

STH 172: STH 57 TO IH 43 (BROWN COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	OFF	133	0	0.00	0	66.1	66.1	66.1	
1-2 AM	98	0.0	OFF	98	0	0.00	0	66.2	66.2	66.2	
2-3 AM	92	0.0	OFF	92	0	0.00	0	66.2	66.2	66.2	
3-4 AM	118	0.0	OFF	118	0	0.00	0	66.1	66.1	66.1	
4-5 AM	356	0.0	OFF	356	0	0.00	0	65.7	65.7	65.7	
5-6 AM	1051	0.0	OFF	1051	0	0.00	0	64.4	64.4	64.4	
6-7 AM	2127	0.0	OFF	2127	0	0.00	0	62.4	62.4	62.4	
7-8 AM	3147	0.0	OFF	3147	0	0.00	0	54.3	54.3	54.3	
8-9 AM	2007	0.0	OFF	2007	0	0.00	0	62.7	62.7	62.7	
9-10 AM	1544	0.0	OFF	1544	0	0.00	0	63.5	63.5	63.5	
10-11 AM	1712	0.0	1499	1712	0	4.14	98	63.2	28.1	30.8	
11AM-NOON	1796	0.0	1500	1665	132	13.18+	337	63.0	12.7	30.8	
NOON-1PM	1874	0.0	1499	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	OFF	2218	0	0.73	39	62.2	51.2	51.2	
4-5 PM	2445	0.0	OFF	2445	0	0.00	0	61.5	61.5	61.5	
5-6 PM	2491	0.0	OFF	2491	0	0.00	0	61.0	61.0	61.0	
6-7 PM	2001	0.0	OFF	2001	0	0.00	0	62.7	62.7	62.7	
7-8 PM	1160	0.0	OFF	1160	0	0.00	0	64.2	64.2	64.2	
8-9 PM	883	0.0	OFF	883	0	0.00	0	64.8	64.8	64.8	
9-10 PM	813	0.0	OFF	813	0	0.00	0	64.9	64.9	64.9	
10-11 PM	577	0.0	OFF	577	0	0.00	0	65.3	65.3	65.3	
11PM-MID	345	0.0	OFF	345	0	0.00	0	65.8	65.8	65.8	

"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	0.0184
MAIN ROUTE WITH WORKS	0.0170
'DIVERSION'	0.0020
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,820
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

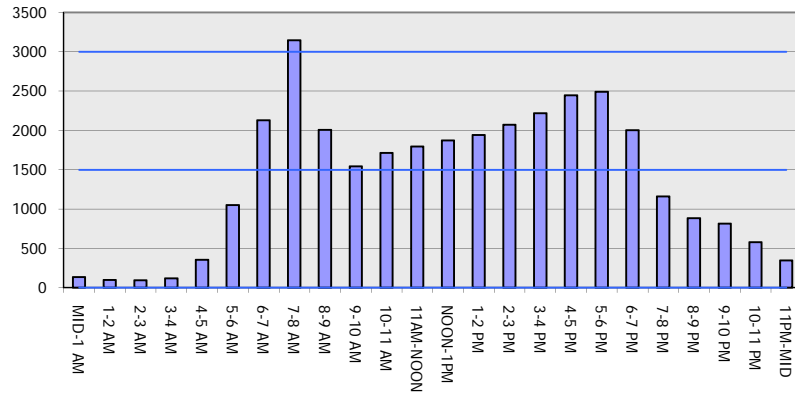
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OCTOBER

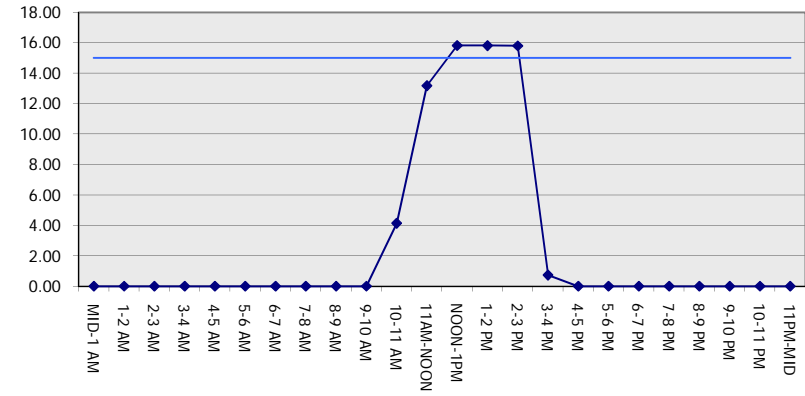
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

