

STH 172: STH 57 TO IH 43 (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	162	0.0	1500	162	0	0.44	0	66.1	58.1	44.8
1-2 AM	109	0.0	1500	109	0	0.43	0	66.2	58.2	45.0
2-3 AM	105	0.0	1500	105	0	0.43	0	66.2	58.2	45.1
3-4 AM	140	0.0	1500	140	0	0.44	0	66.1	58.1	44.9
4-5 AM	313	0.0	1500	313	0	0.45	0	65.8	57.6	44.2
5-6 AM	1006	0.0	OFF	1006	0	0.00	0	64.5	64.5	64.5
6-7 AM	2081	0.0	OFF	2081	0	0.00	0	62.5	62.5	62.5
7-8 AM	2823	0.0	OFF	2823	0	0.00	0	57.6	57.6	57.6
8-9 AM	1914	0.0	OFF	1914	0	0.00	0	62.8	62.8	62.8
9-10 AM	1688	0.0	OFF	1688	0	0.00	0	63.2	63.2	63.2
10-11 AM	1919	0.0	OFF	1919	0	0.00	0	62.8	62.8	62.8
11AM-NOON	1993	0.0	OFF	1993	0	0.00	0	62.7	62.7	62.7
NOON-1PM	2190	0.0	OFF	2190	0	0.00	0	62.3	62.3	62.3
1-2 PM	2180	0.0	OFF	2180	0	0.00	0	62.3	62.3	62.3
2-3 PM	2165	0.0	OFF	2165	0	0.00	0	62.3	62.3	62.3
3-4 PM	2251	0.0	OFF	2251	0	0.00	0	62.2	62.2	62.2
4-5 PM	2339	0.0	OFF	2339	0	0.00	0	62.0	62.0	62.0
5-6 PM	2360	0.0	OFF	2360	0	0.00	0	62.0	62.0	62.0
6-7 PM	1859	0.0	OFF	1859	0	0.00	0	62.9	62.9	62.9
7-8 PM	1282	0.0	1500	1282	0	0.74	0	64.0	52.2	36.0
8-9 PM	978	0.0	1500	978	0	0.52	0	64.6	55.7	41.7
9-10 PM	760	0.0	1500	760	0	0.50	0	65.0	56.3	42.5
10-11 PM	559	0.0	1500	559	0	0.48	0	65.3	56.9	43.3
11PM-MID	422	0.0	1500	422	0	0.46	0	65.6	57.3	43.8

