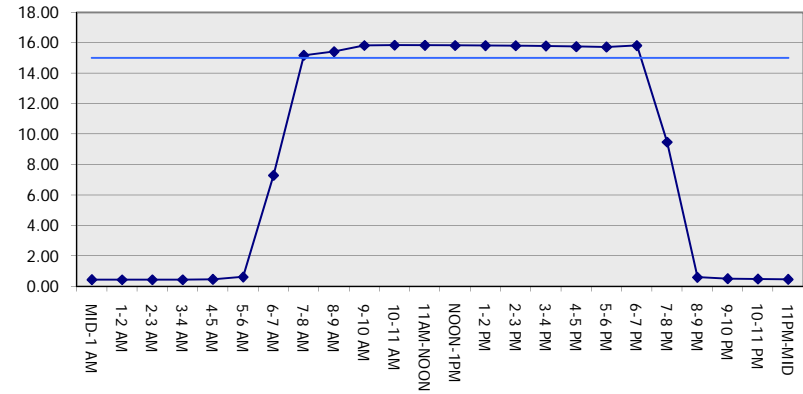
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

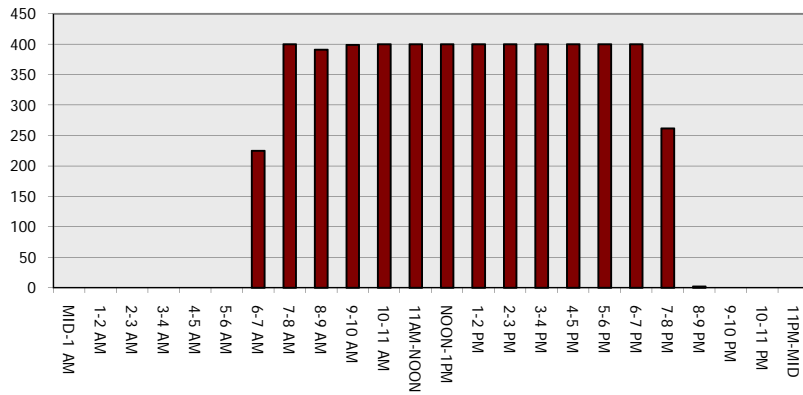
**Main Route - Traffic Demand (Vehicles Per Hour)**



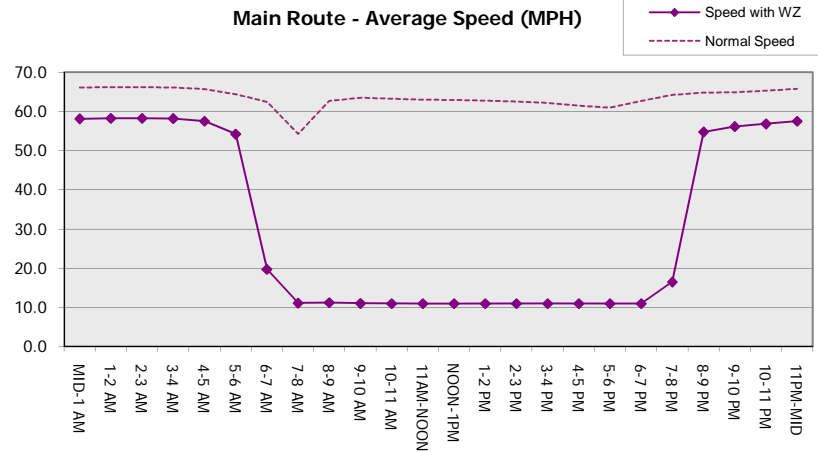
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	209	0.0	1500	209	0	0.44	0	66.0	57.9	44.6
1-2 AM	180	0.0	1500	180	0	0.44	0	66.1	58.0	44.8
2-3 AM	142	0.0	1500	142	0	0.44	0	66.1	58.1	44.9
3-4 AM	114	0.0	1500	114	0	0.43	0	66.2	58.2	45.0
4-5 AM	184	0.0	1500	184	0	0.44	0	66.0	58.0	44.8
5-6 AM	471	0.0	1500	471	0	0.47	0	65.5	57.1	43.6
6-7 AM	1163	0.0	1499	1163	0	0.64	0	64.2	53.7	38.5
7-8 AM	1577	0.0	1499	1577	0	1.98	28	63.5	39.7	30.8
8-9 AM	1481	0.0	1499	1481	0	3.88	77	63.7	29.2	30.8
9-10 AM	1274	0.0	1500	1274	0	0.97	7	64.0	49.4	35.8
10-11 AM	1492	0.0	1499	1492	0	1.18	5	63.6	46.8	31.4
11AM-NOON	1709	0.0	1500	1709	0	4.64	110	63.2	26.3	30.8
NOON-1PM	2014	0.0	1500	1706	308	14.58+	372	62.7	11.7	30.8
1-2 PM	2053	0.0	1499	1500	553	15.80+	400	62.5	10.9	30.8
2-3 PM	2282	0.0	1500	1500	782	15.78+	400	62.2	10.9	30.8
3-4 PM	2995	0.0	1500	1500	1496	15.40+	400	55.8	10.9	30.8
4-5 PM	3478	0.0	1500	1500	1978	15.03+	400	50.9	10.9	30.8
5-6 PM	2949	0.0	1500	1500	1449	15.43+	400	56.3	10.9	30.8
6-7 PM	2036	0.0	1500	1495	541	15.79+	399	62.6	11.0	30.8
7-8 PM	1341	0.0	1499	1290	51	13.29+	337	63.9	12.7	30.8
8-9 PM	1146	0.0	1499	1146	0	2.32	72	64.3	37.6	37.3
9-10 PM	1232	0.0	1500	1232	0	0.68	0	64.1	53.1	37.4
10-11 PM	798	0.0	1500	798	0	0.50	0	64.9	56.2	42.4
11PM-MID	562	0.0	1500	562	0	0.48	0	65.3	56.9	43.3

