

STH 172: STH 57 TO IH 43 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	223	0.0	1500	223	0	0.44	0	66.0	57.9	44.6
1-2 AM	132	0.0	1500	132	0	0.44	0	66.1	58.2	45.0
2-3 AM	114	0.0	1500	114	0	0.43	0	66.2	58.2	45.0
3-4 AM	101	0.0	1500	101	0	0.43	0	66.2	58.2	45.1
4-5 AM	178	0.0	1500	178	0	0.44	0	66.1	58.0	44.8
5-6 AM	336	0.0	1500	336	0	0.46	0	65.8	57.6	44.2
6-7 AM	580	0.0	1500	580	0	0.48	0	65.3	56.8	43.2
7-8 AM	874	0.0	1500	874	0	0.51	0	64.8	56.0	42.1
8-9 AM	1341	0.0	1499	1341	0	0.82	0	63.9	51.2	34.6
9-10 AM	1600	0.0	1499	1600	0	2.26	37	63.4	37.7	30.8
10-11 AM	1732	0.0	1500	1732	0	8.23	207	63.2	18.1	30.8
11AM-NOON	1882	0.0	1499	1556	325	15.58+	393	62.9	11.1	30.8
NOON-1PM	1902	0.0	1500	1500	402	15.82+	400	62.8	10.9	30.8
1-2 PM	1794	0.0	1500	1500	294	15.83+	400	63.0	10.9	30.8
2-3 PM	1743	0.0	1500	1500	243	15.83+	400	63.2	10.9	30.8
3-4 PM	1682	0.0	1500	1500	182	15.84+	400	63.3	10.9	30.8
4-5 PM	1674	0.0	1500	1500	174	15.84+	400	63.3	10.9	30.8
5-6 PM	1637	0.0	1500	1500	137	15.84+	400	63.3	10.9	30.8
6-7 PM	1498	0.0	1500	1474	23	15.43+	388	63.6	11.2	30.8
7-8 PM	1124	0.0	1499	1124	0	6.31	192	64.3	21.9	34.5
8-9 PM	921	0.0	1500	921	0	0.51	0	64.6	55.9	42.0
9-10 PM	743	0.0	1500	743	0	0.49	0	65.0	56.4	42.6
10-11 PM	530	0.0	1500	530	0	0.47	0	65.4	57.0	43.4
11PM-MID	365	0.0	1500	365	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	0.0138
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0023
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,968
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

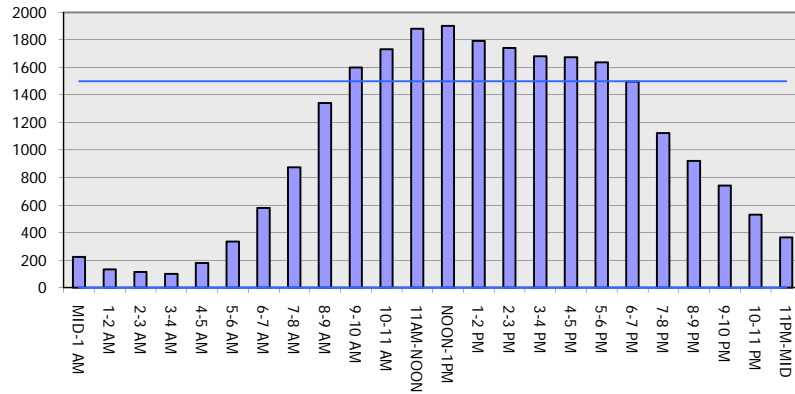
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OCTOBER

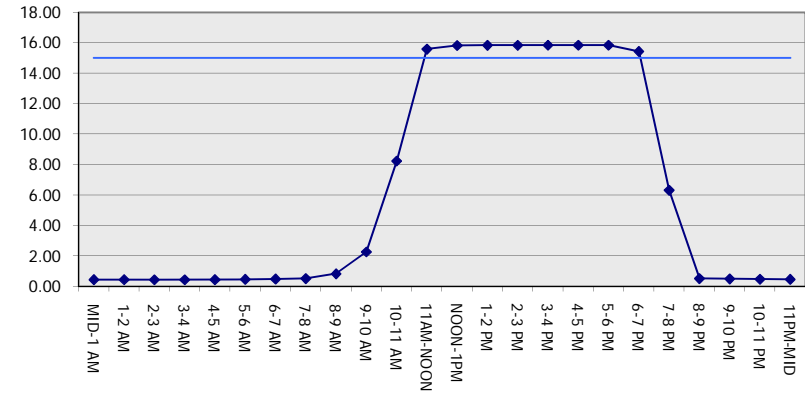
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

