

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

SUNDAY 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	208	0.0	1500	208	0	0.44	0	66.0	57.9	44.6	
1-2 AM	135	0.0	1500	135	0	0.44	0	66.1	58.1	45.0	
2-3 AM	109	0.0	1500	109	0	0.43	0	66.2	58.2	45.0	
3-4 AM	90	0.0	1500	90	0	0.43	0	66.2	58.3	45.1	
4-5 AM	125	0.0	1500	125	0	0.43	0	66.1	58.2	45.0	
5-6 AM	258	0.0	1500	258	0	0.45	0	65.9	57.8	44.5	
6-7 AM	320	0.0	1500	320	0	0.45	0	65.8	57.6	44.2	
7-8 AM	568	0.0	1500	568	0	0.48	0	65.3	56.9	43.2	
8-9 AM	1054	0.0	1499	1054	0	0.58	0	64.4	54.7	40.1	
9-10 AM	1810	0.0	1499	1810	0	4.67	125	63.0	26.2	30.8	
10-11 AM	2008	0.0	1499	1572	436	15.52+	392	62.7	11.1	30.8	
11AM-NOON	1653	0.0	1500	1509	144	15.80+	398	63.3	11.0	30.8	
NOON-1PM	1653	0.0	1499	1500	153	15.84+	400	63.3	10.9	30.8	
1-2 PM	1527	0.0	1500	1508	18	15.76+	397	63.5	11.0	30.8	
2-3 PM	1729	0.0	1500	1500	229	15.83+	400	63.2	10.9	30.8	
3-4 PM	1764	0.0	1500	1500	264	15.83+	400	63.1	10.9	30.8	
4-5 PM	1848	0.0	1500	1500	348	15.82+	400	63.0	10.9	30.8	
5-6 PM	1615	0.0	1500	1500	115	15.85+	400	63.4	10.9	30.8	
6-7 PM	1062	0.0	1499	1062	0	6.23	210	64.4	22.1	35.8	
7-8 PM	687	0.0	1500	687	0	0.49	0	65.1	56.5	42.8	
8-9 PM	415	0.0	1500	415	0	0.46	0	65.6	57.3	43.8	
9-10 PM	374	0.0	1500	374	0	0.46	0	65.7	57.4	44.0	
10-11 PM	277	0.0	1500	277	0	0.45	0	65.9	57.8	44.4	
11PM-MID	194	0.0	1500	194	0	0.44	0	66.0	58.0	44.7	

+ 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	0.0120
MAIN ROUTE WITH WORKS	0.0097
'DIVERSION'	0.0022
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,775
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

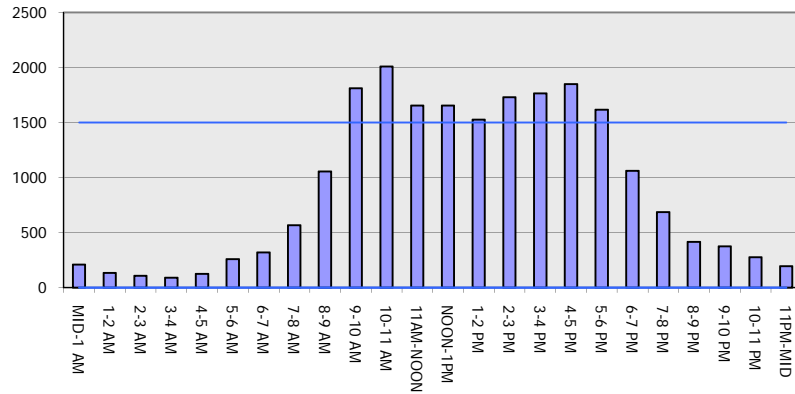
OCTOBER

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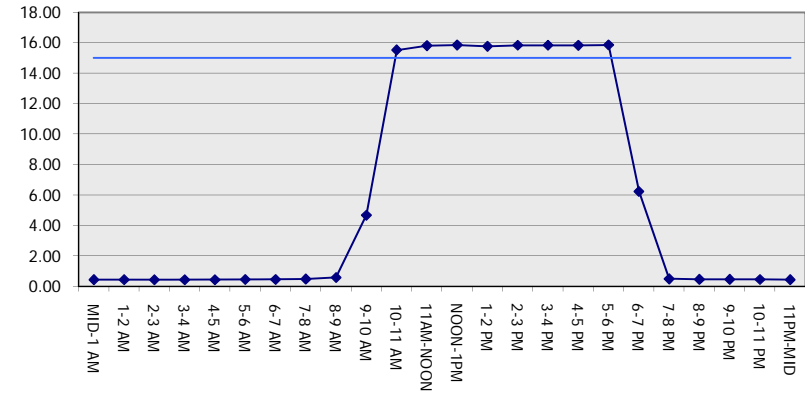
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

