

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

AUGUST

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 | | 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 | 301 | 0.0 | 85 | 0.0 | 3000 | 301 | 0 | 85 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.4 | 22.4 |
| 1-2 AM | 150 | 0.0 | 43 | 0.0 | 3000 | 150 | 0 | 43 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 2-3 AM | 122 | 0.0 | 35 | 0.0 | 3000 | 122 | 0 | 35 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.1 | 23.1 |
| 3-4 AM | 98 | 0.0 | 28 | 0.0 | 3000 | 98 | 0 | 28 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.2 | 23.2 |
| 4-5 AM | 141 | 0.0 | 40 | 0.0 | 3000 | 141 | 0 | 40 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.0 | 23.0 |
| 5-6 AM | 303 | 0.0 | 86 | 0.0 | 3000 | 303 | 0 | 86 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.4 | 22.4 |
| 6-7 AM | 381 | 0.0 | 108 | 0.0 | 3000 | 381 | 0 | 108 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.0 | 22.0 |
| 7-8 AM | 515 | 0.0 | 145 | 0.0 | 3000 | 515 | 0 | 145 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.5 | 21.5 |
| 8-9 AM | 803 | 0.0 | 227 | 0.0 | 3000 | 803 | 0 | 227 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 20.3 | 20.3 |
| 9-10 AM | 1207 | 0.0 | 341 | 0.0 | OFF | 1207 | 0 | 341 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.6 | 18.6 |
| 10-11 AM | 1793 | 0.0 | 506 | 0.0 | OFF | 1793 | 0 | 506 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.2 | 16.2 |
| 11A-NOON | 1920 | 0.0 | 542 | 0.0 | OFF | 1920 | 0 | 542 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.7 | 15.7 |
| NOON-1PM | 2282 | 0.0 | 644 | 0.0 | OFF | 2282 | 0 | 644 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.2 | 14.2 |
| 1-2 PM | 2061 | 0.0 | 582 | 0.0 | OFF | 2061 | 0 | 582 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.2 | 15.2 |
| 2-3 PM | 1930 | 0.0 | 545 | 0.0 | OFF | 1930 | 0 | 545 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.6 | 15.6 |
| 3-4 PM | 1826 | 0.0 | 516 | 0.0 | OFF | 1826 | 0 | 516 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.1 | 16.1 |
| 4-5 PM | 1845 | 0.0 | 521 | 0.0 | OFF | 1845 | 0 | 521 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.0 | 16.0 |
| 5-6 PM | 1794 | 0.0 | 506 | 0.0 | OFF | 1794 | 0 | 506 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.2 | 16.2 |
| 6-7 PM | 1382 | 0.0 | 390 | 0.0 | OFF | 1382 | 0 | 390 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.9 | 17.9 |
| 7-8 PM | 1135 | 0.0 | 320 | 0.0 | 3000 | 1135 | 0 | 320 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.9 | 18.9 |
| 8-9 PM | 1031 | 0.0 | 291 | 0.0 | 3000 | 1031 | 0 | 291 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 19.4 | 19.4 |
| 9-10 PM | 583 | 0.0 | 165 | 0.0 | 3000 | 583 | 0 | 165 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.2 | 21.2 |
| 10-11 PM | 503 | 0.0 | 142 | 0.0 | 3000 | 503 | 0 | 142 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.5 | 21.5 |
| 11PM-MID | 275 | 0.0 | 77 | 0.0 | 3000 | 275 | 0 | 77 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.5 | 22.5 |

"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 | 0.0066 |
| MAIN ROUTE WITH WORKS | 0.0062 |
| DIVERSION | 0.0497 |

