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| USH 10: CTH K TO CTH B (PORTAGE COUNTY) CONTINUOUS (24 HOUR) 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 | 47 | 0.0 | 1500 | 47 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 1-2 AM | 32 | 0.0 | 1500 | 32 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 2-3 AM | 22 | 0.0 | 1500 | 22 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 3-4 AM | 17 | 0.0 | 1500 | 17 | 0 | 0.50 | 0 | 63.8 | 56.4 | 41.9 |
| 4-5 AM | 13 | 0.0 | 1500 | 13 | 0 | 0.50 | 0 | 63.9 | 56.4 | 42.0 |
| 5-6 AM | 32 | 0.0 | 1500 | 32 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 6-7 AM | 46 | 0.0 | 1500 | 46 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 7-8 AM | 82 | 0.0 | 1500 | 82 | 0 | 0.51 | 0 | 63.8 | 56.2 | 41.7 |
| 8-9 AM | 142 | 0.0 | 1500 | 142 | 0 | 0.51 | 0 | 63.7 | 56.0 | 41.5 |
| 9-10 AM | 240 | 0.0 | 1500 | 240 | 0 | 0.52 | 0 | 63.5 | 55.8 | 41.2 |
| 10-11 AM | 301 | 0.0 | 1500 | 301 | 0 | 0.53 | 0 | 63.3 | 55.6 | 40.9 |
| 11AM-NOON | 384 | 0.0 | 1500 | 384 | 0 | 0.54 | 0 | 63.2 | 55.4 | 40.7 |
| NOON-1PM | 399 | 0.0 | 1500 | 399 | 0 | 0.54 | 0 | 63.2 | 55.3 | 40.6 |
| 1-2 PM | 383 | 0.0 | 1500 | 383 | 0 | 0.54 | 0 | 63.2 | 55.4 | 40.7 |
| 2-3 PM | 446 | 0.0 | 1500 | 446 | 0 | 0.54 | 0 | 63.1 | 55.2 | 40.5 |
| 3-4 PM | 422 | 0.0 | 1500 | 422 | 0 | 0.54 | 0 | 63.1 | 55.3 | 40.6 |
| 4-5 PM | 450 | 0.0 | 1500 | 450 | 0 | 0.54 | 0 | 63.0 | 55.2 | 40.4 |
| 5-6 PM | 423 | 0.0 | 1500 | 423 | 0 | 0.54 | 0 | 63.1 | 55.3 | 40.6 |
| 6-7 PM | 356 | 0.0 | 1500 | 356 | 0 | 0.53 | 0 | 63.2 | 55.5 | 40.8 |
| 7-8 PM | 303 | 0.0 | 1500 | 303 | 0 | 0.53 | 0 | 63.3 | 55.6 | 40.9 |
| 8-9 PM | 239 | 0.0 | 1500 | 239 | 0 | 0.52 | 0 | 63.5 | 55.8 | 41.2 |
| 9-10 PM | 144 | 0.0 | 1500 | 144 | 0 | 0.51 | 0 | 63.7 | 56.0 | 41.5 |
| 10-11 PM | 78 | 0.0 | 1500 | 78 | 0 | 0.51 | 0 | 63.8 | 56.2 | 41.7 |
| 11PM-MID | 37 | 0.0 | 1500 | 37 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |

| *----- 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 | 0.0033 |
| MAIN ROUTE WITH WORKS | 0.0039 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$697 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**USH 10: CTH K TO CTH B (PORTAGE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

