

<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**

MON-THUR                  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	109	0.0	1500	109	0	0.43	0	66.2	58.2	45.0	
1-2 AM	71	0.0	1500	71	0	0.43	0	66.3	58.3	45.2	
2-3 AM	72	0.0	1500	72	0	0.43	0	66.3	58.3	45.2	
3-4 AM	108	0.0	1500	108	0	0.43	0	66.2	58.2	45.1	
4-5 AM	352	0.0	1500	352	0	0.46	0	65.7	57.5	44.1	
5-6 AM	1127	0.0	1499	1127	0	0.67	0	64.3	53.3	37.9	
6-7 AM	2309	0.0	1499	1842	467	9.00+	259	62.1	17.0	30.8	
7-8 AM	3345	0.0	1499	1500	1845	15.14+	400	52.2	10.9	30.8	
8-9 AM	1981	0.0	1500	1557	424	15.56+	393	62.7	11.1	30.8	
9-10 AM	1545	0.0	1499	1496	49	15.81+	398	63.5	11.0	30.8	
10-11 AM	1563	0.0	1499	1500	63	15.85+	400	63.5	10.9	30.8	
11AM-NOON	1607	0.0	1500	1500	107	15.85+	400	63.4	10.9	30.8	
NOON-1PM	1727	0.0	1500	1500	227	15.83+	400	63.2	10.9	30.8	
1-2 PM	1727	0.0	1500	1500	227	15.83+	400	63.2	10.9	30.8	
2-3 PM	1851	0.0	1500	1500	351	15.82+	400	62.9	10.9	30.8	
3-4 PM	2007	0.0	1500	1500	507	15.81+	400	62.7	10.9	30.8	
4-5 PM	2214	0.0	1500	1500	714	15.79+	400	62.3	10.9	30.8	
5-6 PM	2180	0.0	1500	1500	680	15.79+	400	62.3	10.9	30.8	
6-7 PM	1439	0.0	1500	1389	51	14.65+	370	63.7	11.7	30.8	
7-8 PM	883	0.0	1499	883	0	2.07	77	64.8	39.5	40.4	
8-9 PM	671	0.0	1500	671	0	0.49	0	65.1	56.6	42.8	
9-10 PM	530	0.0	1500	530	0	0.47	0	65.4	57.0	43.4	
10-11 PM	367	0.0	1500	367	0	0.46	0	65.7	57.4	44.0	
11PM-MID	208	0.0	1500	208	0	0.44	0	66.0	57.9	44.6	

+ 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	0.0167
MAIN ROUTE WITH WORKS	0.0119
'DIVERSION'	0.0074
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$84,485
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