PIA: Personal Injury Accidents

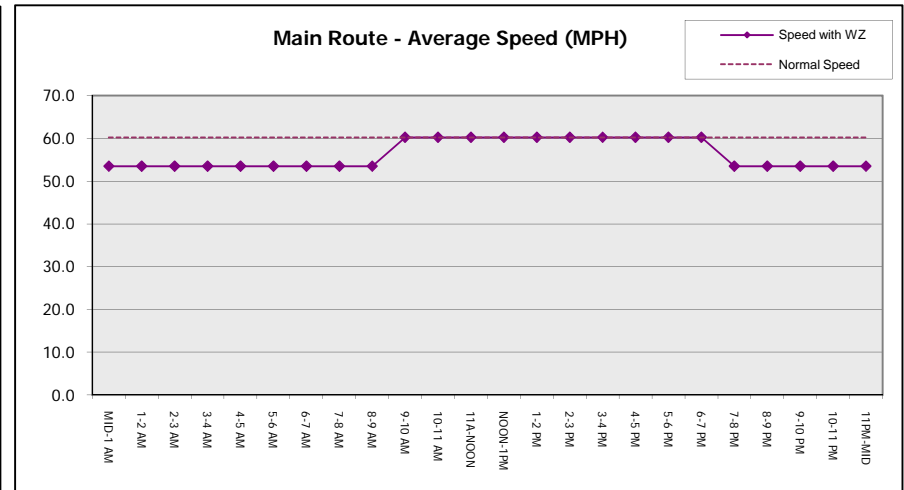
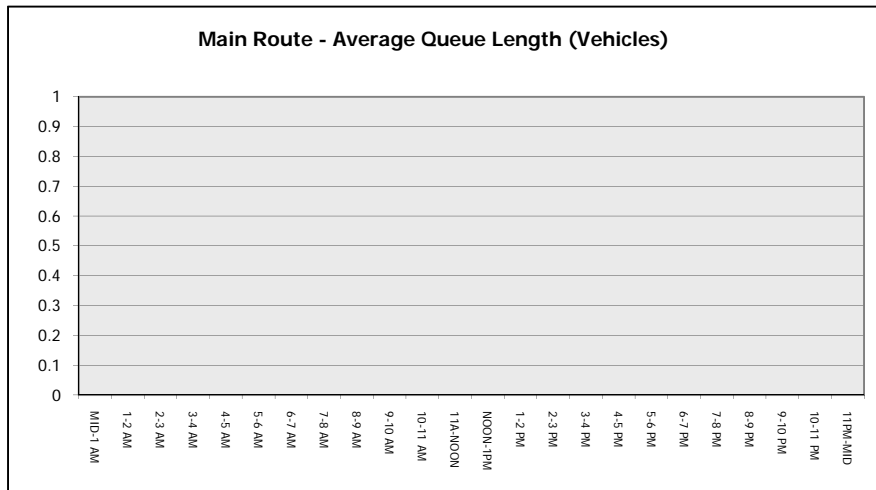
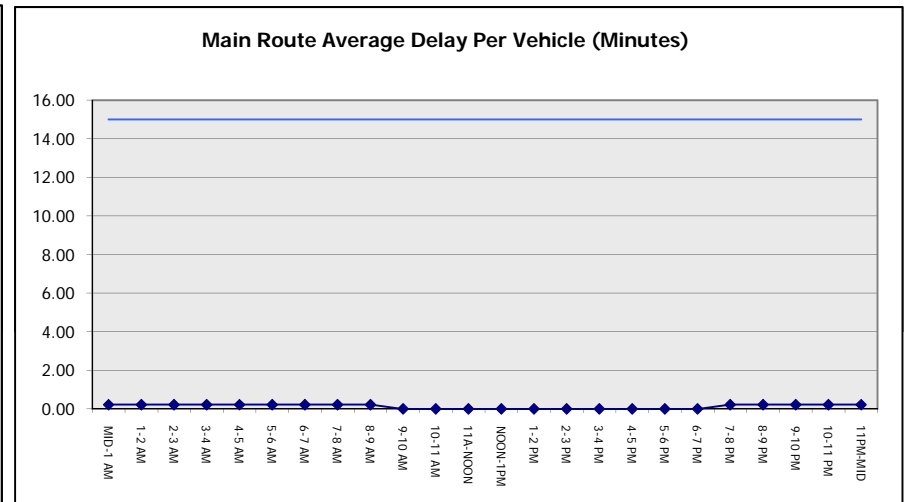
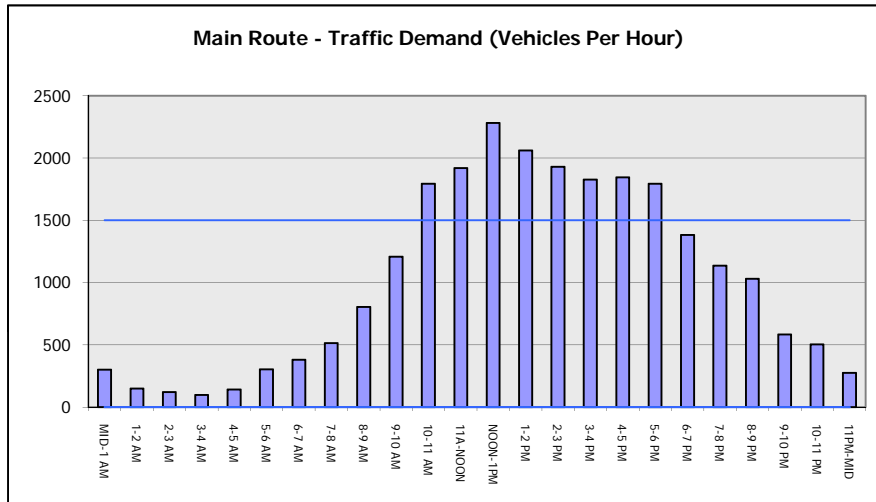
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$318 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| STH 172: USH 41 TO STH 57 (BROWN COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | AUGUST |
| | 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 | | 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 | 414 | 0.0 | 117 | 0.0 | 3000 | 414 | 0 | 117 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.9 | 21.9 |
| 1-2 AM | 238 | 0.0 | 67 | 0.0 | 3000 | 238 | 0 | 67 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.6 | 22.6 |
| 2-3 AM | 228 | 0.0 | 65 | 0.0 | 3000 | 228 | 0 | 65 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.7 | 22.7 |
| 3-4 AM | 172 | 0.0 | 49 | 0.0 | 3000 | 172 | 0 | 49 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.9 | 22.9 |
| 4-5 AM | 116 | 0.0 | 32 | 0.0 | 3000 | 116 | 0 | 32 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 23.1 | 23.1 |
| 5-6 AM | 188 | 0.0 | 53 | 0.0 | 3000 | 188 | 0 | 53 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.8 | 22.8 |
| 6-7 AM | 301 | 0.0 | 85 | 0.0 | 3000 | 301 | 0 | 85 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 22.4 | 22.4 |
| 7-8 AM | 507 | 0.0 | 143 | 0.0 | 3000 | 507 | 0 | 143 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.5 | 21.5 |
| 8-9 AM | 707 | 0.0 | 200 | 0.0 | 3000 | 707 | 0 | 200 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 20.7 | 20.7 |
| 9-10 AM | 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 AM | 1536 | 0.0 | 433 | 0.0 | OFF | 1536 | 0 | 433 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 17.3 | 17.3 |
