

<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	218	0.0	OFF	218	0	0.00	0	66.0	66.0	66.0	
1-2 AM	120	0.0	OFF	120	0	0.00	0	66.1	66.1	66.1	
2-3 AM	111	0.0	OFF	111	0	0.00	0	66.2	66.2	66.2	
3-4 AM	95	0.0	OFF	95	0	0.00	0	66.2	66.2	66.2	
4-5 AM	168	0.0	OFF	168	0	0.00	0	66.1	66.1	66.1	
5-6 AM	344	0.0	OFF	344	0	0.00	0	65.8	65.8	65.8	
6-7 AM	565	0.0	OFF	565	0	0.00	0	65.3	65.3	65.3	
7-8 AM	883	0.0	OFF	883	0	0.00	0	64.8	64.8	64.8	
8-9 AM	1275	0.0	1499	1275	0	0.73	0	64.0	52.4	36.3	
9-10 AM	1510	0.0	1499	1510	0	1.27	8	63.6	45.9	31.2	
10-11 AM	1712	0.0	1500	1712	0	5.25	127	63.2	24.5	30.8	
11AM-NOON	1866	0.0	1500	1673	193	14.36+	365	62.9	11.9	30.8	
NOON-1PM	1870	0.0	1500	1500	370	15.82+	400	62.9	10.9	30.8	
1-2 PM	1754	0.0	1500	1500	254	15.83+	400	63.1	10.9	30.8	
2-3 PM	1718	0.0	1500	1500	218	15.84+	400	63.2	10.9	30.8	
3-4 PM	1697	0.0	1500	1500	197	15.84+	400	63.2	10.9	30.8	
4-5 PM	1632	0.0	1500	1491	141	15.81+	399	63.3	11.0	30.8	
5-6 PM	1534	0.0	1499	1478	56	15.76+	397	63.5	11.0	30.8	
6-7 PM	1159	0.0	OFF	1159	0	0.43	26	64.2	56.8	56.8	
7-8 PM	970	0.0	OFF	970	0	0.00	0	64.6	64.6	64.6	
8-9 PM	803	0.0	OFF	803	0	0.00	0	64.9	64.9	64.9	
9-10 PM	680	0.0	OFF	680	0	0.00	0	65.1	65.1	65.1	
10-11 PM	471	0.0	OFF	471	0	0.00	0	65.5	65.5	65.5	
11PM-MID	429	0.0	OFF	429	0	0.00	0	65.6	65.6	65.6	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

