

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

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	OFF	208	0	0.00	0	66.0	66.0	66.0	
1-2 AM	135	0.0	OFF	135	0	0.00	0	66.1	66.1	66.1	
2-3 AM	109	0.0	OFF	109	0	0.00	0	66.2	66.2	66.2	
3-4 AM	90	0.0	OFF	90	0	0.00	0	66.2	66.2	66.2	
4-5 AM	125	0.0	OFF	125	0	0.00	0	66.1	66.1	66.1	
5-6 AM	258	0.0	OFF	258	0	0.00	0	65.9	65.9	65.9	
6-7 AM	320	0.0	OFF	320	0	0.00	0	65.8	65.8	65.8	
7-8 AM	568	0.0	OFF	568	0	0.00	0	65.3	65.3	65.3	
8-9 AM	1054	0.0	OFF	1054	0	0.00	0	64.4	64.4	64.4	
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	OFF	687	0	0.00	0	65.1	65.1	65.1	
8-9 PM	415	0.0	OFF	415	0	0.00	0	65.6	65.6	65.6	
9-10 PM	374	0.0	OFF	374	0	0.00	0	65.7	65.7	65.7	
10-11 PM	277	0.0	OFF	277	0	0.00	0	65.9	65.9	65.9	
11PM-MID	194	0.0	OFF	194	0	0.00	0	66.0	66.0	66.0	

"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	0.0120
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0022
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,368
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

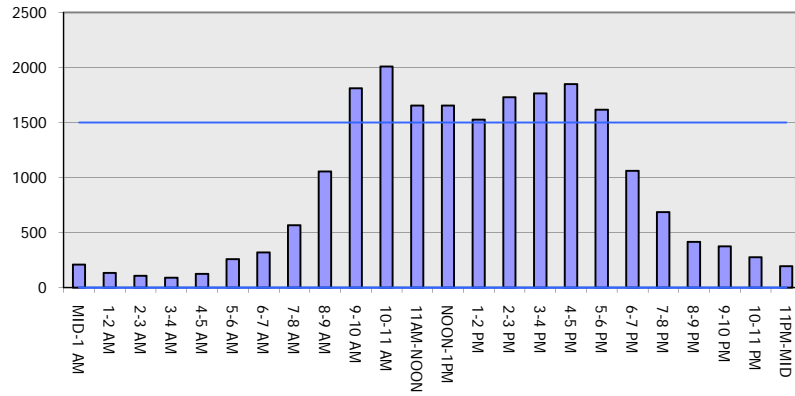
OCTOBER

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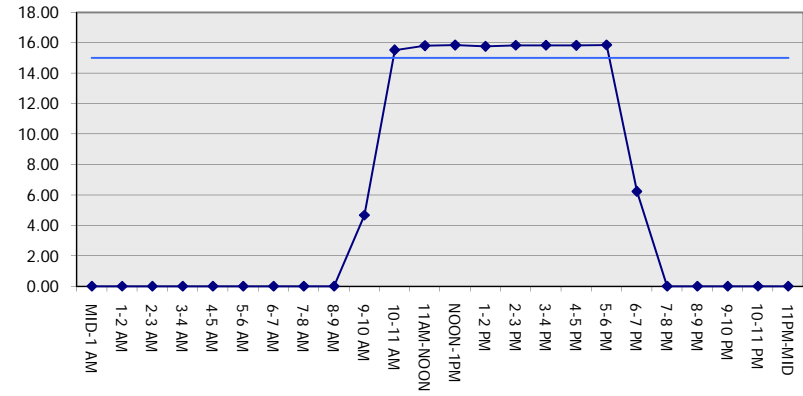
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

