

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

OCTOBER

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 | 167 | 0.0 | 47 | 0.0 | OFF | 167 | 0 | 47 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.9 | 22.9 |
| 1-2 AM | 123 | 0.0 | 35 | 0.0 | OFF | 123 | 0 | 35 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.1 | 23.1 |
| 2-3 AM | 116 | 0.0 | 32 | 0.0 | OFF | 116 | 0 | 32 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.1 | 23.1 |
| 3-4 AM | 149 | 0.0 | 42 | 0.0 | OFF | 149 | 0 | 42 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 23.0 | 23.0 |
| 4-5 AM | 448 | 0.0 | 127 | 0.0 | OFF | 448 | 0 | 127 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.7 | 21.7 |
| 5-6 AM | 1324 | 0.0 | 374 | 0.0 | OFF | 1324 | 0 | 374 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.1 | 18.1 |
| 6-7 AM | 2680 | 0.0 | 757 | 0.0 | OFF | 2680 | 0 | 757 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.6 | 12.6 |
| 7-8 AM | 3965 | 0.0 | 1120 | 0.0 | OFF | 3965 | 0 | 1120 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.0 | 10.0 |
| 8-9 AM | 2529 | 0.0 | 715 | 0.0 | OFF | 2529 | 0 | 715 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.2 | 13.2 |
| 9-10 AM | 1946 | 0.0 | 549 | 0.0 | OFF | 1946 | 0 | 549 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.6 | 15.6 |
| 10-11 AM | 2157 | 0.0 | 609 | 0.0 | 3000 | 2157 | 0 | 609 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.7 | 14.7 |
| 11A-NOON | 2264 | 0.0 | 639 | 0.0 | 3000 | 2264 | 0 | 639 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 14.3 | 14.3 |
| NOON-1PM | 2362 | 0.0 | 667 | 0.0 | 3000 | 2362 | 0 | 667 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 13.9 | 13.9 |
| 1-2 PM | 2445 | 0.0 | 691 | 0.0 | 3000 | 2445 | 0 | 691 | 0.25 | 0 | 60.2 | 52.4 | 48.2 | 13.5 | 13.5 |
| 2-3 PM | 2610 | 0.0 | 737 | 0.0 | 3000 | 2610 | 0 | 737 | 0.36 | 0 | 60.2 | 49.6 | 44.3 | 12.9 | 12.9 |
| 3-4 PM | 2795 | 0.0 | 789 | 0.0 | OFF | 2795 | 0 | 789 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.1 | 12.1 |
| 4-5 PM | 3080 | 0.0 | 870 | 0.0 | OFF | 3080 | 0 | 870 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.4 | 11.4 |
| 5-6 PM | 3139 | 0.0 | 886 | 0.0 | OFF | 3139 | 0 | 886 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.4 | 11.4 |
| 6-7 PM | 2521 | 0.0 | 712 | 0.0 | OFF | 2521 | 0 | 712 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.2 | 13.2 |
| 7-8 PM | 1462 | 0.0 | 412 | 0.0 | OFF | 1462 | 0 | 412 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.6 | 17.6 |
| 8-9 PM | 1113 | 0.0 | 314 | 0.0 | OFF | 1113 | 0 | 314 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 19.0 | 19.0 |
| 9-10 PM | 1025 | 0.0 | 290 | 0.0 | OFF | 1025 | 0 | 290 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 19.4 | 19.4 |
| 10-11 PM | 727 | 0.0 | 205 | 0.0 | OFF | 727 | 0 | 205 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 20.6 | 20.6 |
| 11PM-MID | 434 | 0.0 | 122 | 0.0 | OFF | 434 | 0 | 122 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.8 | 21.8 |

"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 | 0.0113 |
| MAIN ROUTE WITH WORKS | 0.0105 |
| DIVERSION | 0.0847 |