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

----- 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

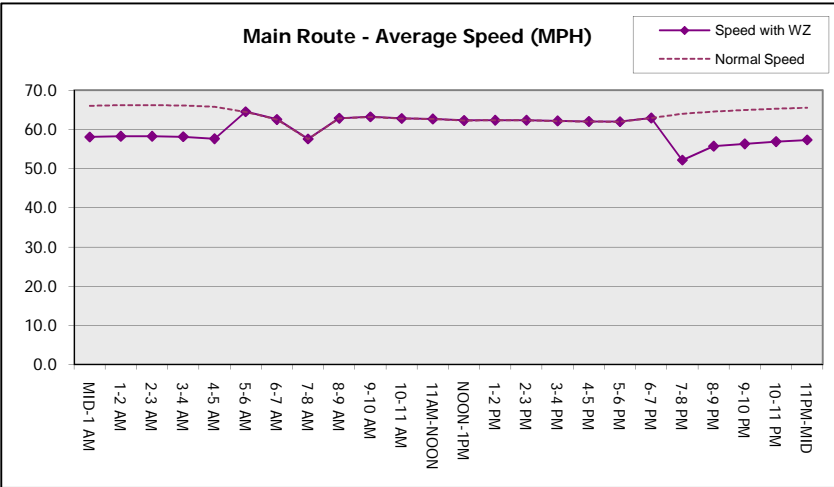
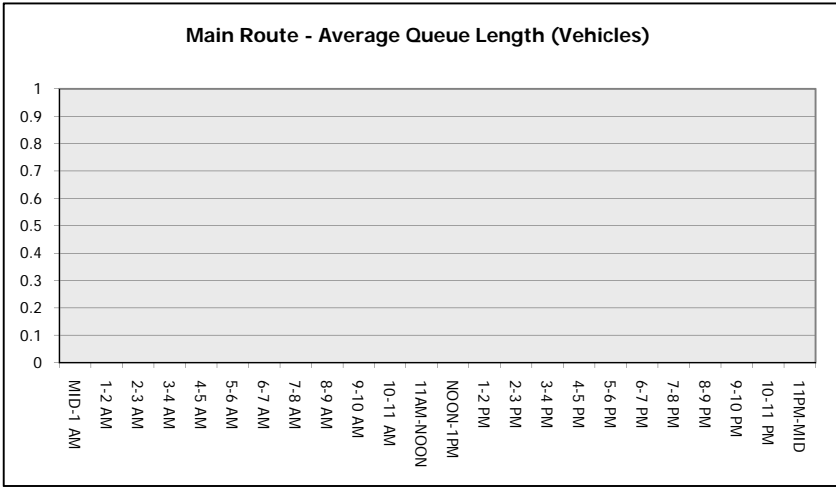
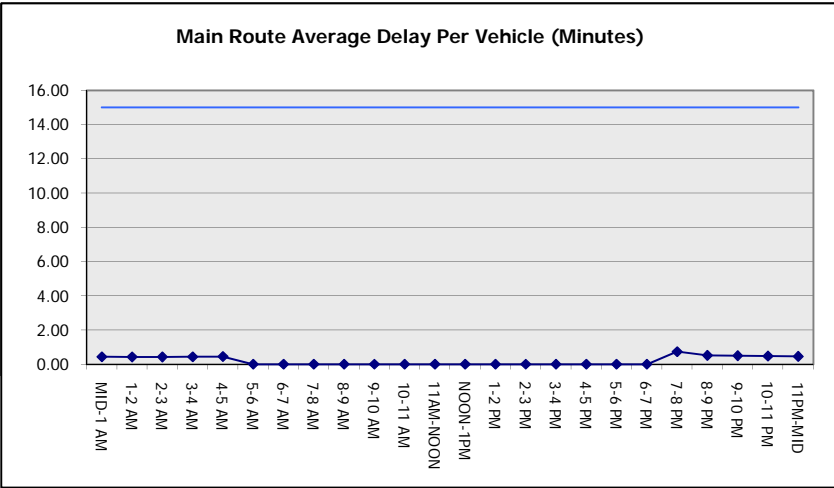
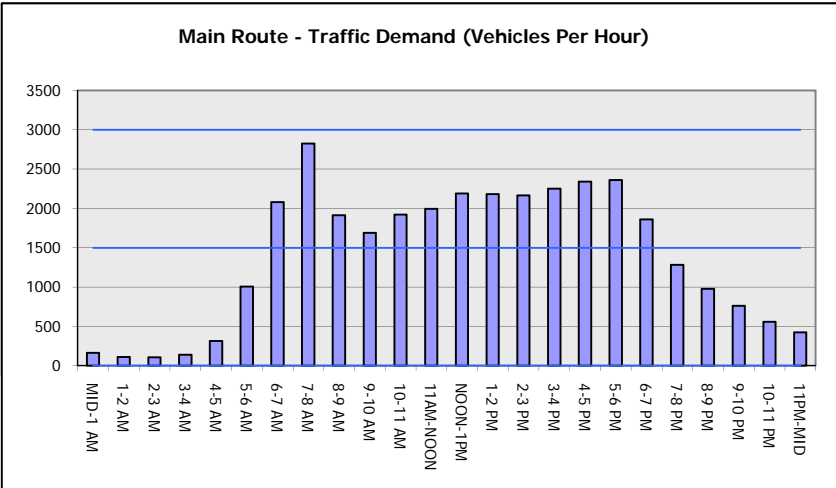
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0187
MAIN ROUTE WITH WORKS	0.0184
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$586
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



