

**STH 172: USH 41 TO STH 57 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 32, STH 57**

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 | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 204 | 0.0 | 58 | 0.0 | 3000 | 204 | 0 | 58 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.8 | 22.8 |
| 1-2 AM | 138 | 0.0 | 39 | 0.0 | 3000 | 138 | 0 | 39 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 2-3 AM | 132 | 0.0 | 38 | 0.0 | 3000 | 132 | 0 | 38 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 3-4 AM | 177 | 0.0 | 50 | 0.0 | 3000 | 177 | 0 | 50 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 |
| 4-5 AM | 395 | 0.0 | 111 | 0.0 | 3000 | 395 | 0 | 111 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.0 | 22.0 |
| 5-6 AM | 1267 | 0.0 | 358 | 0.0 | 3000 | 1267 | 0 | 358 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.4 | 18.4 |
| 6-7 AM | 2623 | 0.0 | 741 | 0.0 | 2999 | 2623 | 0 | 741 | 0.38 | 0 | 60.2 | 49.3 | 44.2 | 12.8 | 12.9 |
| 7-8 AM | 3556 | 0.0 | 1004 | 0.0 | 2999 | 3556 | 0 | 1004 | 5.07 | 284 | 60.2 | 16.8 | 37.3 | 10.7 | 11.1 |
| 8-9 AM | 2412 | 0.0 | 681 | 0.0 | 2999 | 2412 | 0 | 681 | 4.64 | 307 | 60.2 | 18.3 | 42.0 | 13.7 | 14.2 |
| 9-10 AM | 2128 | 0.0 | 601 | 0.0 | 3000 | 2128 | 0 | 601 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.8 | 14.8 |
| 10-11 AM | 2418 | 0.0 | 682 | 0.0 | 3000 | 2418 | 0 | 682 | 0.24 | 0 | 60.2 | 52.8 | 48.9 | 13.7 | 13.7 |
| 11A-NOON | 2511 | 0.0 | 709 | 0.0 | 3000 | 2511 | 0 | 709 | 0.30 | 0 | 60.2 | 51.2 | 46.5 | 13.3 | 13.3 |
| NOON-1PM | 2759 | 0.0 | 778 | 0.0 | 3000 | 2759 | 0 | 778 | 0.46 | 0 | 60.2 | 47.3 | 41.3 | 12.2 | 12.2 |
| 1-2 PM | 2748 | 0.0 | 775 | 0.0 | 3000 | 2748 | 0 | 775 | 0.46 | 0 | 60.2 | 47.4 | 41.5 | 12.3 | 12.3 |
| 2-3 PM | 2728 | 0.0 | 770 | 0.0 | 3000 | 2728 | 0 | 770 | 0.44 | 0 | 60.2 | 47.8 | 41.9 | 12.4 | 12.4 |
| 3-4 PM | 2837 | 0.0 | 800 | 0.0 | 3000 | 2837 | 0 | 800 | 0.52 | 0 | 60.2 | 46.1 | 39.9 | 11.9 | 11.9 |
| 4-5 PM | 2947 | 0.0 | 832 | 0.0 | 2999 | 2947 | 0 | 832 | 0.59 | 0 | 60.2 | 44.6 | 38.1 | 11.7 | 11.7 |
| 5-6 PM | 2974 | 0.0 | 840 | 0.0 | 2999 | 2974 | 0 | 840 | 0.75 | 9 | 60.2 | 41.7 | 37.9 | 11.6 | 11.6 |
| 6-7 PM | 2343 | 0.0 | 661 | 0.0 | 3000 | 2343 | 0 | 661 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.0 | 14.0 |
| 7-8 PM | 1615 | 0.0 | 456 | 0.0 | 3000 | 1615 | 0 | 456 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 17.0 | 17.0 |
| 8-9 PM | 1233 | 0.0 | 348 | 0.0 | 3000 | 1233 | 0 | 348 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.5 | 18.5 |
| 9-10 PM | 957 | 0.0 | 270 | 0.0 | 3000 | 957 | 0 | 270 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 19.7 | 19.7 |
| 10-11 PM | 704 | 0.0 | 199 | 0.0 | 3000 | 704 | 0 | 199 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 20.7 | 20.7 |
| 11PM-MID | 532 | 0.0 | 151 | 0.0 | 3000 | 532 | 0 | 151 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.4 | 21.4 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | | |
|------------------------------------|--|--------|
| MAIN ROUTE WITHOUT WORKS | | 0.0115 |
| MAIN ROUTE WITH WORKS | | 0.0087 |
| DIVERSION | | 0.0863 |