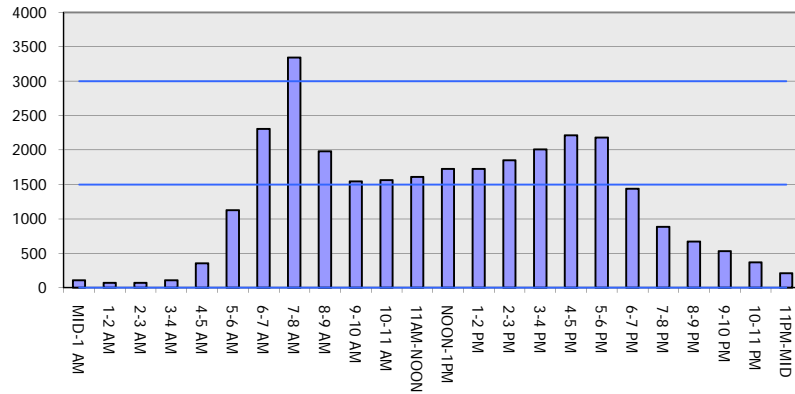
Analyzed for 2009  
Construction Season

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

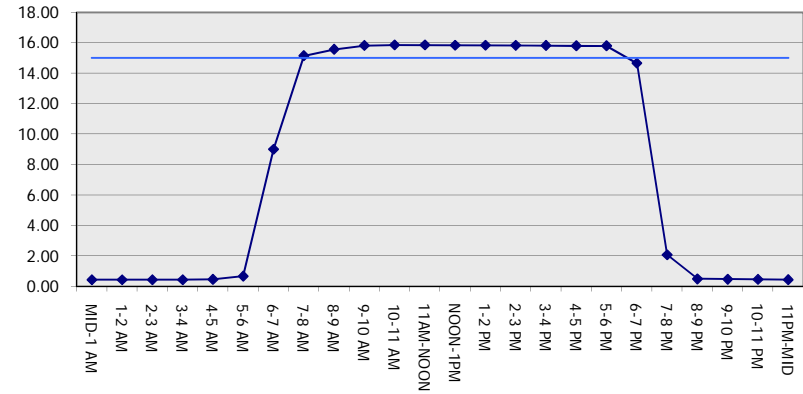
**MON-THUR**

**WESTBOUND DIRECTION**

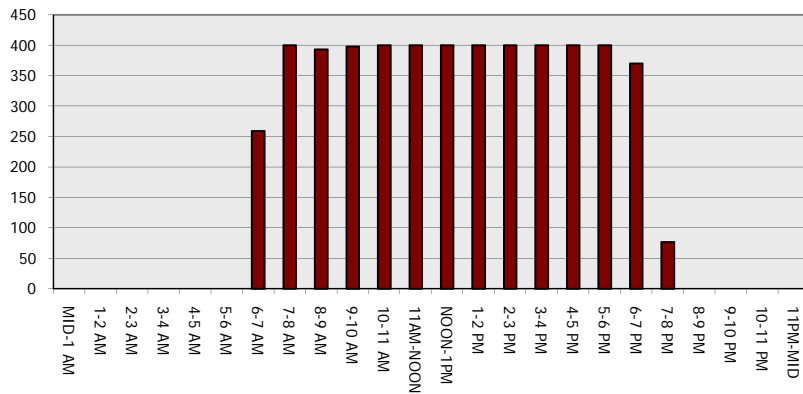
**Main Route - Traffic Demand (Vehicles Per Hour)**



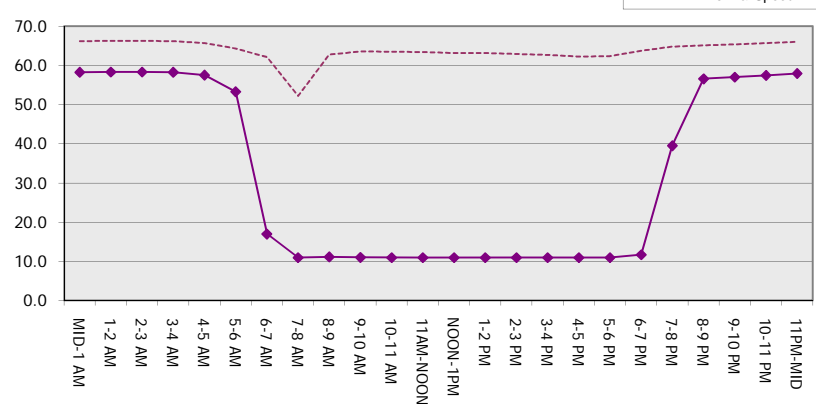
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	179	0.0	1500	179	0	0.44	0	66.1	58.0	44.8
1-2 AM	113	0.0	1500	113	0	0.43	0	66.2	58.2	45.0
2-3 AM	111	0.0	1500	111	0	0.43	0	66.2	58.2	45.0
3-4 AM	122	0.0	1500	122	0	0.43	0	66.1	58.2	45.0
4-5 AM	210	0.0	1500	210	0	0.44	0	66.0	57.9	44.6
5-6 AM	538	0.0	1500	538	0	0.47	0	65.4	56.9	43.3
6-7 AM	1141	0.0	1499	1141	0	0.62	0	64.3	54.0	38.9
7-8 AM	1591	0.0	1499	1591	0	2.20	35	63.4	38.1	30.8
8-9 AM	1470	0.0	1499	1470	0	4.21	86	63.7	27.9	30.8
9-10 AM	1277	0.0	1500	1277	0	1.03	9	64.0	48.7	35.7
10-11 AM	1297	0.0	1500	1297	0	0.76	0	64.0	51.9	35.6
11AM-NOON	1445	0.0	1499	1445	0	0.95	0	63.7	49.4	32.0
NOON-1PM	1618	0.0	1499	1618	0	2.75	52	63.3	34.7	30.8
1-2 PM	1673	0.0	1499	1673	0	7.98	194	63.3	18.6	30.8
2-3 PM	1924	0.0	1500	1651	273	15.11+	383	62.8	11.4	30.8
3-4 PM	2652	0.0	1499	1500	1152	15.62+	400	59.3	10.9	30.8
4-5 PM	3265	0.0	1500	1500	1765	15.20+	400	53.0	10.9	30.8
5-6 PM	2845	0.0	1500	1500	1345	15.50+	400	57.4	10.9	30.8
6-7 PM	1745	0.0	1500	1427	318	15.54+	392	63.2	11.1	30.8
7-8 PM	1234	0.0	1499	1234	0	9.87	257	64.1	16.0	32.1
8-9 PM	1036	0.0	1500	1036	0	0.84	12	64.5	51.2	41.2
9-10 PM	969	0.0	1500	969	0	0.52	0	64.6	55.7	41.8
10-11 PM	578	0.0	1500	578	0	0.48	0	65.3	56.8	43.2
11PM-MID	400	0.0	1500	400	0	0.46	0	65.6	57.4	43.9

