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|--|--|
| STH 172: USH 41 TO STH 57 (BROWN COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | MAY |
| | 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 | 141 | 0.0 | 40 | 0.0 | 3000 | 141 | 0 | 40 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 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 | 161 | 0.0 | 45 | 0.0 | 3000 | 161 | 0 | 45 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 |
| 3-4 AM | 152 | 0.0 | 43 | 0.0 | 3000 | 152 | 0 | 43 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 4-5 AM | 439 | 0.0 | 125 | 0.0 | 3000 | 439 | 0 | 125 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.8 | 21.8 |
| 5-6 AM | 1294 | 0.0 | 365 | 0.0 | OFF | 1294 | 0 | 365 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.3 | 18.3 |
| 6-7 AM | 2796 | 0.0 | 790 | 0.0 | OFF | 2796 | 0 | 790 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.1 | 12.1 |
| 7-8 AM | 4047 | 0.0 | 1143 | 0.0 | OFF | 4047 | 0 | 1143 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.9 | 9.9 |
| 8-9 AM | 2585 | 0.0 | 730 | 0.0 | OFF | 2585 | 0 | 730 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.0 | 13.0 |
| 9-10 AM | 2116 | 0.0 | 597 | 0.0 | OFF | 2116 | 0 | 597 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.9 | 14.9 |
| 10-11 AM | 2124 | 0.0 | 600 | 0.0 | OFF | 2124 | 0 | 600 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.8 | 14.8 |
| 11A-NOON | 2237 | 0.0 | 632 | 0.0 | OFF | 2237 | 0 | 632 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.4 | 14.4 |
| NOON-1PM | 2492 | 0.0 | 703 | 0.0 | OFF | 2492 | 0 | 703 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.4 | 13.4 |
| 1-2 PM | 2489 | 0.0 | 703 | 0.0 | OFF | 2489 | 0 | 703 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.4 | 13.4 |
| 2-3 PM | 2629 | 0.0 | 742 | 0.0 | OFF | 2629 | 0 | 742 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.8 | 12.8 |
| 3-4 PM | 2825 | 0.0 | 797 | 0.0 | OFF | 2825 | 0 | 797 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 12.0 | 12.0 |
| 4-5 PM | 3234 | 0.0 | 913 | 0.0 | OFF | 3234 | 0 | 913 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.2 | 11.2 |
| 5-6 PM | 2944 | 0.0 | 832 | 0.0 | OFF | 2944 | 0 | 832 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.7 | 11.7 |