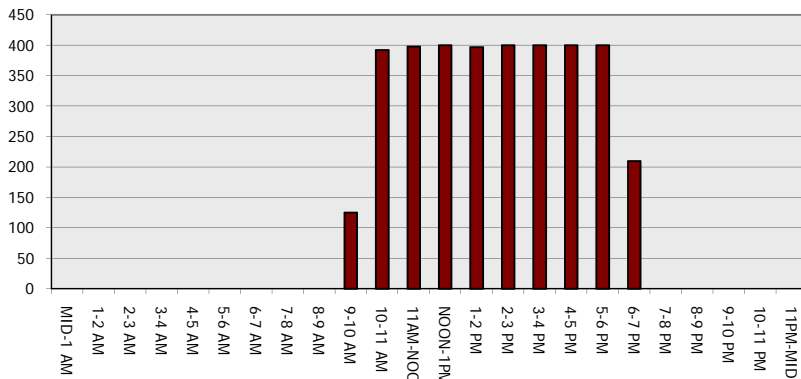
Main Route - Traffic Demand (Vehicles Per Hour)



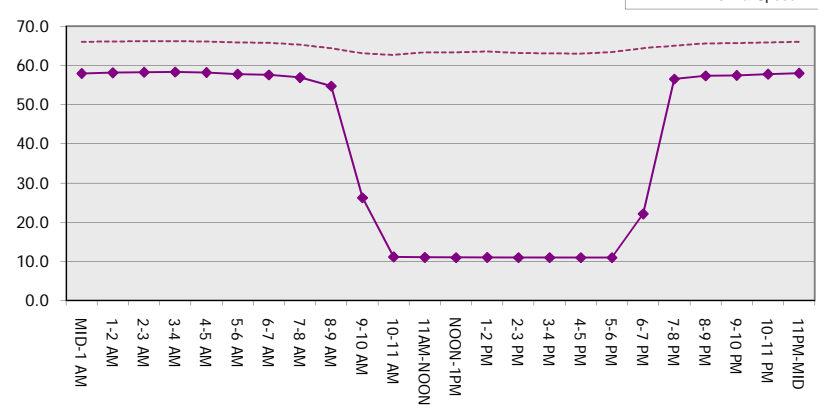
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	475	0.0	1500	475	0	0.47	0	65.5	57.1	43.6
1-2 AM	236	0.0	1500	236	0	0.45	0	66.0	57.9	44.5
2-3 AM	224	0.0	1500	224	0	0.44	0	66.0	57.9	44.6
3-4 AM	171	0.0	1500	171	0	0.44	0	66.1	58.1	44.8
4-5 AM	126	0.0	1500	126	0	0.43	0	66.1	58.2	45.0
5-6 AM	188	0.0	1500	188	0	0.44	0	66.0	58.0	44.7
6-7 AM	378	0.0	1500	378	0	0.46	0	65.7	57.4	44.0
7-8 AM	451	0.0	1500	451	0	0.47	0	65.5	57.2	43.7
8-9 AM	1678	0.0	1499	1678	0	2.40	49	63.3	36.6	30.8
9-10 AM	1707	0.0	1499	1707	0	11.05	279	63.2	14.6	30.8
10-11 AM	1742	0.0	1499	1500	242	15.83+	400	63.2	10.9	30.8
11AM-NOON	1664	0.0	1500	1500	164	15.84+	400	63.3	10.9	30.8
NOON-1PM	1449	0.0	1500	1449	0	14.63+	367	63.7	11.7	30.8
1-2 PM	1403	0.0	1499	1403	0	11.47	283	63.8	14.2	30.8
2-3 PM	1518	0.0	1500	1518	0	9.24	222	63.5	16.7	30.8
3-4 PM	2171	0.0	1500	1696	475	15.06+	383	62.3	11.4	30.8
4-5 PM	2469	0.0	1500	1500	970	15.73+	400	61.2	10.9	30.8
5-6 PM	2537	0.0	1499	1500	1038	15.69+	400	60.5	10.9	30.8
6-7 PM	1618	0.0	1499	1425	193	15.54+	392	63.3	11.1	30.8
7-8 PM	1066	0.0	1499	1066	0	5.41	188	64.4	24.2	36.0
8-9 PM	772	0.0	1500	772	0	0.50	0	65.0	56.3	42.5
9-10 PM	588	0.0	1500	588	0	0.48	0	65.3	56.8	43.2
10-11 PM	621	0.0	1500	621	0	0.48	0	65.2	56.7	43.0
11PM-MID	1273	0.0	1500	1273	0	0.73	0	64.0	52.4	36.3