| 11A-NOON | 1839 | 0.0 | 519 | 0.0 | OFF | 1839 | 0 | 519 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 16.0 | 16.0 |
| NOON-1PM | 2184 | 0.0 | 616 | 0.0 | OFF | 2184 | 0 | 616 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.6 | 14.6 |
| 1-2 PM | 2088 | 0.0 | 590 | 0.0 | OFF | 2088 | 0 | 590 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.0 | 15.0 |
| 2-3 PM | 2147 | 0.0 | 606 | 0.0 | OFF | 2147 | 0 | 606 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.8 | 14.8 |
| 3-4 PM | 2264 | 0.0 | 639 | 0.0 | OFF | 2264 | 0 | 639 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.3 | 14.3 |
| 4-5 PM | 2245 | 0.0 | 634 | 0.0 | OFF | 2245 | 0 | 634 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.3 | 14.3 |
| 5-6 PM | 2002 | 0.0 | 565 | 0.0 | OFF | 2002 | 0 | 565 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.3 | 15.3 |
| 6-7 PM | 1888 | 0.0 | 534 | 0.0 | OFF | 1888 | 0 | 534 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.8 | 15.8 |
| 7-8 PM | 1412 | 0.0 | 399 | 0.0 | 3000 | 1412 | 0 | 399 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 17.8 | 17.8 |
| 8-9 PM | 1205 | 0.0 | 340 | 0.0 | 3000 | 1205 | 0 | 340 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 18.6 | 18.6 |
| 9-10 PM | 952 | 0.0 | 269 | 0.0 | 3000 | 952 | 0 | 269 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 19.7 | 19.7 |
| 10-11 PM | 585 | 0.0 | 165 | 0.0 | 3000 | 585 | 0 | 165 | 0.22 | 0 | 60.2 | 53.5 | 49.7 | 21.2 | 21.2 |
| 11PM-MID | 438 | 0.0 | 123 | 0.0 | 3000 | 438 | 0 | 123 | 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 | 0.0072 |
| MAIN ROUTE WITH WORKS | 0.0067 |
| DIVERSION | 0.0544 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$374 |
| 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**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