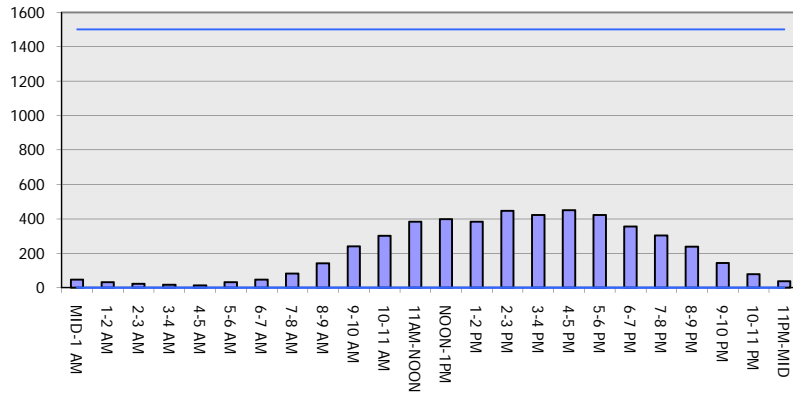
OCTOBER

Analyzed for 2009
Construction Season

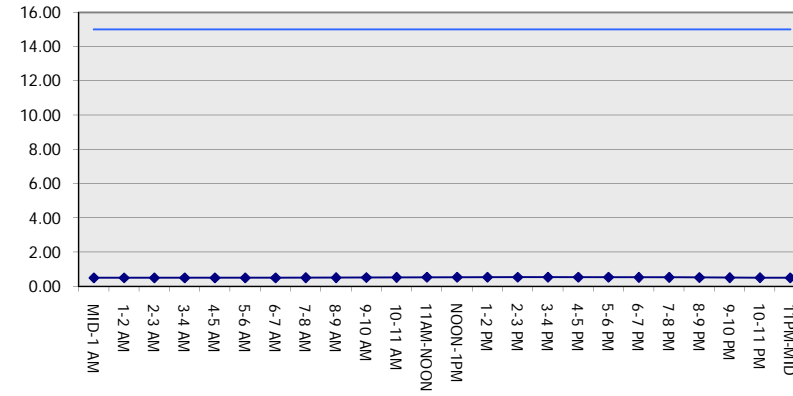
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

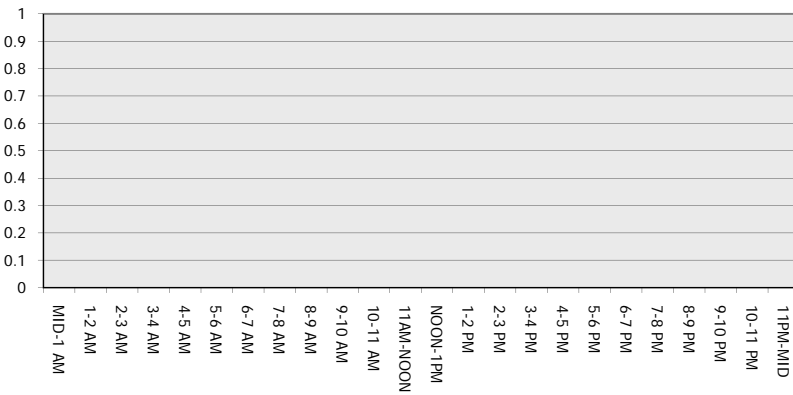
Main Route - Traffic Demand (Vehicles Per Hour)



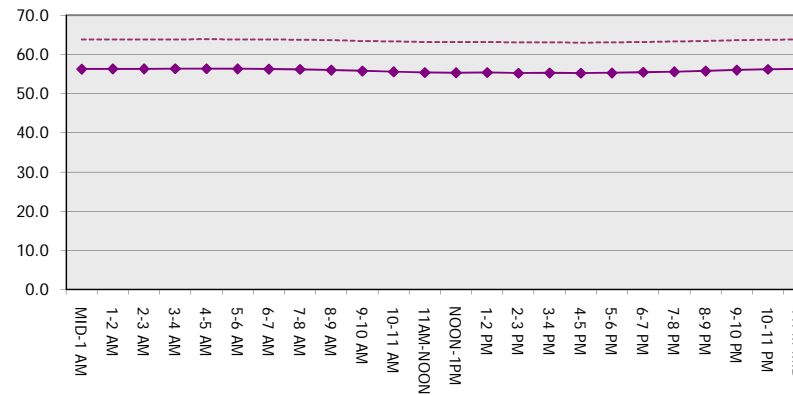
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| USH 10: CTH K TO CTH B (PORTAGE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | Analyzed for 2009 Construction Season |

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 | 42 | 0.0 | 1500 | 42 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 1-2 AM | 24 | 0.0 | 1500 | 24 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 2-3 AM | 21 | 0.0 | 1500 | 21 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 3-4 AM | 19 | 0.0 | 1500 | 19 | 0 | 0.50 | 0 | 63.8 | 56.4 | 41.9 |
| 4-5 AM | 24 | 0.0 | 1500 | 24 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 5-6 AM | 29 | 0.0 | 1500 | 29 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 6-7 AM | 47 | 0.0 | 1500 | 47 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |
| 7-8 AM | 96 | 0.0 | 1500 | 96 | 0 | 0.51 | 0 | 63.7 | 56.1 | 41.7 |
| 8-9 AM | 207 | 0.0 | 1500 | 207 | 0 | 0.52 | 0 | 63.5 | 55.8 | 41.3 |
| 9-10 AM | 278 | 0.0 | 1500 | 278 | 0 | 0.53 | 0 | 63.4 | 55.6 | 41.0 |
| 10-11 AM | 395 | 0.0 | 1500 | 395 | 0 | 0.54 | 0 | 63.2 | 55.3 | 40.6 |
| 11AM-NOON | 512 | 0.0 | 1500 | 512 | 0 | 0.55 | 0 | 63.0 | 55.0 | 40.2 |
| NOON-1PM | 577 | 0.0 | 1500 | 577 | 0 | 0.55 | 0 | 62.8 | 54.9 | 40.1 |
| 1-2 PM | 610 | 0.0 | 1500 | 610 | 0 | 0.56 | 0 | 62.8 | 54.8 | 39.9 |
| 2-3 PM | 647 | 0.0 | 1500 | 647 | 0 | 0.56 | 0 | 62.7 | 54.7 | 39.8 |
| 3-4 PM | 642 | 0.0 | 1500 | 642 | 0 | 0.56 | 0 | 62.7 | 54.7 | 39.8 |
| 4-5 PM | 578 | 0.0 | 1500 | 578 | 0 | 0.55 | 0 | 62.8 | 54.9 | 40.1 |
| 5-6 PM | 531 | 0.0 | 1500 | 531 | 0 | 0.55 | 0 | 62.9 | 55.0 | 40.2 |
| 6-7 PM | 452 | 0.0 | 1500 | 452 | 0 | 0.54 | 0 | 63.0 | 55.2 | 40.4 |
| 7-8 PM | 336 | 0.0 | 1500 | 336 | 0 | 0.53 | 0 | 63.3 | 55.5 | 40.9 |
| 8-9 PM | 220 | 0.0 | 1500 | 220 | 0 | 0.52 | 0 | 63.5 | 55.8 | 41.2 |
| 9-10 PM | 136 | 0.0 | 1500 | 136 | 0 | 0.51 | 0 | 63.7 | 56.0 | 41.5 |
| 10-11 PM | 86 | 0.0 | 1500 | 86 | 0 | 0.51 | 0 | 63.7 | 56.2 | 41.7 |
| 11PM-MID | 49 | 0.0 | 1500 | 49 | 0 | 0.50 | 0 | 63.8 | 56.3 | 41.9 |