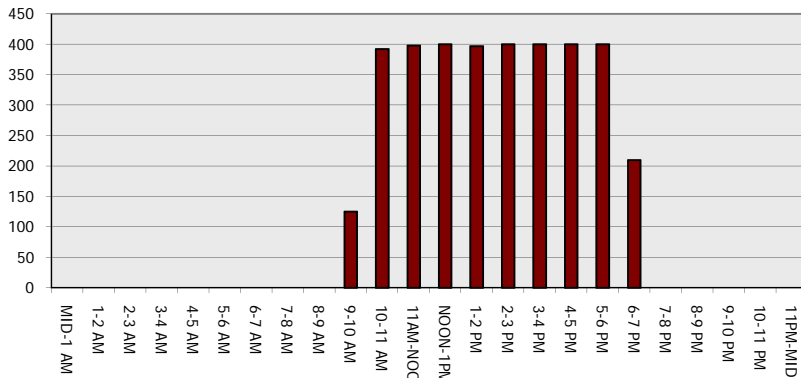
Main Route - Traffic Demand (Vehicles Per Hour)



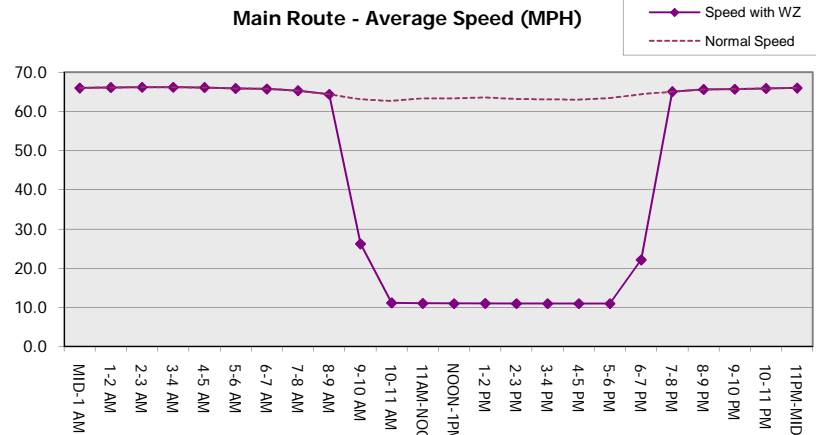
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	475	0	0.00	0	65.5	65.5	65.5
1-2 AM	236	0.0	OFF	236	0	0.00	0	66.0	66.0	66.0
2-3 AM	224	0.0	OFF	224	0	0.00	0	66.0	66.0	66.0
3-4 AM	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1
4-5 AM	126	0.0	OFF	126	0	0.00	0	66.1	66.1	66.1
5-6 AM	188	0.0	OFF	188	0	0.00	0	66.0	66.0	66.0
6-7 AM	378	0.0	OFF	378	0	0.00	0	65.7	65.7	65.7
7-8 AM	451	0.0	OFF	451	0	0.00	0	65.5	65.5	65.5
8-9 AM	1678	0.0	OFF	1678	0	0.00	0	63.3	63.3	63.3
9-10 AM	1707	0.0	1499	1707	0	4.30	101	63.2	27.5	30.8
10-11 AM	1742	0.0	1500	1711	30	12.71+	324	63.2	13.1	30.8
11AM-NOON	1664	0.0	1500	1493	172	15.81+	399	63.3	11.0	30.8
NOON-1PM	1449	0.0	1499	1433	16	15.08+	379	63.7	11.4	30.8
1-2 PM	1403	0.0	1499	1403	0	11.84	293	63.8	13.8	30.8
2-3 PM	1518	0.0	1500	1518	0	9.61	232	63.5	16.3	30.8
3-4 PM	2171	0.0	1500	1672	499	15.14+	384	62.3	11.4	30.8
4-5 PM	2469	0.0	1500	1500	969	15.73+	400	61.2	10.9	30.8
5-6 PM	2537	0.0	1500	1500	1037	15.69+	400	60.5	10.9	30.8
6-7 PM	1618	0.0	1499	1423	195	15.52+	391	63.3	11.1	30.8
7-8 PM	1066	0.0	OFF	1066	0	0.37	22	64.4	57.9	57.9
8-9 PM	772	0.0	OFF	772	0	0.00	0	65.0	65.0	65.0
9-10 PM	588	0.0	OFF	588	0	0.00	0	65.3	65.3	65.3
10-11 PM	621	0.0	OFF	621	0	0.00	0	65.2	65.2	65.2
11PM-MID	1273	0.0	OFF	1273	0	0.00	0	64.0	64.0	64.0

