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| STH 172: USH 41 TO STH 57 (BROWN COUNTY) OFF-PEAK DAY 2 LANE CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 135 | 0.0 | 39 | 0.0 | OFF | 135 | 0 | 39 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 1-2 AM | 88 | 0.0 | 25 | 0.0 | OFF | 88 | 0 | 25 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.2 | 23.2 |
| 2-3 AM | 109 | 0.0 | 30 | 0.0 | OFF | 109 | 0 | 30 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.2 | 23.2 |
| 3-4 AM | 142 | 0.0 | 40 | 0.0 | OFF | 142 | 0 | 40 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 4-5 AM | 429 | 0.0 | 121 | 0.0 | OFF | 429 | 0 | 121 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.9 | 21.9 |
| 5-6 AM | 1393 | 0.0 | 393 | 0.0 | OFF | 1393 | 0 | 393 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.9 | 17.9 |
| 6-7 AM | 3049 | 0.0 | 861 | 0.0 | OFF | 3049 | 0 | 861 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.5 | 11.5 |
| 7-8 AM | 4297 | 0.0 | 1214 | 0.0 | OFF | 4297 | 0 | 1214 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.5 | 9.5 |
| 8-9 AM | 2547 | 0.0 | 719 | 0.0 | OFF | 2547 | 0 | 719 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.1 | 13.1 |
| 9-10 AM | 1935 | 0.0 | 546 | 0.0 | OFF | 1935 | 0 | 546 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.6 | 15.6 |
| 10-11 AM | 1890 | 0.0 | 534 | 0.0 | 1499 | 1890 | 0 | 534 | 7.11 | 194 | 60.2 | 12.3 | 30.8 | 15.8 | 16.0 |
| 11A-NOON | 1957 | 0.0 | 552 | 0.0 | 1500 | 1874 | 83 | 635 | 23.22 | 595 | 60.2 | 6.0 | 30.8 | 15.5 | 15.7 |
| NOON-1PM | 2022 | 0.0 | 571 | 0.0 | 1500 | 1631 | 391 | 963 | 32.89 | 841 | 60.2 | 5.2 | 30.8 | 15.3 | 12.7 |
| 1-2 PM | 2075 | 0.0 | 586 | 0.0 | 1500 | 1554 | 520 | 1106 | 35.75 | 916 | 60.2 | 5.0 | 30.8 | 15.1 | 11.9 |
| 2-3 PM | 2312 | 0.0 | 653 | 0.0 | 1500 | 1680 | 632 | 1285 | 40.08 | 1031 | 60.2 | 4.8 | 30.8 | 14.1 | 11.0 |
| 3-4 PM | 2673 | 0.0 | 754 | 0.0 | OFF | 2673 | 0 | 754 | 1.92 | 191 | 60.2 | 28.3 | 28.3 | 12.6 | 12.6 |
| 4-5 PM | 2982 | 0.0 | 842 | 0.0 | OFF | 2982 | 0 | 842 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.6 | 11.6 |
| 5-6 PM | 2733 | 0.0 | 771 | 0.0 | OFF | 2733 | 0 | 771 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.4 | 12.4 |
| 6-7 PM | 1864 | 0.0 | 526 | 0.0 | OFF | 1864 | 0 | 526 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.0 | 16.0 |
| 7-8 PM | 1232 | 0.0 | 347 | 0.0 | OFF | 1232 | 0 | 347 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.6 | 18.6 |
| 8-9 PM | 941 | 0.0 | 266 | 0.0 | OFF | 941 | 0 | 266 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 19.7 | 19.7 |
| 9-10 PM | 707 | 0.0 | 200 | 0.0 | OFF | 707 | 0 | 200 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 20.7 | 20.7 |
| 10-11 PM | 494 | 0.0 | 139 | 0.0 | OFF | 494 | 0 | 139 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.5 | 21.5 |
| 11PM-MID | 246 | 0.0 | 69 | 0.0 | OFF | 246 | 0 | 69 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.6 | 22.6 |

"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 |
| 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 | 0.0104 |
| MAIN ROUTE WITH WORKS | 0.0094 |
| DIVERSION | 0.0897 |