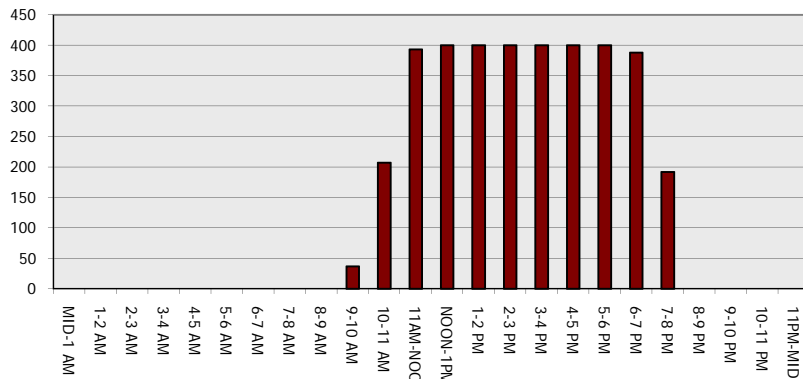
Main Route - Traffic Demand (Vehicles Per Hour)



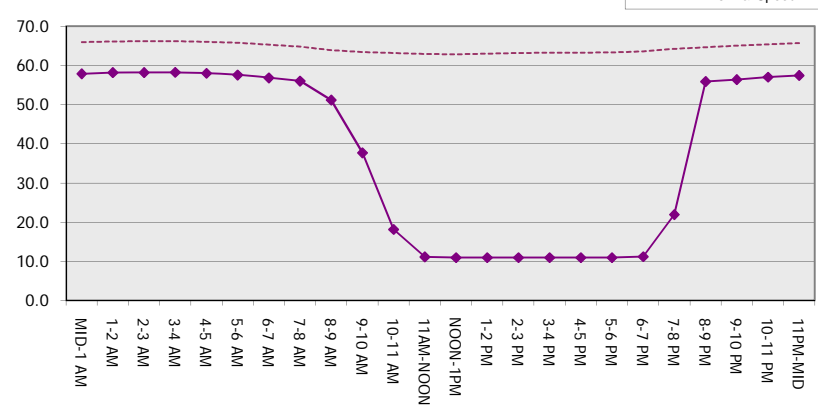
Main Route Average Delay Per Vehicle (Minutes)



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	364	0.0	1500	364	0	0.46	0	65.7	57.4	44.0
1-2 AM	197	0.0	1500	197	0	0.44	0	66.0	57.9	44.7
2-3 AM	188	0.0	1500	188	0	0.44	0	66.0	58.0	44.7
3-4 AM	259	0.0	1500	259	0	0.45	0	65.9	57.8	44.5
4-5 AM	256	0.0	1500	256	0	0.45	0	65.9	57.8	44.5
5-6 AM	311	0.0	1500	311	0	0.45	0	65.8	57.6	44.2
6-7 AM	370	0.0	1500	370	0	0.46	0	65.7	57.4	44.0
7-8 AM	523	0.0	1500	523	0	0.47	0	65.4	57.0	43.4
8-9 AM	869	0.0	1500	869	0	0.51	0	64.8	56.0	42.2
9-10 AM	1028	0.0	1499	1028	0	0.52	0	64.5	55.5	41.5
10-11 AM	1595	0.0	1499	1595	0	1.83	26	63.4	40.8	30.8
11AM-NOON	1723	0.0	1500	1723	0	8.22	205	63.2	18.2	30.8
NOON-1PM	1640	0.0	1499	1579	61	15.02+	379	63.3	11.4	30.8
1-2 PM	1576	0.0	1500	1500	76	15.85+	400	63.5	10.9	30.8
2-3 PM	1619	0.0	1500	1500	119	15.85+	400	63.3	10.9	30.8
3-4 PM	1608	0.0	1500	1500	108	15.85+	400	63.4	10.9	30.8
4-5 PM	1580	0.0	1500	1500	80	15.85+	400	63.5	10.9	30.8
5-6 PM	1549	0.0	1500	1500	49	15.85+	400	63.5	10.9	30.8
6-7 PM	1530	0.0	1500	1490	39	15.72+	396	63.5	11.1	30.8
7-8 PM	1156	0.0	1499	1156	0	8.39	232	64.2	18.0	33.2
8-9 PM	993	0.0	1500	993	0	0.58	2	64.5	54.8	41.7
9-10 PM	963	0.0	1500	963	0	0.52	0	64.6	55.8	41.8
10-11 PM	697	0.0	1500	697	0	0.49	0	65.1	56.5	42.8
11PM-MID	637	0.0	1500	637	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	0.0129
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0007