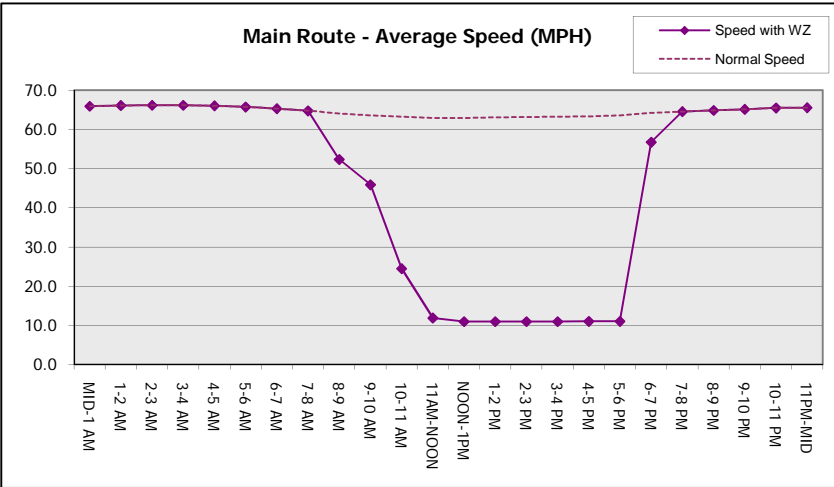
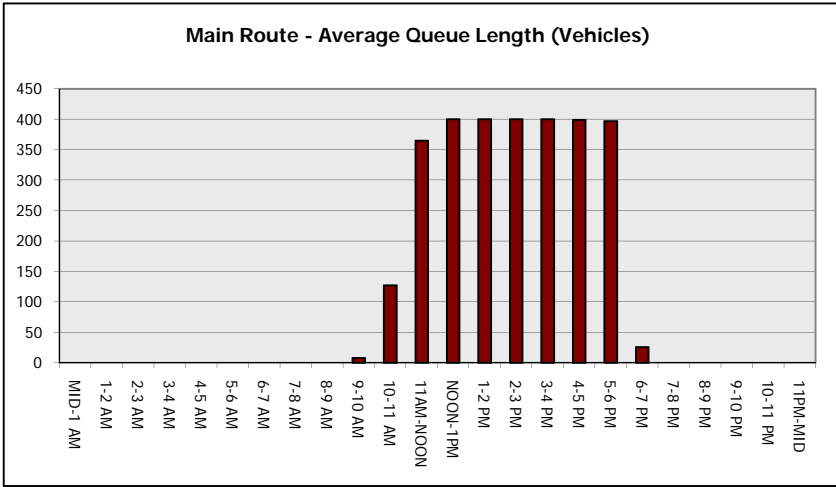
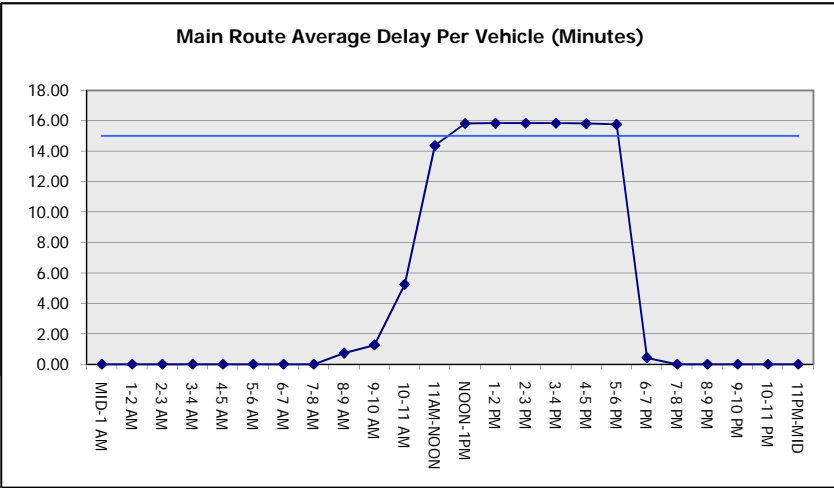
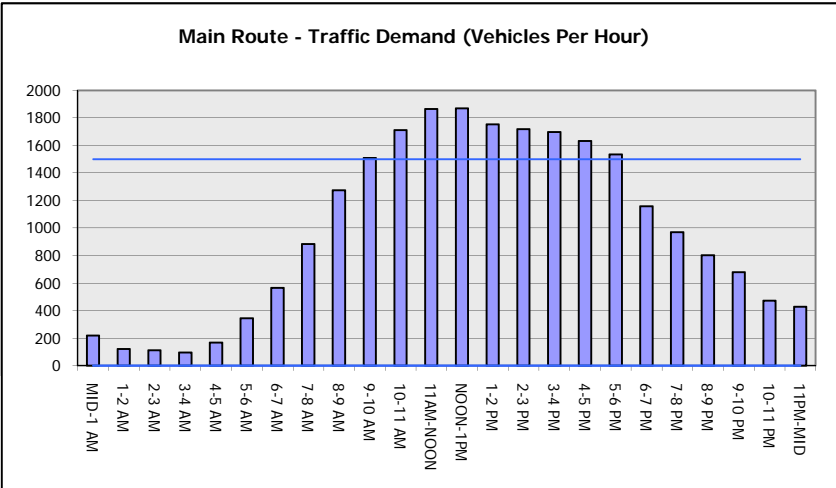
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0131
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0018
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,225
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**



<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  OFF-PEAK DAY CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
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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	332	0.0	OFF	332	0	0.00	0	65.8	65.8	65.8
1-2 AM	204	0.0	OFF	204	0	0.00	0	66.0	66.0	66.0
2-3 AM	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0
3-4 AM	125	0.0	OFF	125	0	0.00	0	66.1	66.1	66.1
4-5 AM	139	0.0	OFF	139	0	0.00	0	66.1	66.1	66.1
5-6 AM	231	0.0	OFF	231	0	0.00	0	66.0	66.0	66.0
6-7 AM	481	0.0	OFF	481	0	0.00	0	65.5	65.5	65.5
7-8 AM	952	0.0	OFF	952	0	0.00	0	64.6	64.6	64.6
8-9 AM	1112	0.0	1500	1112	0	0.53	0	64.3	55.3	41.3
9-10 AM	1207	0.0	1500	1207	0	0.65	0	64.1	53.5	38.2
10-11 AM	1384	0.0	1499	1384	0	0.87	0	63.8	50.4	33.3
11AM-NOON	1585	0.0	1499	1585	0	2.14	33	63.4	38.5	30.8
NOON-1PM	1684	0.0	1500	1684	0	7.07	171	63.2	20.2	30.8
1-2 PM	1758	0.0	1500	1614	145	14.32+	363	63.1	11.9	30.8
2-3 PM	1932	0.0	1500	1500	432	15.81+	400	62.8	10.9	30.8
3-4 PM	1818	0.0	1500	1500	318	15.83+	400	63.0	10.9	30.8
4-5 PM	1652	0.0	1500	1504	148	15.82+	399	63.3	11.0	30.8
5-6 PM	1548	0.0	1500	1510	39	15.72+	396	63.5	11.1	30.8
6-7 PM	1352	0.0	OFF	1352	0	0.48	29	63.8	55.6	55.6
7-8 PM	1108	0.0	OFF	1108	0	0.00	0	64.3	64.3	64.3
8-9 PM	1009	0.0	OFF	1009	0	0.00	0	64.5	64.5	64.5
9-10 PM	862	0.0	OFF	862	0	0.00	0	64.8	64.8	64.8
10-11 PM	615	0.0	OFF	615	0	0.00	0	65.3	65.3	65.3
11PM-MID	505	0.0	OFF	505	0	0.00	0	65.5	65.5	65.5

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0132
MAIN ROUTE WITH WORKS	0.0117
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,501
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