PIA: Personal Injury Accidents

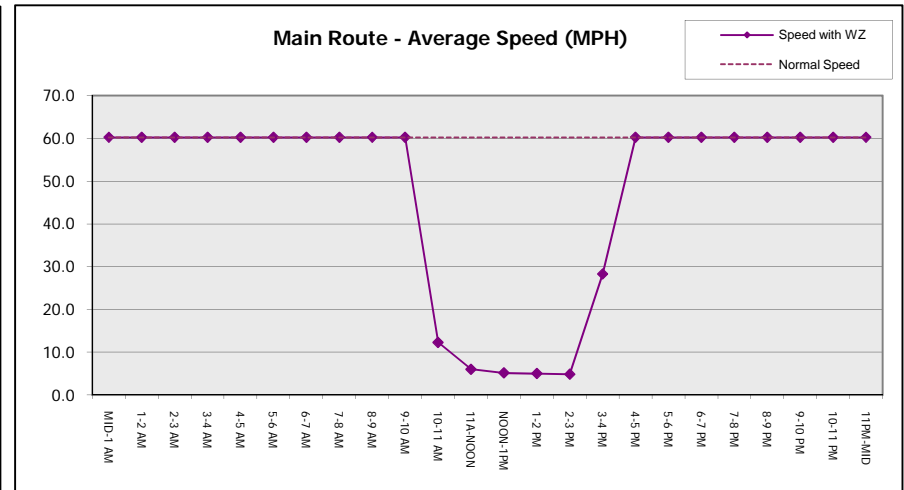
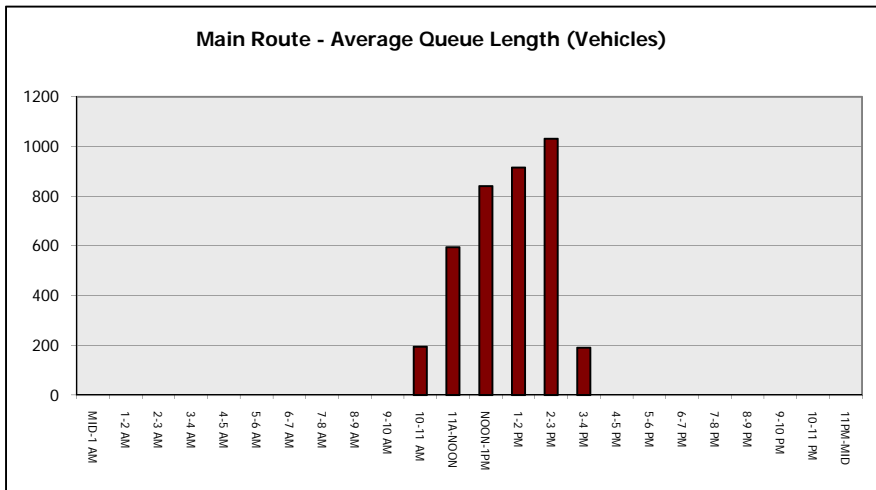
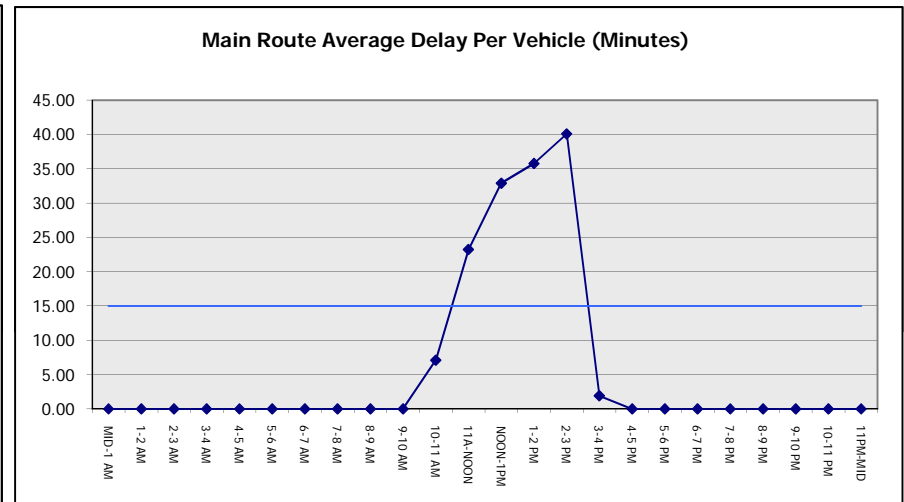
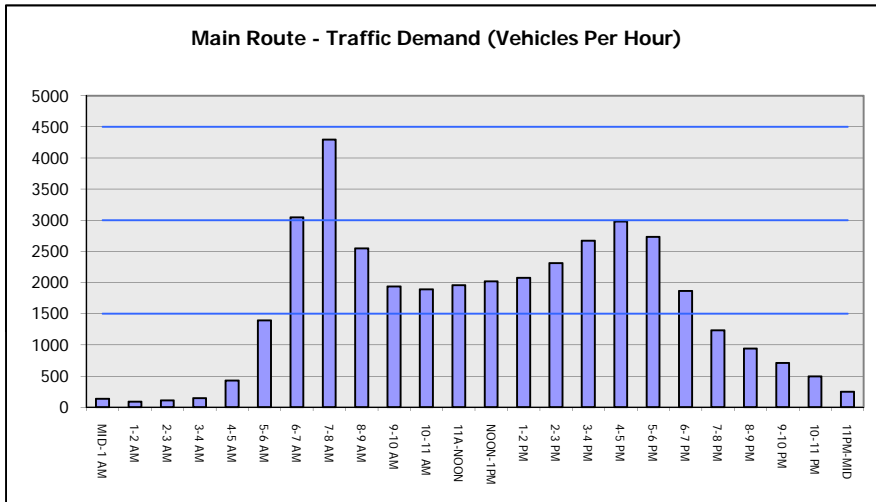
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$64,784 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding 15 Minutes