PIA: Personal Injury Accidents

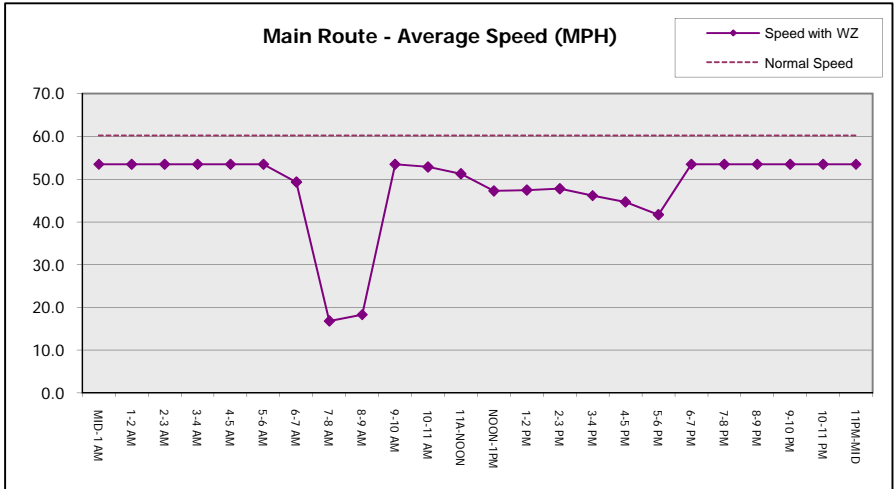
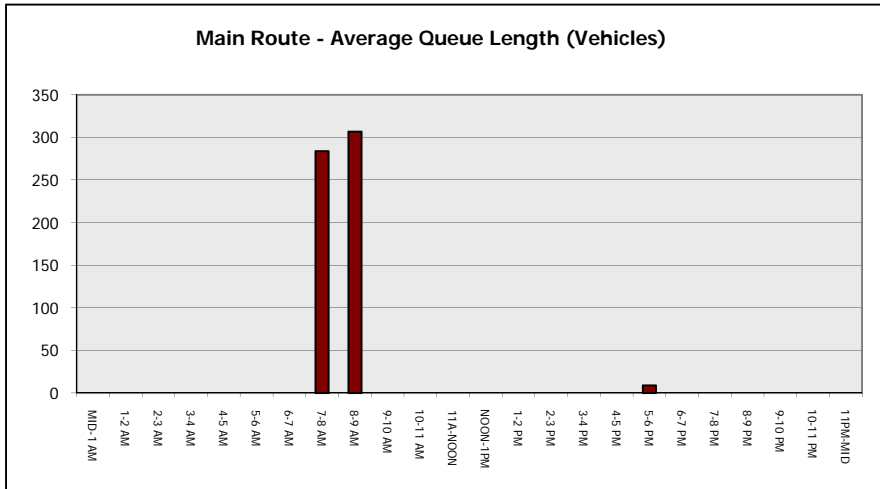
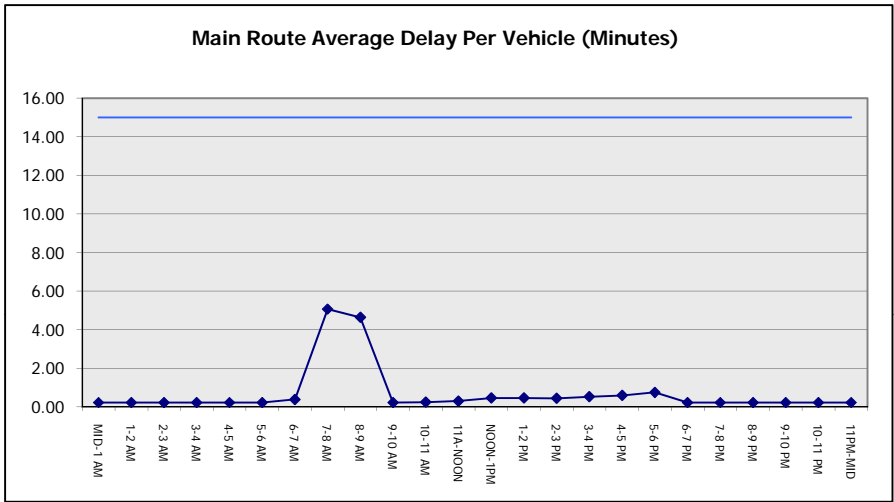
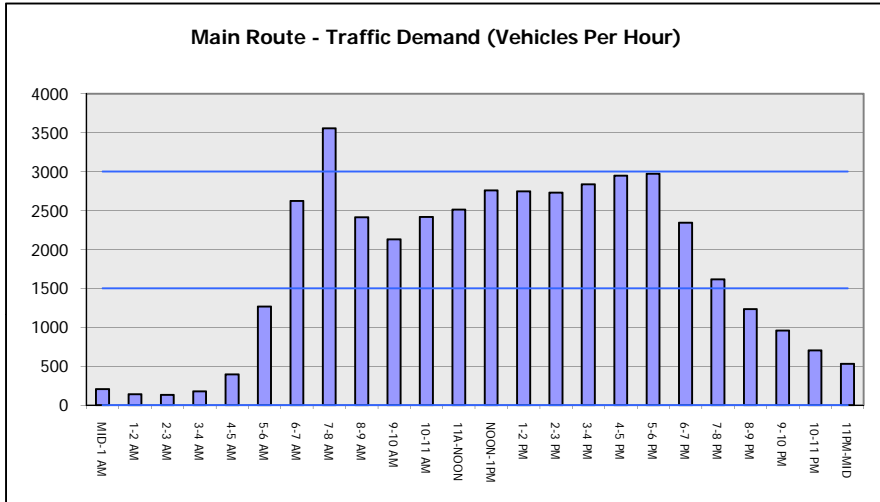
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$10,124 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