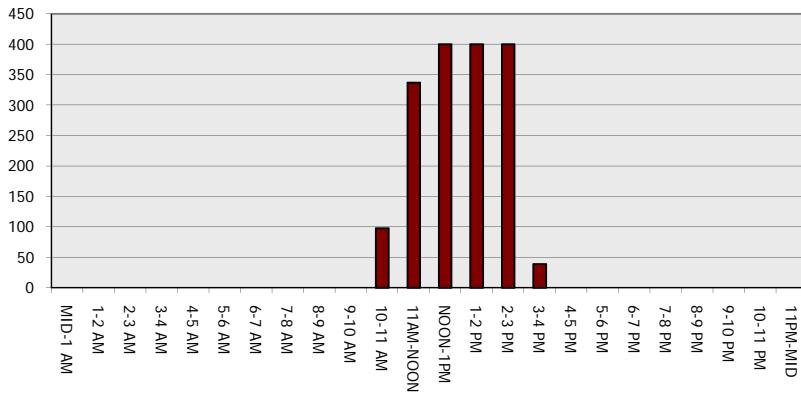
Main Route - Traffic Demand (Vehicles Per Hour)



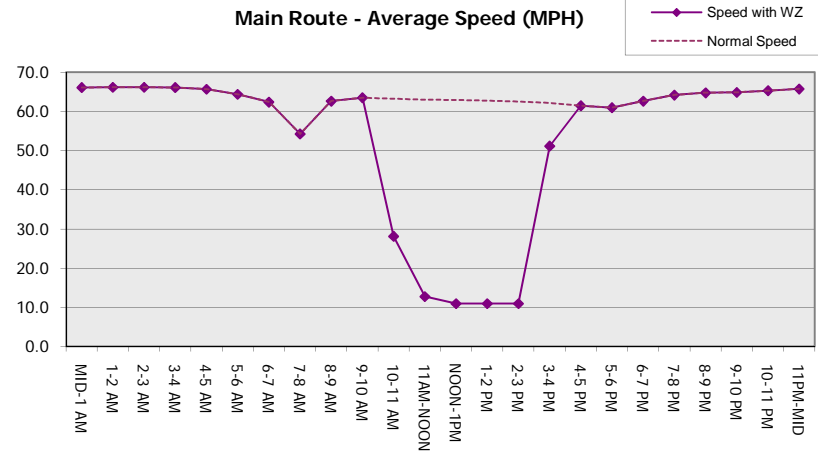
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	OFF	209	0	0.00	0	66.0	66.0	66.0
1-2 AM	180	0.0	OFF	180	0	0.00	0	66.1	66.1	66.1
2-3 AM	142	0.0	OFF	142	0	0.00	0	66.1	66.1	66.1
3-4 AM	114	0.0	OFF	114	0	0.00	0	66.2	66.2	66.2
4-5 AM	184	0.0	OFF	184	0	0.00	0	66.0	66.0	66.0
5-6 AM	471	0.0	OFF	471	0	0.00	0	65.5	65.5	65.5
6-7 AM	1163	0.0	OFF	1163	0	0.00	0	64.2	64.2	64.2
7-8 AM	1577	0.0	OFF	1577	0	0.00	0	63.5	63.5	63.5
8-9 AM	1481	0.0	OFF	1481	0	0.00	0	63.7	63.7	63.7
9-10 AM	1274	0.0	OFF	1274	0	0.00	0	64.0	64.0	64.0
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	OFF	2995	0	1.76	95	55.8	38.0	38.0
4-5 PM	3478	0.0	OFF	3478	0	0.00	0	50.9	50.9	50.9
5-6 PM	2949	0.0	OFF	2949	0	0.00	0	56.3	56.3	56.3
6-7 PM	2036	0.0	OFF	2036	0	0.00	0	62.6	62.6	62.6
7-8 PM	1341	0.0	OFF	1341	0	0.00	0	63.9	63.9	63.9
8-9 PM	1146	0.0	OFF	1146	0	0.00	0	64.3	64.3	64.3
9-10 PM	1232	0.0	OFF	1232	0	0.00	0	64.1	64.1	64.1
10-11 PM	798	0.0	OFF	798	0	0.00	0	64.9	64.9	64.9
11PM-MID	562	0.0	OFF	562	0	0.00	0	65.3	65.3	65.3

"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	0.0183
MAIN ROUTE WITH WORKS	0.0169
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$24,116
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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