| 6-7 PM | 2131 | 0.0 | 602 | 0.0 | OFF | 2131 | 0 | 602 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.8 | 14.8 |
| 7-8 PM | 1561 | 0.0 | 441 | 0.0 | 3000 | 1561 | 0 | 441 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 17.2 | 17.2 |
| 8-9 PM | 1179 | 0.0 | 333 | 0.0 | 3000 | 1179 | 0 | 333 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.8 | 18.8 |
| 9-10 PM | 908 | 0.0 | 256 | 0.0 | 3000 | 908 | 0 | 256 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 19.9 | 19.9 |
| 10-11 PM | 700 | 0.0 | 198 | 0.0 | 3000 | 700 | 0 | 198 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 20.7 | 20.7 |
| 11PM-MID | 445 | 0.0 | 126 | 0.0 | 3000 | 445 | 0 | 126 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 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 | 0.0109 |
| DIVERSION | 0.0851 |

PIA: Personal Injury Accidents

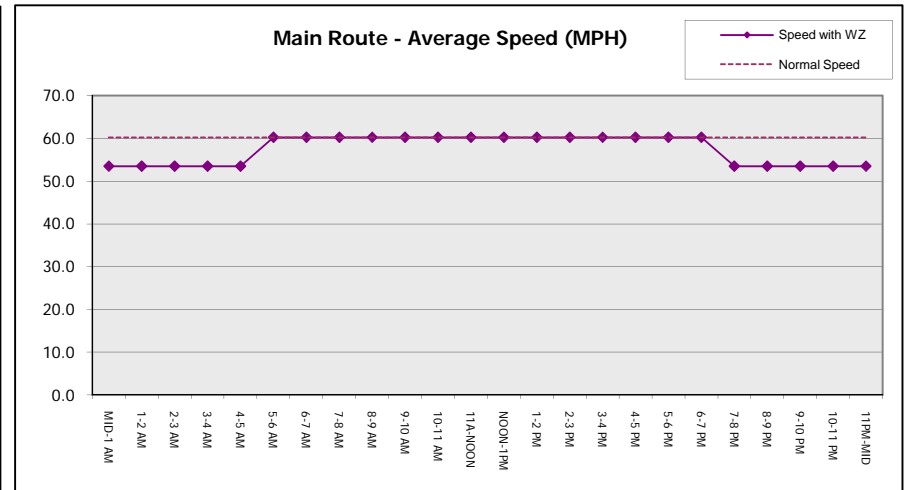
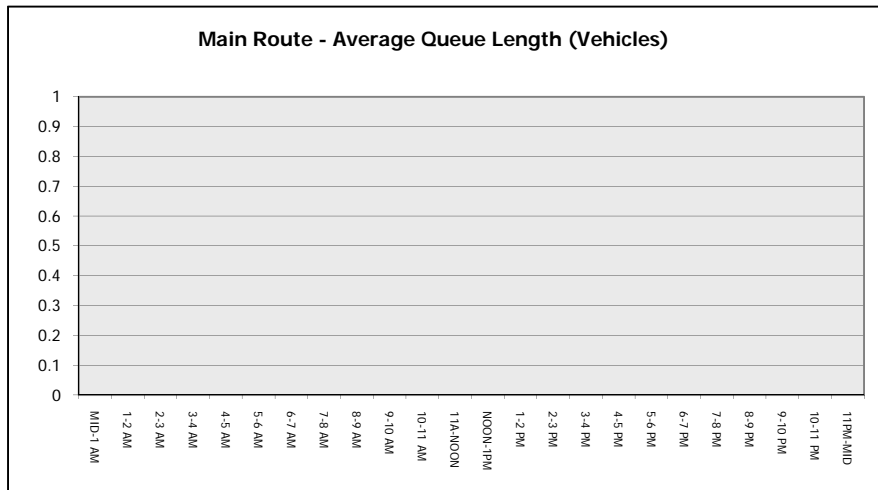
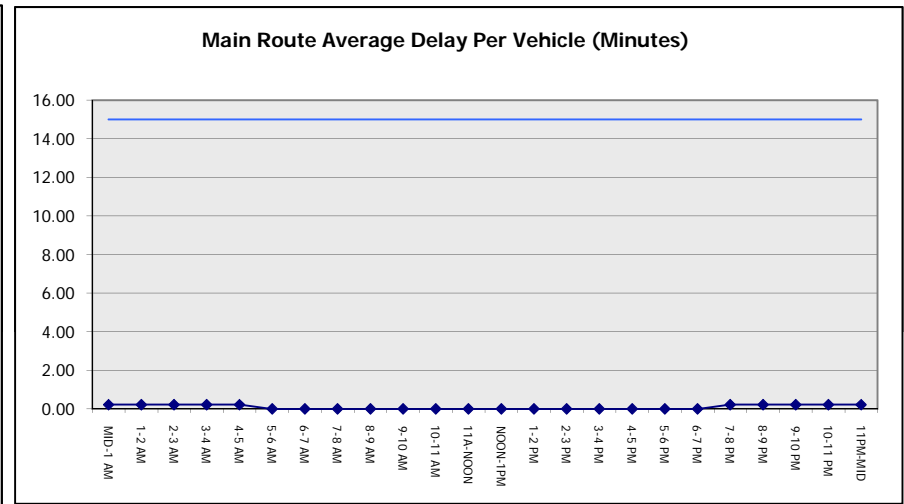
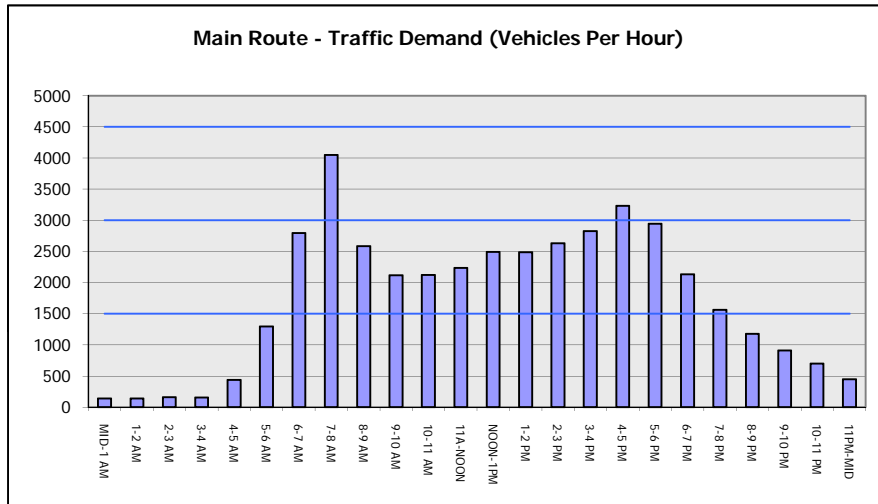
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$266 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

MAY
 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) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | MAY |
| | 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 | | SITE | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN | |
| MID-1 AM | 295 | 0.0 | 84 | 0.0 | 3000 | 295 | 0 | 84 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.4 | 22.4 | |
| 1-2 AM | 159 | 0.0 | 45 | 0.0 | 3000 | 159 | 0 | 45 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 | |
| 2-3 AM | 210 | 0.0 | 60 | 0.0 | 3000 | 210 | 0 | 60 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.7 | 22.7 | |
| 3-4 AM | 173 | 0.0 | 49 | 0.0 | 3000 | 173 | 0 | 49 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 | |
| 4-5 AM | 253 | 0.0 | 71 | 0.0 | 3000 | 253 | 0 | 71 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.5 | 22.5 | |
| 5-6 AM | 559 | 0.0 | 158 | 0.0 | OFF | 559 | 0 | 158 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 21.3 | 21.3 | |
| 6-7 AM | 1436 | 0.0 | 405 | 0.0 | OFF | 1436 | 0 | 405 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.7 | 17.7 | |
| 7-8 AM | 2043 | 0.0 | 577 | 0.0 | OFF | 2043 | 0 | 577 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.2 | 15.2 | |
