

<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>OCTOBER</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	223	0.0	OFF	223	0	0.00	0	66.0	66.0	66.0	
1-2 AM	132	0.0	OFF	132	0	0.00	0	66.1	66.1	66.1	
2-3 AM	114	0.0	OFF	114	0	0.00	0	66.2	66.2	66.2	
3-4 AM	101	0.0	OFF	101	0	0.00	0	66.2	66.2	66.2	
4-5 AM	178	0.0	OFF	178	0	0.00	0	66.1	66.1	66.1	
5-6 AM	336	0.0	OFF	336	0	0.00	0	65.8	65.8	65.8	
6-7 AM	580	0.0	OFF	580	0	0.00	0	65.3	65.3	65.3	
7-8 AM	874	0.0	OFF	874	0	0.00	0	64.8	64.8	64.8	
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	OFF	1498	0	0.49	30	63.6	55.4	55.4	
7-8 PM	1124	0.0	OFF	1124	0	0.00	0	64.3	64.3	64.3	
8-9 PM	921	0.0	OFF	921	0	0.00	0	64.6	64.6	64.6	
9-10 PM	743	0.0	OFF	743	0	0.00	0	65.0	65.0	65.0	
10-11 PM	530	0.0	OFF	530	0	0.00	0	65.4	65.4	65.4	
11PM-MID	365	0.0	OFF	365	0	0.00	0	65.7	65.7	65.7	

"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	0.0138
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0023
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,090
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

**STH 172: STH 57 TO IH 43 (BROWN COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

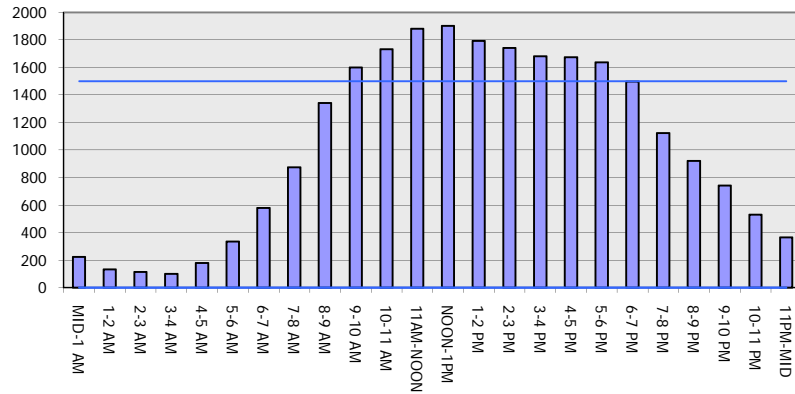
**OCTOBER**

Analyzed for 2009  
Construction Season

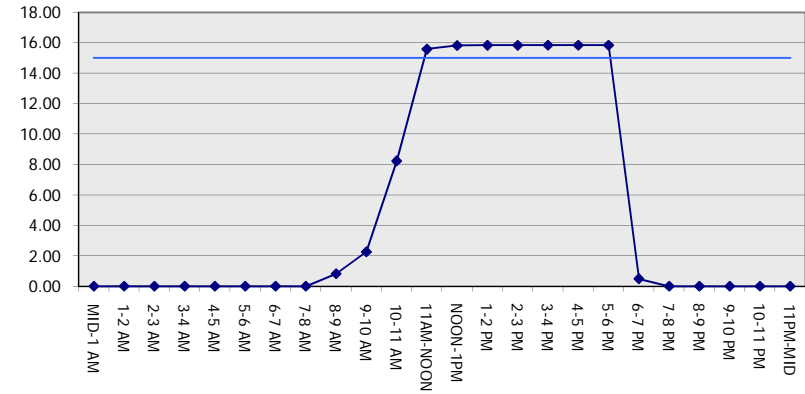
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

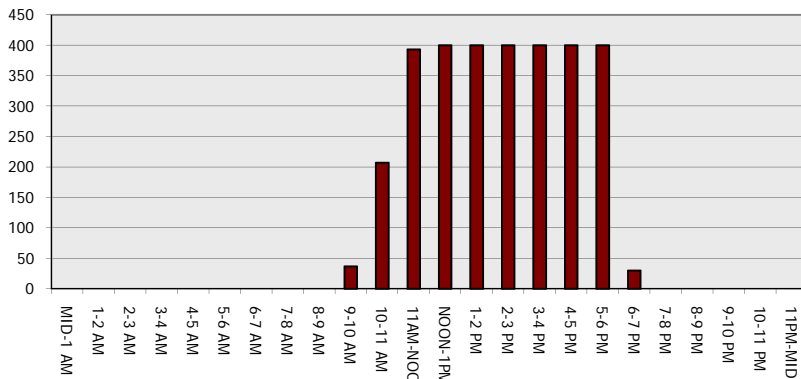
**Main Route - Traffic Demand (Vehicles Per Hour)**