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,448
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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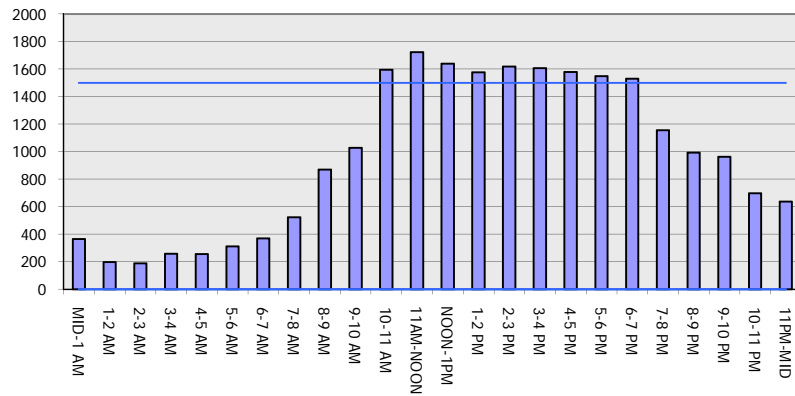
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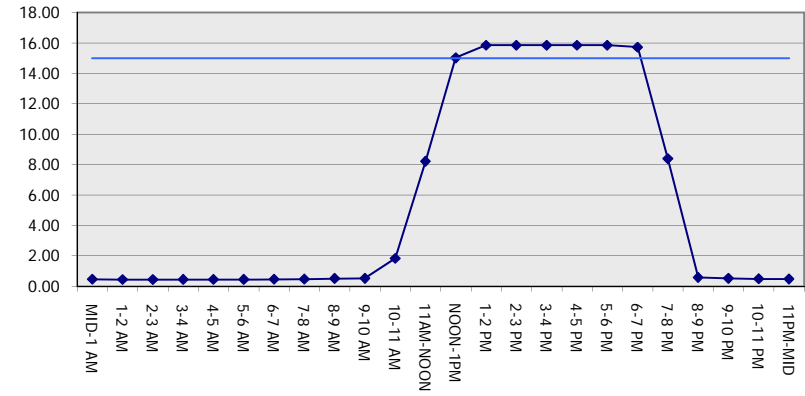
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

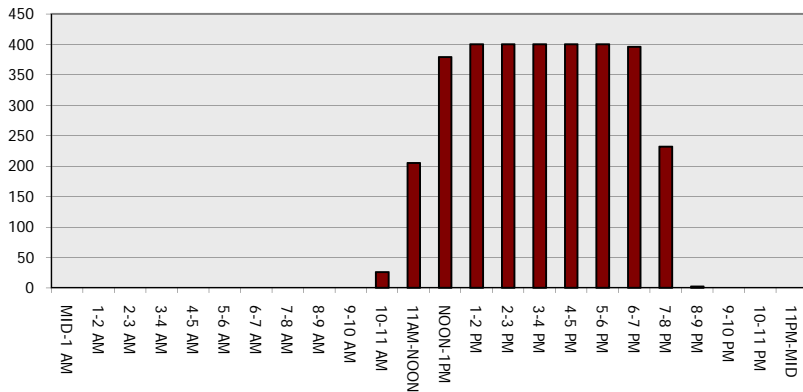
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