STH 172: STH 57 TO IH 43 (BROWN COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	237	0.0	1500	237	0	0.45	0	66.0	57.8	44.5
1-2 AM	166	0.0	1500	166	0	0.44	0	66.1	58.1	44.8
2-3 AM	184	0.0	1500	184	0	0.44	0	66.0	58.0	44.8
3-4 AM	143	0.0	1500	143	0	0.44	0	66.1	58.1	44.9
4-5 AM	217	0.0	1500	217	0	0.44	0	66.0	57.9	44.6
5-6 AM	478	0.0	OFF	478	0	0.00	0	65.5	65.5	65.5
6-7 AM	1134	0.0	OFF	1134	0	0.00	0	64.3	64.3	64.3
7-8 AM	1602	0.0	OFF	1602	0	0.00	0	63.4	63.4	63.4
8-9 AM	1492	0.0	OFF	1492	0	0.00	0	63.6	63.6	63.6
9-10 AM	1421	0.0	OFF	1421	0	0.00	0	63.7	63.7	63.7
10-11 AM	1700	0.0	OFF	1700	0	0.00	0	63.2	63.2	63.2
11AM-NOON	1826	0.0	OFF	1826	0	0.00	0	63.0	63.0	63.0
NOON-1PM	2098	0.0	OFF	2098	0	0.00	0	62.5	62.5	62.5
1-2 PM	2170	0.0	OFF	2170	0	0.00	0	62.3	62.3	62.3
2-3 PM	2462	0.0	OFF	2462	0	0.00	0	61.3	61.3	61.3
3-4 PM	2909	0.0	OFF	2909	0	0.00	0	56.7	56.7	56.7
4-5 PM	3167	0.0	OFF	3167	0	0.00	0	54.0	54.0	54.0
5-6 PM	2736	0.0	OFF	2736	0	0.00	0	58.5	58.5	58.5
6-7 PM	1854	0.0	OFF	1854	0	0.00	0	62.9	62.9	62.9
7-8 PM	1397	0.0	1500	1397	0	0.89	0	63.8	50.2	33.0
8-9 PM	1194	0.0	1500	1194	0	0.63	0	64.1	53.8	38.6
9-10 PM	1034	0.0	1500	1034	0	0.52	0	64.5	55.5	41.5
10-11 PM	939	0.0	1500	939	0	0.51	0	64.6	55.8	41.9
11PM-MID	624	0.0	1500	624	0	0.48	0	65.2	56.7	43.0

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

----- 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	0.0185
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$821
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

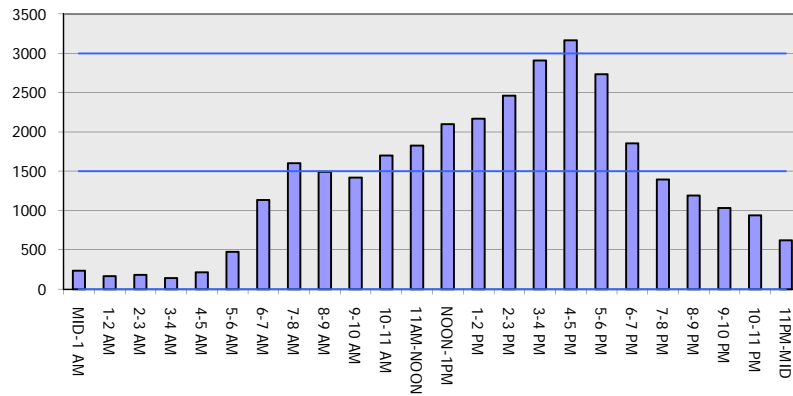
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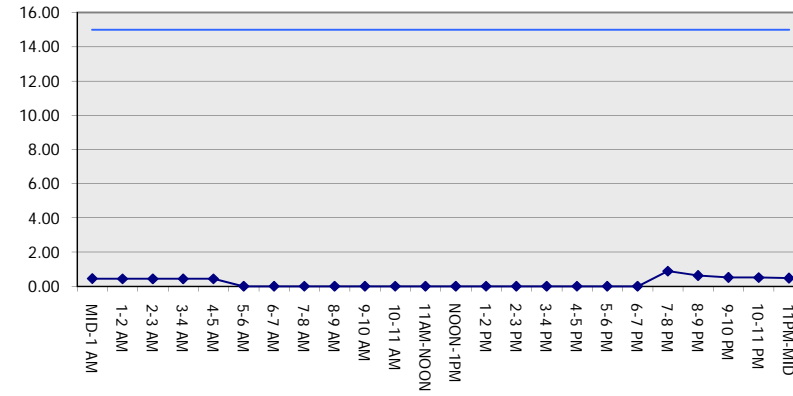
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

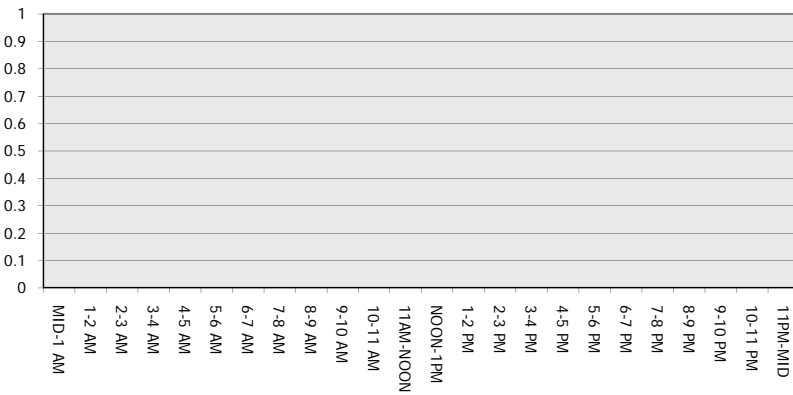
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