+ 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	0.0164
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0063

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,939
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

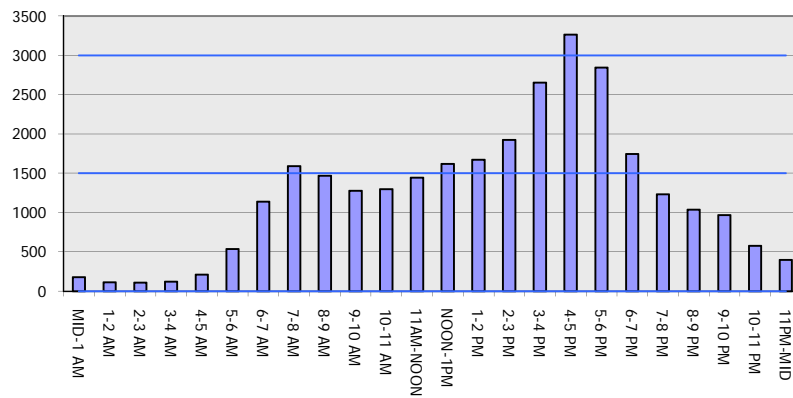
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

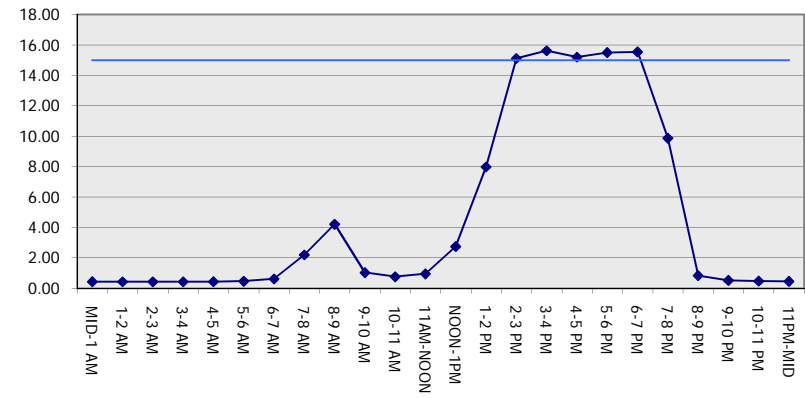
**MON-THUR**

**EASTBOUND DIRECTION**

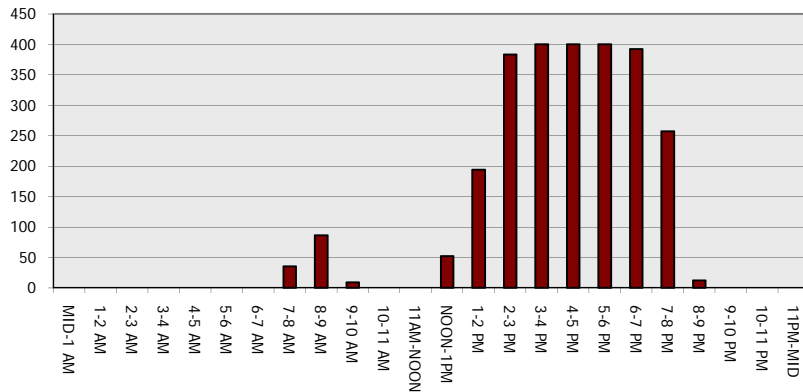
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