+ 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	0.0148
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0040

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,638
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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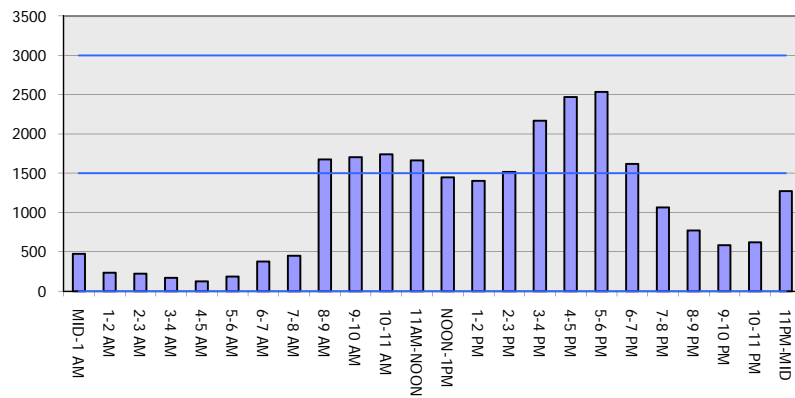
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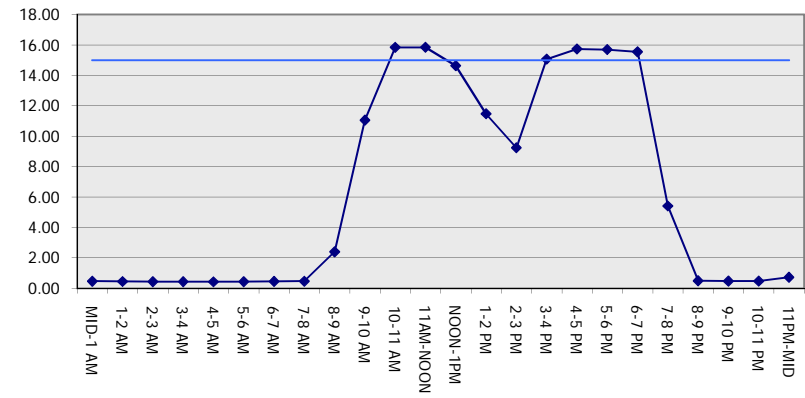
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

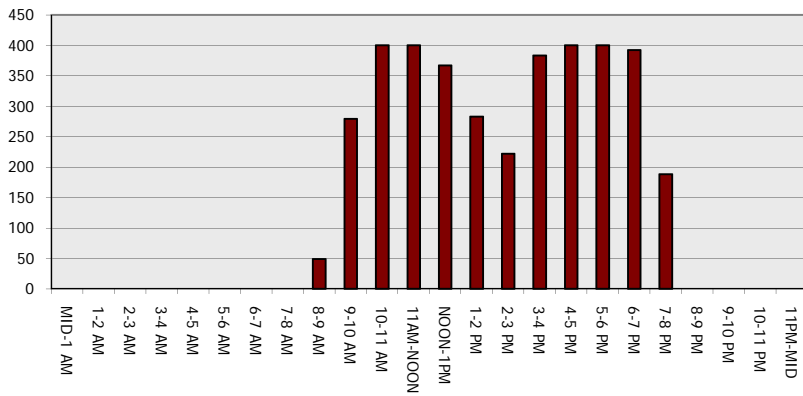
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