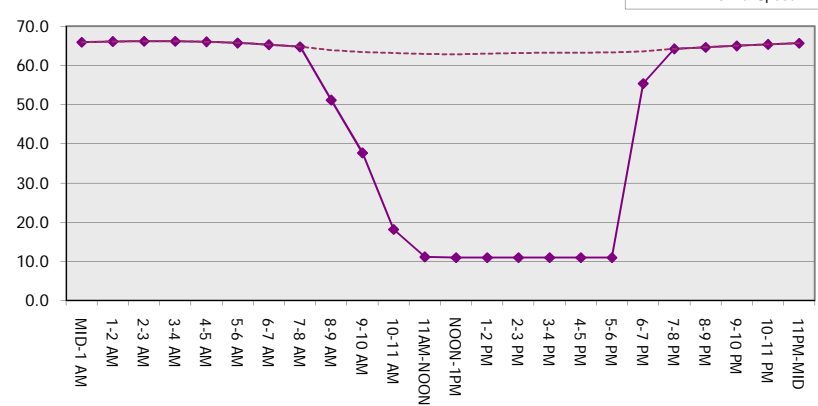
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>STH 172: STH 57 TO IH 43 (BROWN COUNTY)                  OFF-PEAK DAY CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	OFF	364	0	0.00	0	65.7	65.7	65.7
1-2 AM	197	0.0	OFF	197	0	0.00	0	66.0	66.0	66.0
2-3 AM	188	0.0	OFF	188	0	0.00	0	66.0	66.0	66.0
3-4 AM	259	0.0	OFF	259	0	0.00	0	65.9	65.9	65.9
4-5 AM	256	0.0	OFF	256	0	0.00	0	65.9	65.9	65.9
5-6 AM	311	0.0	OFF	311	0	0.00	0	65.8	65.8	65.8
6-7 AM	370	0.0	OFF	370	0	0.00	0	65.7	65.7	65.7
7-8 AM	523	0.0	OFF	523	0	0.00	0	65.4	65.4	65.4
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	OFF	1530	0	0.52	32	63.5	54.9	54.9
7-8 PM	1156	0.0	OFF	1156	0	0.00	0	64.2	64.2	64.2
8-9 PM	993	0.0	OFF	993	0	0.00	0	64.5	64.5	64.5
9-10 PM	963	0.0	OFF	963	0	0.00	0	64.6	64.6	64.6
10-11 PM	697	0.0	OFF	697	0	0.00	0	65.1	65.1	65.1
11PM-MID	637	0.0	OFF	637	0	0.00	0	65.2	65.2	65.2

"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	0.0129
MAIN ROUTE WITH WORKS	0.0117
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$45,890
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

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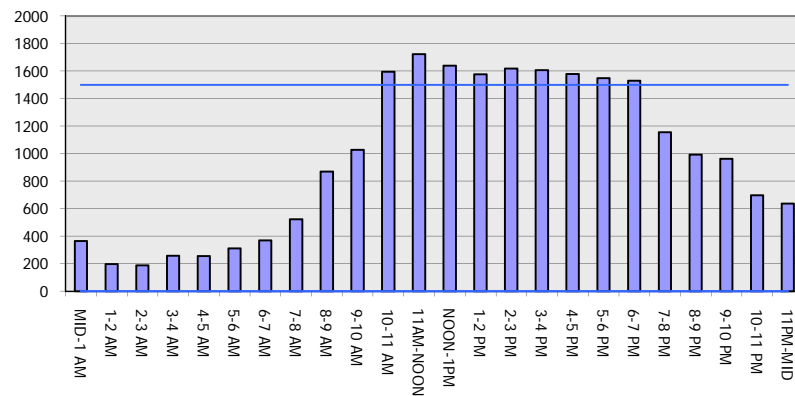
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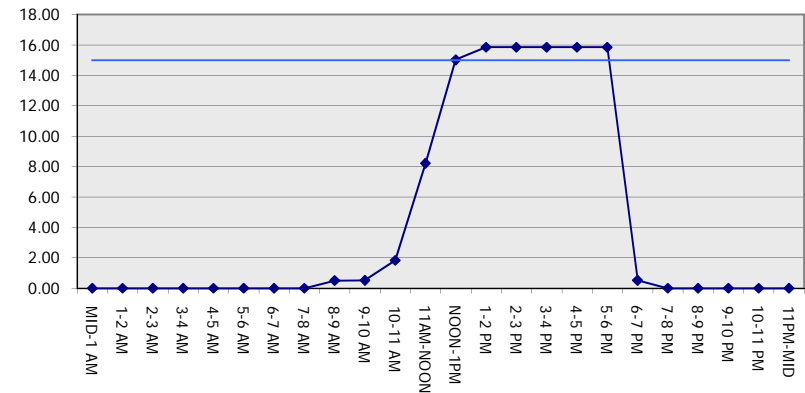
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

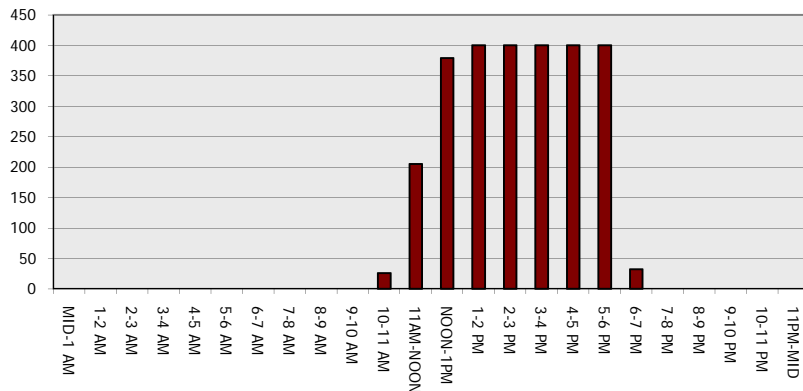
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