+ 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	0.0183
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0092

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,473
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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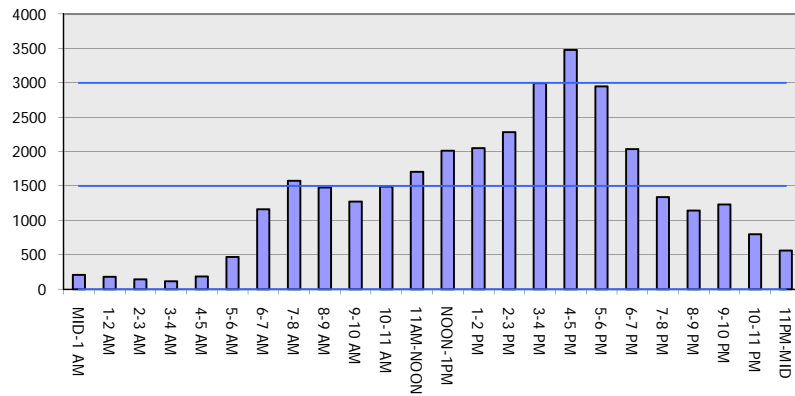
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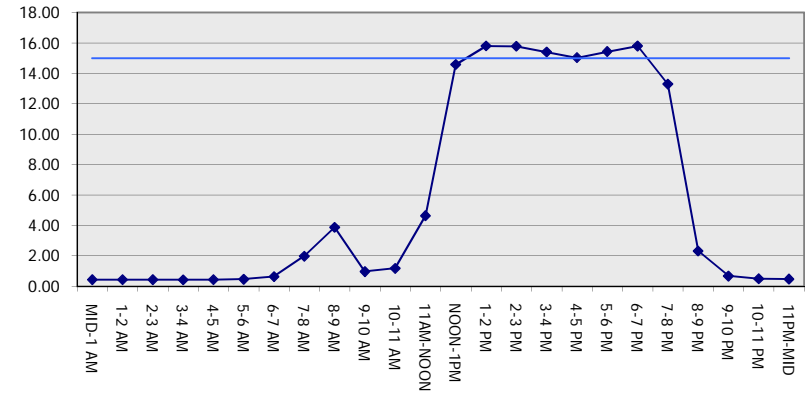
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

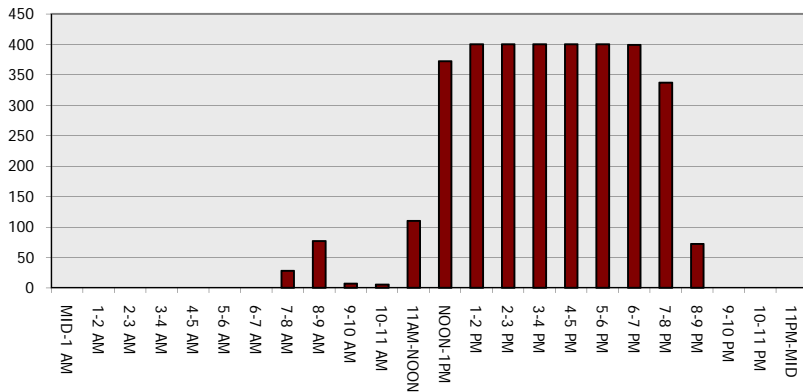
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

