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| 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

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 | 250 | 0.0 | 1500 | 250 | 0 | 0.45 | 0 | 65.9 | 57.8 | 44.5 |
| 1-2 AM | 176 | 0.0 | 1500 | 176 | 0 | 0.44 | 0 | 66.1 | 58.0 | 44.8 |
| 2-3 AM | 137 | 0.0 | 1500 | 137 | 0 | 0.44 | 0 | 66.1 | 58.1 | 45.0 |
| 3-4 AM | 111 | 0.0 | 1500 | 111 | 0 | 0.43 | 0 | 66.2 | 58.2 | 45.0 |
| 4-5 AM | 157 | 0.0 | 1500 | 157 | 0 | 0.44 | 0 | 66.1 | 58.1 | 44.8 |
| 5-6 AM | 351 | 0.0 | 1500 | 351 | 0 | 0.46 | 0 | 65.7 | 57.5 | 44.1 |
| 6-7 AM | 532 | 0.0 | 1500 | 532 | 0 | 0.47 | 0 | 65.4 | 56.9 | 43.4 |
| 7-8 AM | 783 | 0.0 | 1500 | 783 | 0 | 0.50 | 0 | 64.9 | 56.3 | 42.5 |
| 8-9 AM | 1055 | 0.0 | OFF | 1055 | 0 | 0.00 | 0 | 64.4 | 64.4 | 64.4 |
| 9-10 AM | 1426 | 0.0 | OFF | 1426 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 |
| 10-11 AM | 1648 | 0.0 | OFF | 1648 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 11AM-NOON | 1745 | 0.0 | OFF | 1745 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| NOON-1PM | 1762 | 0.0 | OFF | 1762 | 0 | 0.00 | 0 | 63.1 | 63.1 | 63.1 |
| 1-2 PM | 1517 | 0.0 | OFF | 1517 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 2-3 PM | 1475 | 0.0 | OFF | 1475 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 |
| 3-4 PM | 1411 | 0.0 | OFF | 1411 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 4-5 PM | 1399 | 0.0 | OFF | 1399 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 5-6 PM | 1437 | 0.0 | OFF | 1437 | 0 | 0.00 | 0 | 63.7 | 63.7 | 63.7 |
| 6-7 PM | 1174 | 0.0 | 1500 | 1174 | 0 | 0.60 | 0 | 64.2 | 54.2 | 39.3 |
| 7-8 PM | 836 | 0.0 | 1500 | 836 | 0 | 0.50 | 0 | 64.8 | 56.1 | 42.3 |
| 8-9 PM | 744 | 0.0 | 1500 | 744 | 0 | 0.49 | 0 | 65.0 | 56.4 | 42.6 |
| 9-10 PM | 679 | 0.0 | 1500 | 679 | 0 | 0.49 | 0 | 65.1 | 56.6 | 42.8 |
| 10-11 PM | 548 | 0.0 | 1500 | 548 | 0 | 0.48 | 0 | 65.4 | 56.9 | 43.3 |
| 11PM-MID | 375 | 0.0 | 1500 | 375 | 0 | 0.46 | 0 | 65.7 | 57.4 | 44.0 |