PIA: Personal Injury Accidents

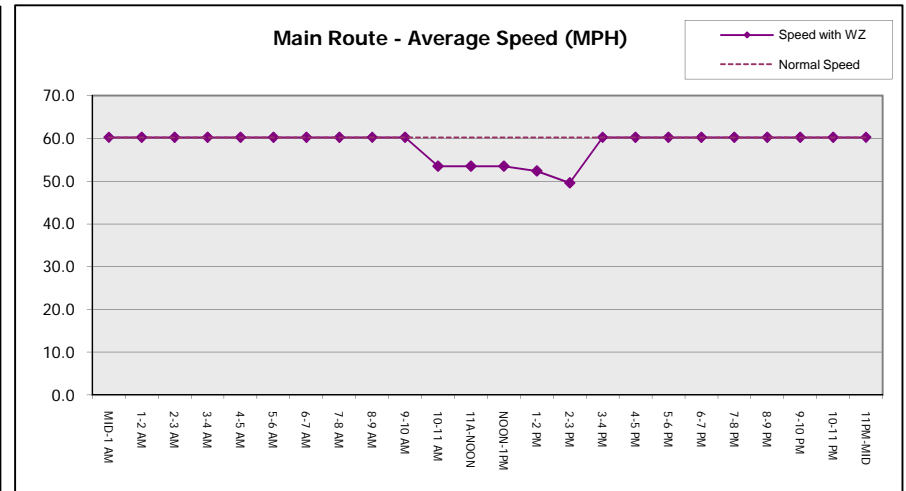
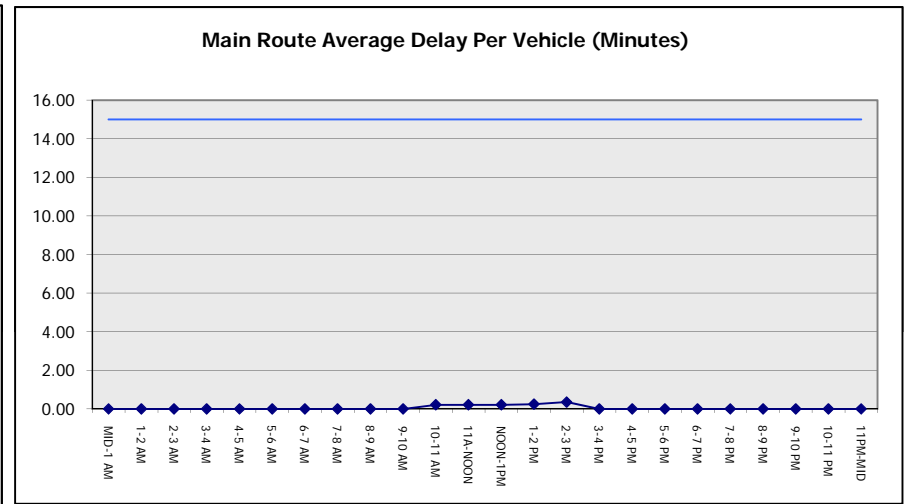
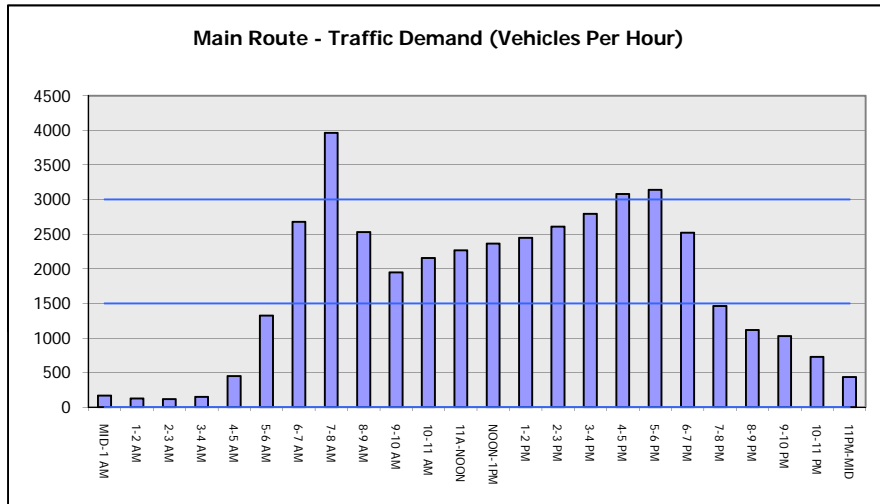
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$639 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