STH 172: USH 41 TO STH 57 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 32, STH 57

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
| STH 172: USH 41 TO STH 57 (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 32, STH 57 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 298 | 0.0 | 85 | 0.0 | 3000 | 298 | 0 | 85 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.4 | 22.4 |
| 1-2 AM | 209 | 0.0 | 59 | 0.0 | 3000 | 209 | 0 | 59 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.7 | 22.7 |
| 2-3 AM | 232 | 0.0 | 66 | 0.0 | 3000 | 232 | 0 | 66 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.7 | 22.7 |
| 3-4 AM | 181 | 0.0 | 51 | 0.0 | 3000 | 181 | 0 | 51 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 |
| 4-5 AM | 274 | 0.0 | 77 | 0.0 | 3000 | 274 | 0 | 77 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.5 | 22.5 |
| 5-6 AM | 602 | 0.0 | 169 | 0.0 | 3000 | 602 | 0 | 169 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.1 | 21.1 |
| 6-7 AM | 1430 | 0.0 | 404 | 0.0 | 3000 | 1430 | 0 | 404 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 17.7 | 17.7 |
| 7-8 AM | 2018 | 0.0 | 570 | 0.0 | 3000 | 2018 | 0 | 570 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 15.3 | 15.3 |
| 8-9 AM | 1879 | 0.0 | 530 | 0.0 | 3000 | 1879 | 0 | 530 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 15.9 | 15.9 |
| 9-10 AM | 1790 | 0.0 | 505 | 0.0 | 3000 | 1790 | 0 | 505 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 16.2 | 16.2 |
| 10-11 AM | 2142 | 0.0 | 605 | 0.0 | 3000 | 2142 | 0 | 605 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.8 | 14.8 |
| 11A-NOON | 2301 | 0.0 | 650 | 0.0 | 3000 | 2301 | 0 | 650 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.2 | 14.2 |
| NOON-1PM | 2643 | 0.0 | 746 | 0.0 | 3000 | 2643 | 0 | 746 | 0.39 | 0 | 60.2 | 49.1 | 43.6 | 12.7 | 12.7 |
| 1-2 PM | 2734 | 0.0 | 772 | 0.0 | 2999 | 2734 | 0 | 772 | 0.45 | 0 | 60.2 | 47.6 | 41.8 | 12.4 | 12.4 |
| 2-3 PM | 3103 | 0.0 | 876 | 0.0 | 2999 | 3103 | 0 | 876 | 1.03 | 27 | 60.2 | 37.5 | 37.3 | 11.4 | 11.4 |
| 3-4 PM | 3666 | 0.0 | 1035 | 0.0 | 3000 | 3666 | 0 | 1035 | 7.37 | 414 | 60.2 | 13.9 | 37.3 | 10.5 | 11.2 |
| 4-5 PM | 3991 | 0.0 | 1127 | 0.0 | 3000 | 3991 | 0 | 1127 | 23.22 | 1277 | 60.2 | 8.8 | 37.3 | 10.0 | 12.7 |
| 5-6 PM | 3448 | 0.0 | 973 | 0.0 | 3000 | 3310 | 137 | 1110 | 36.55 | 2003 | 60.2 | 7.9 | 37.3 | 10.9 | 14.3 |
| 6-7 PM | 2336 | 0.0 | 659 | 0.0 | 3000 | 2141 | 195 | 854 | 30.56 | 1675 | 60.2 | 8.2 | 37.3 | 14.0 | 16.0 |
| 7-8 PM | 1760 | 0.0 | 497 | 0.0 | 2999 | 1760 | 0 | 497 | 8.96 | 624 | 60.2 | 13.7 | 44.1 | 16.3 | 17.9 |
| 8-9 PM | 1505 | 0.0 | 425 | 0.0 | 3000 | 1505 | 0 | 425 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 17.4 | 17.4 |
| 9-10 PM | 1303 | 0.0 | 367 | 0.0 | 3000 | 1303 | 0 | 367 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.3 | 18.3 |
| 10-11 PM | 1183 | 0.0 | 334 | 0.0 | 3000 | 1183 | 0 | 334 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.8 | 18.8 |
| 11PM-MID | 786 | 0.0 | 222 | 0.0 | 3000 | 786 | 0 | 222 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 20.4 | 20.4 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0113 |
| MAIN ROUTE WITH WORKS | 0.0085 |
| DIVERSION | 0.0876 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$79,980 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding 15 Minutes

STH 172: USH 41 TO STH 57 (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 32, STH 57

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