"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	0.0148
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0038

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$69,056
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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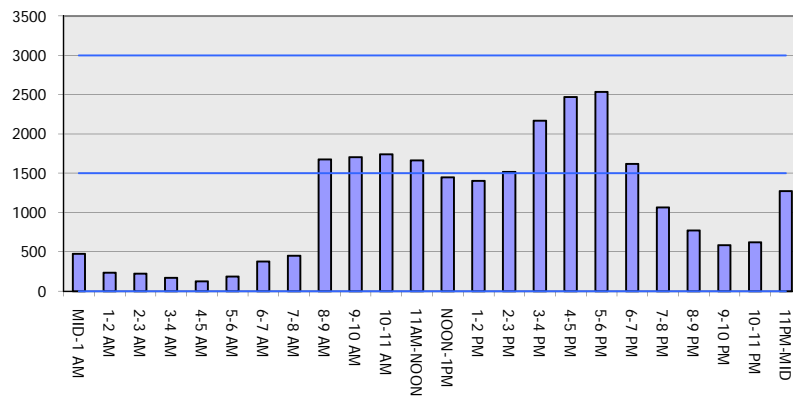
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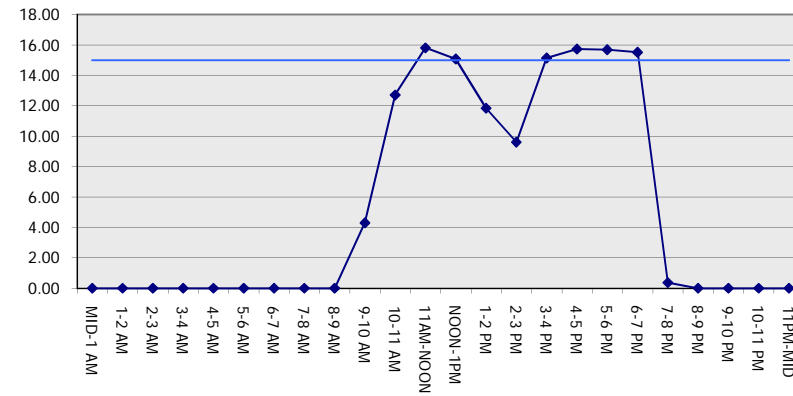
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

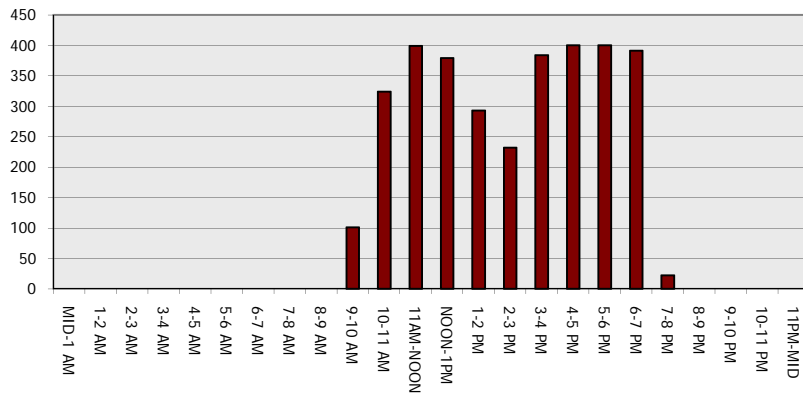
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