OCTOBER
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) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | OCTOBER |
| | 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 | 264 | 0.0 | 74 | 0.0 | OFF | 264 | 0 | 74 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.4 | 21.4 | |
| 1-2 AM | 227 | 0.0 | 64 | 0.0 | OFF | 227 | 0 | 64 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.7 | 21.7 | |
| 2-3 AM | 179 | 0.0 | 50 | 0.0 | OFF | 179 | 0 | 50 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.1 | 22.1 | |
| 3-4 AM | 144 | 0.0 | 41 | 0.0 | OFF | 144 | 0 | 41 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 22.4 | 22.4 | |
| 4-5 AM | 232 | 0.0 | 66 | 0.0 | OFF | 232 | 0 | 66 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.7 | 21.7 | |
| 5-6 AM | 595 | 0.0 | 167 | 0.0 | OFF | 595 | 0 | 167 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.6 | 18.6 | |
| 6-7 AM | 1466 | 0.0 | 414 | 0.0 | OFF | 1466 | 0 | 414 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.6 | 11.6 | |
| 7-8 AM | 1988 | 0.0 | 561 | 0.0 | OFF | 1988 | 0 | 561 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.9 | 9.9 | |
| 8-9 AM | 1867 | 0.0 | 527 | 0.0 | OFF | 1867 | 0 | 527 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.3 | 10.3 | |
| 9-10 AM | 1606 | 0.0 | 453 | 0.0 | OFF | 1606 | 0 | 453 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.2 | 11.2 | |
| 10-11 AM | 1879 | 0.0 | 531 | 0.0 | 3000 | 1879 | 0 | 531 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 10.3 | 10.3 | |
| 11A-NOON | 2153 | 0.0 | 608 | 0.0 | 3000 | 2153 | 0 | 608 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 9.4 | 9.4 | |
| NOON-1PM | 2539 | 0.0 | 717 | 0.0 | 3000 | 2539 | 0 | 717 | 0.32 | 0 | 60.2 | 50.7 | 45.9 | 8.1 | 8.1 | |
| 1-2 PM | 2586 | 0.0 | 730 | 0.0 | 2999 | 2586 | 0 | 730+ | 0.35 | 0 | 60.2 | 50.0 | 44.8 | 8.0 | 8.0 | |
| 2-3 PM | 2875 | 0.0 | 812 | 0.0 | 2999 | 2875 | 0 | 812+ | 0.58 | 2 | 60.2 | 44.9 | 39.6 | 7.3 | 7.3 | |
| 3-4 PM | 3774 | 0.0 | 1066 | 0.0 | OFF | 3774 | 0 | 1066+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 6.8 | 6.8 | |
| 4-5 PM | 4383 | 0.0 | 1238 | 0.0 | OFF | 4383 | 0 | 1238+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 6.8 | 6.8 | |
| 5-6 PM | 3716 | 0.0 | 1050 | 0.0 | OFF | 3716 | 0 | 1050+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 6.8 | 6.8 | |
| 6-7 PM | 2566 | 0.0 | 724 | 0.0 | OFF | 2566 | 0 | 724+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 8.0 | 8.0 | |
| 7-8 PM | 1690 | 0.0 | 477 | 0.0 | OFF | 1690 | 0 | 477 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.9 | 10.9 | |
| 8-9 PM | 1444 | 0.0 | 408 | 0.0 | OFF | 1444 | 0 | 408 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.7 | 11.7 | |
| 9-10 PM | 1552 | 0.0 | 438 | 0.0 | OFF | 1552 | 0 | 438 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.4 | 11.4 | |
| 10-11 PM | 1005 | 0.0 | 284 | 0.0 | OFF | 1005 | 0 | 284 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.2 | 15.2 | |
| 11PM-MID | 708 | 0.0 | 200 | 0.0 | OFF | 708 | 0 | 200 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.7 | 17.7 | |

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

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0112 |
| MAIN ROUTE WITH WORKS | 0.0104 |
| DIVERSION | 0.0845 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$897 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

OCTOBER
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