| *----- 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 | 0.0043 |
| MAIN ROUTE WITH WORKS | 0.0050 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$929 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**USH 10: CTH K TO CTH B (PORTAGE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

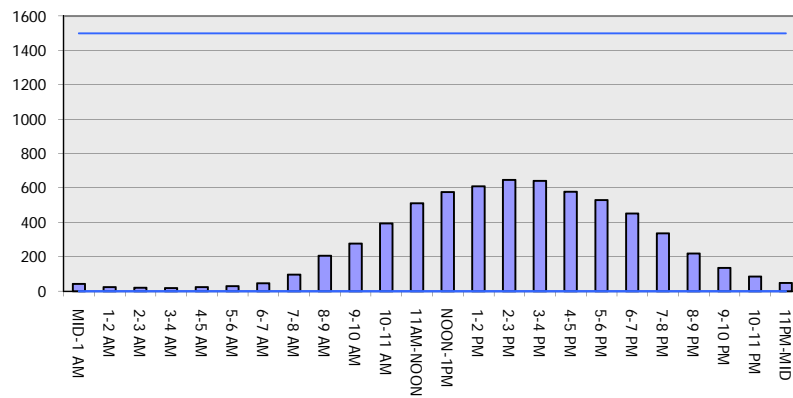
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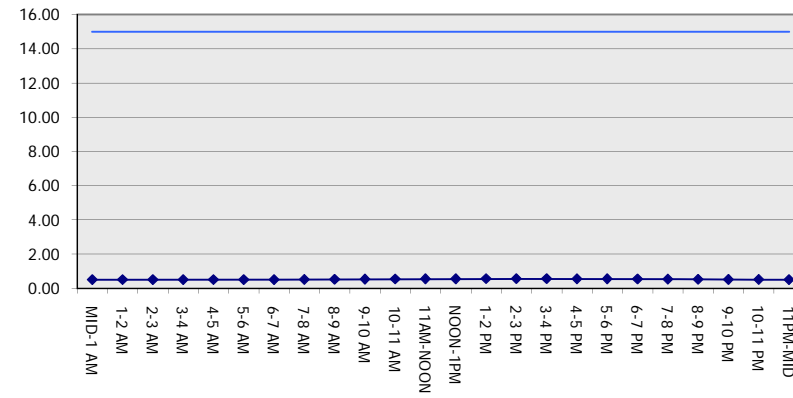
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

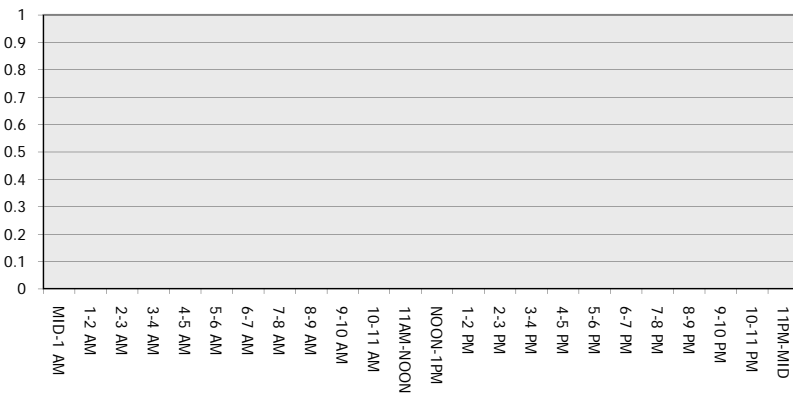
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