"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 |

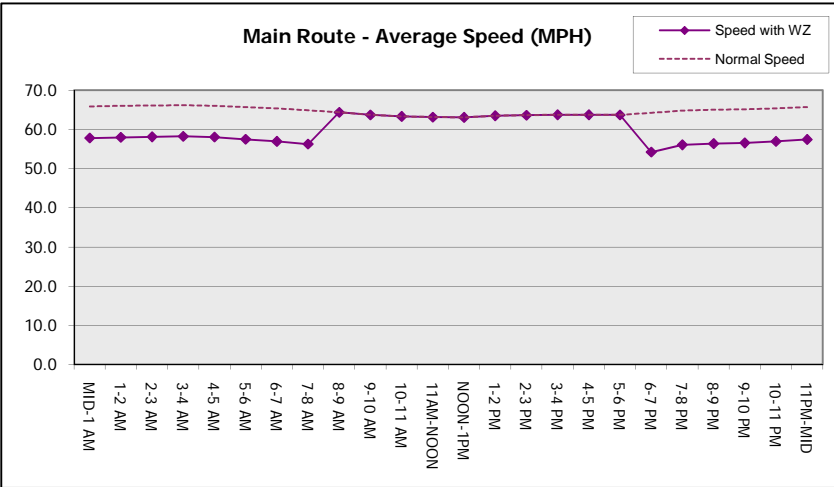
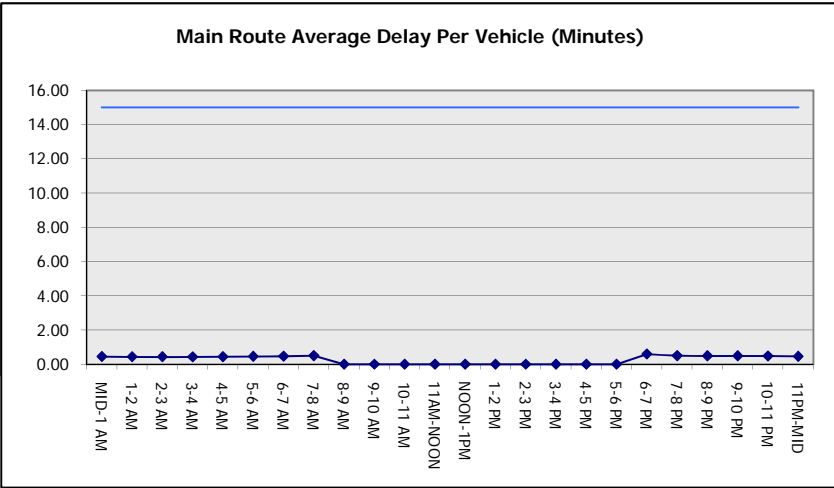
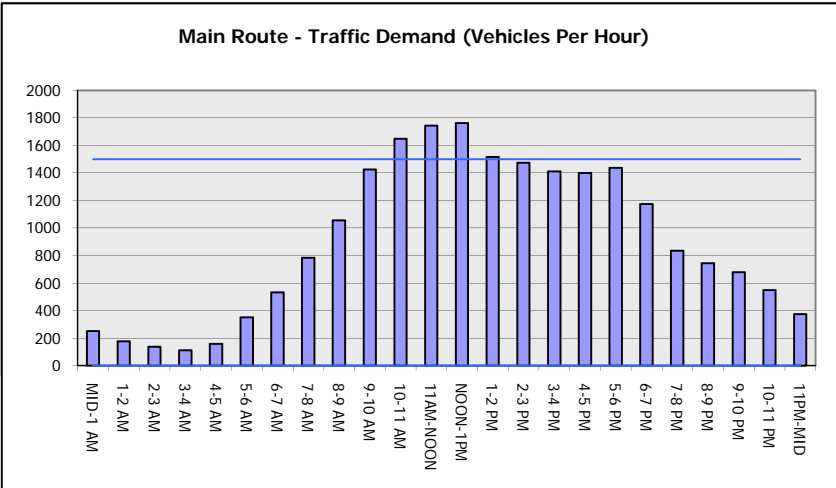
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0121 |
| MAIN ROUTE WITH WORKS | 0.0116 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$810 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|--|--|
| 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

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 | 337 | 0.0 | 1500 | 337 | 0 | 0.46 | 0 | 65.8 | 57.6 | 44.2 |
| 1-2 AM | 212 | 0.0 | 1500 | 212 | 0 | 0.44 | 0 | 66.0 | 57.9 | 44.6 |
| 2-3 AM | 202 | 0.0 | 1500 | 202 | 0 | 0.44 | 0 | 66.0 | 57.9 | 44.6 |
| 3-4 AM | 157 | 0.0 | 1500 | 157 | 0 | 0.44 | 0 | 66.1 | 58.1 | 44.8 |
| 4-5 AM | 152 | 0.0 | 1500 | 152 | 0 | 0.44 | 0 | 66.1 | 58.1 | 44.9 |
| 5-6 AM | 207 | 0.0 | 1500 | 207 | 0 | 0.44 | 0 | 66.0 | 57.9 | 44.6 |
| 6-7 AM | 408 | 0.0 | 1500 | 408 | 0 | 0.46 | 0 | 65.6 | 57.3 | 43.8 |
| 7-8 AM | 606 | 0.0 | 1500 | 606 | 0 | 0.48 | 0 | 65.3 | 56.8 | 43.1 |
| 8-9 AM | 829 | 0.0 | OFF | 829 | 0 | 0.00 | 0 | 64.8 | 64.8 | 64.8 |
| 9-10 AM | 1047 | 0.0 | OFF | 1047 | 0 | 0.00 | 0 | 64.5 | 64.5 | 64.5 |
| 10-11 AM | 1408 | 0.0 | OFF | 1408 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 11AM-NOON | 1626 | 0.0 | OFF | 1626 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| NOON-1PM | 1679 | 0.0 | OFF | 1679 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 1-2 PM | 1576 | 0.0 | OFF | 1576 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 2-3 PM | 1678 | 0.0 | OFF | 1678 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 3-4 PM | 1688 | 0.0 | OFF | 1688 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 4-5 PM | 1547 | 0.0 | OFF | 1547 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 5-6 PM | 1362 | 0.0 | OFF | 1362 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 6-7 PM | 1153 | 0.0 | 1500 | 1153 | 0 | 0.58 | 0 | 64.2 | 54.6 | 40.0 |
| 7-8 PM | 983 | 0.0 | 1500 | 983 | 0 | 0.52 | 0 | 64.6 | 55.7 | 41.7 |
| 8-9 PM | 925 | 0.0 | 1500 | 925 | 0 | 0.51 | 0 | 64.6 | 55.8 | 41.9 |
| 9-10 PM | 844 | 0.0 | 1500 | 844 | 0 | 0.50 | 0 | 64.8 | 56.1 | 42.2 |
| 10-11 PM | 681 | 0.0 | 1500 | 681 | 0 | 0.49 | 0 | 65.1 | 56.6 | 42.8 |
| 11PM-MID | 495 | 0.0 | 1500 | 495 | 0 | 0.47 | 0 | 65.5 | 57.1 | 43.5 |

"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 | 0.0121 |
| MAIN ROUTE WITH WORKS | 0.0117 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$871 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