| 8-9 AM | 1887 | 0.0 | 533 | 0.0 | OFF | 1887 | 0 | 533 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.8 | 15.8 | |
| 9-10 AM | 1645 | 0.0 | 465 | 0.0 | OFF | 1645 | 0 | 465 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.8 | 16.8 | |
| 10-11 AM | 1767 | 0.0 | 499 | 0.0 | OFF | 1767 | 0 | 499 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.3 | 16.3 | |
| 11A-NOON | 2295 | 0.0 | 648 | 0.0 | OFF | 2295 | 0 | 648 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.2 | 14.2 | |
| NOON-1PM | 2321 | 0.0 | 656 | 0.0 | OFF | 2321 | 0 | 656 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.0 | 14.0 | |
| 1-2 PM | 2573 | 0.0 | 726 | 0.0 | OFF | 2573 | 0 | 726 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.0 | 13.0 | |
| 2-3 PM | 2837 | 0.0 | 800 | 0.0 | OFF | 2837 | 0 | 800 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 11.9 | 11.9 | |
| 3-4 PM | 3618 | 0.0 | 1021 | 0.0 | OFF | 3618 | 0 | 1021 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.6 | 10.6 | |
| 4-5 PM | 4234 | 0.0 | 1195 | 0.0 | OFF | 4234 | 0 | 1195 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.6 | 9.6 | |
| 5-6 PM | 3612 | 0.0 | 1020 | 0.0 | OFF | 3612 | 0 | 1020 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.6 | 10.6 | |
| 6-7 PM | 2363 | 0.0 | 668 | 0.0 | OFF | 2363 | 0 | 668 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.8 | 13.8 | |
| 7-8 PM | 1739 | 0.0 | 491 | 0.0 | 3000 | 1739 | 0 | 491 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 16.5 | 16.5 | |
| 8-9 PM | 1637 | 0.0 | 462 | 0.0 | 3000 | 1637 | 0 | 462 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 16.9 | 16.9 | |
| 9-10 PM | 1335 | 0.0 | 377 | 0.0 | 3000 | 1335 | 0 | 377 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.1 | 18.1 | |
| 10-11 PM | 987 | 0.0 | 278 | 0.0 | 3000 | 987 | 0 | 278 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 19.6 | 19.6 | |
| 11PM-MID | 629 | 0.0 | 178 | 0.0 | 3000 | 629 | 0 | 178 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.0 | 21.0 | |

"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 | 0.0110 |
| MAIN ROUTE WITH WORKS | 0.0105 |
| DIVERSION | 0.0828 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$338 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