STH 172: USH 41 TO STH 57 (BROWN COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
DIVERSION ROUTE: STH 32 - STH 57

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



| | |
|--|--|
| STH 172: USH 41 TO STH 57 (BROWN COUNTY) OFF-PEAK DAY 2 LANE CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | MAY |
| | Analyzed for 2009 Construction Season |

| | |
|--|---------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| MON-THUR | EASTBOUND DIRECTION |

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|----------------|-----------------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVERTING | 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 | 226 | 0.0 | 64 | 0.0 | OFF | 226 | 0 | 64 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.7 | 22.7 |
| 1-2 AM | 153 | 0.0 | 43 | 0.0 | OFF | 153 | 0 | 43 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 2-3 AM | 129 | 0.0 | 37 | 0.0 | OFF | 129 | 0 | 37 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 3-4 AM | 129 | 0.0 | 37 | 0.0 | OFF | 129 | 0 | 37 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 4-5 AM | 262 | 0.0 | 74 | 0.0 | OFF | 262 | 0 | 74 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.5 | 22.5 |
| 5-6 AM | 638 | 0.0 | 180 | 0.0 | OFF | 638 | 0 | 180 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.0 | 21.0 |
| 6-7 AM | 1524 | 0.0 | 430 | 0.0 | OFF | 1524 | 0 | 430 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.3 | 17.3 |
| 7-8 AM | 2122 | 0.0 | 600 | 0.0 | OFF | 2122 | 0 | 600 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.8 | 14.8 |
| 8-9 AM | 1837 | 0.0 | 519 | 0.0 | OFF | 1837 | 0 | 519 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.0 | 16.0 |
| 9-10 AM | 1668 | 0.0 | 471 | 0.0 | OFF | 1668 | 0 | 471 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.8 | 16.8 |
| 10-11 AM | 1652 | 0.0 | 467 | 0.0 | 1499 | 1652 | 0 | 467 | 3.16 | 68 | 60.2 | 21.1 | 30.8 | 16.8 | 16.8 |
| 11A-NOON | 1908 | 0.0 | 539 | 0.0 | 1500 | 1908 | 0 | 539 | 13.23 | 343 | 60.2 | 8.1 | 30.8 | 15.8 | 16.3 |
| NOON-1PM | 2037 | 0.0 | 575 | 0.0 | 1499 | 1816 | 221 | 796 | 28.81 | 737 | 60.2 | 5.5 | 30.8 | 15.2 | 14.0 |
| 1-2 PM | 2185 | 0.0 | 617 | 0.0 | 1499 | 1646 | 539 | 1156 | 36.88 | 947 | 60.2 | 5.0 | 30.8 | 14.6 | 11.7 |
| 2-3 PM | 2487 | 0.0 | 702 | 0.0 | 1499 | 1770 | 717 | 1419 | 43.77 | 1129 | 60.2 | 4.7 | 30.8 | 13.4 | 10.4 |
| 3-4 PM | 3455 | 0.0 | 975 | 0.0 | OFF | 3455 | 0 | 975 | 3.34 | 328 | 60.2 | 20.3 | 20.3 | 10.9 | 10.9 |
| 4-5 PM | 4330 | 0.0 | 1222 | 0.0 | OFF | 4330 | 0 | 1222 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.4 | 9.4 |
| 5-6 PM | 3865 | 0.0 | 1091 | 0.0 | OFF | 3865 | 0 | 1091 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.2 | 10.2 |
| 6-7 PM | 2452 | 0.0 | 693 | 0.0 | OFF | 2452 | 0 | 693 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.5 | 13.5 |
| 7-8 PM | 1652 | 0.0 | 467 | 0.0 | OFF | 1652 | 0 | 467 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.8 | 16.8 |
| 8-9 PM | 1492 | 0.0 | 422 | 0.0 | OFF | 1492 | 0 | 422 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.5 | 17.5 |
| 9-10 PM | 1159 | 0.0 | 328 | 0.0 | OFF | 1159 | 0 | 328 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.8 | 18.8 |
| 10-11 PM | 720 | 0.0 | 203 | 0.0 | OFF | 720 | 0 | 203 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 20.6 | 20.6 |
| 11PM-MID | 468 | 0.0 | 132 | 0.0 | OFF | 468 | 0 | 132 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.7 | 21.7 |

"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 |
| 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 | 0.0104 |
| MAIN ROUTE WITH WORKS | 0.0095 |
| DIVERSION | 0.0892 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$63,208 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding 15 Minutes

**STH 172: USH 41 TO STH 57 (BROWN COUNTY)
 OFF-PEAK DAY 2 LANE CLOSURE
 DIVERSION ROUTE: STH 32 - STH 57**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

