

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

OCTOBER

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 | 262 | 0.0 | 74 | 0.0 | 1500 | 262 | 0 | 74 | 0.36 | 0 | 60.2 | 49.7 | 44.5 | 22.5 | 22.5 |
| 1-2 AM | 169 | 0.0 | 48 | 0.0 | 1500 | 169 | 0 | 48 | 0.35 | 0 | 60.2 | 49.9 | 44.8 | 22.9 | 22.9 |
| 2-3 AM | 138 | 0.0 | 39 | 0.0 | 1500 | 138 | 0 | 39 | 0.35 | 0 | 60.2 | 50.1 | 45.0 | 23.0 | 23.0 |
| 3-4 AM | 113 | 0.0 | 31 | 0.0 | 1500 | 113 | 0 | 31 | 0.34 | 0 | 60.2 | 50.1 | 45.0 | 23.2 | 23.2 |
| 4-5 AM | 157 | 0.0 | 44 | 0.0 | 1500 | 157 | 0 | 44 | 0.35 | 0 | 60.2 | 50.0 | 44.8 | 23.0 | 23.0 |
| 5-6 AM | 325 | 0.0 | 92 | 0.0 | 1500 | 325 | 0 | 92 | 0.37 | 0 | 60.2 | 49.5 | 44.2 | 22.2 | 22.2 |
| 6-7 AM | 404 | 0.0 | 114 | 0.0 | 1500 | 404 | 0 | 114 | 0.38 | 0 | 60.2 | 49.2 | 43.9 | 21.9 | 21.9 |
| 7-8 AM | 715 | 0.0 | 202 | 0.0 | 1500 | 715 | 0 | 202 | 0.42 | 0 | 60.2 | 48.4 | 42.7 | 20.7 | 20.7 |
| 8-9 AM | 1327 | 0.0 | 375 | 0.0 | 1499 | 1327 | 0 | 375 | 0.79 | 2 | 60.2 | 41.2 | 35.8 | 18.1 | 18.1 |
| 9-10 AM | 2280 | 0.0 | 644 | 0.0 | OFF | 2280 | 0 | 644 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.2 | 14.2 |
| 10-11 AM | 2530 | 0.0 | 715 | 0.0 | OFF | 2530 | 0 | 715 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 13.2 | 13.2 |
| 11A-NOON | 2083 | 0.0 | 588 | 0.0 | OFF | 2083 | 0 | 588 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.0 | 15.0 |
| NOON-1PM | 2083 | 0.0 | 588 | 0.0 | OFF | 2083 | 0 | 588 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.0 | 15.0 |
| 1-2 PM | 1924 | 0.0 | 543 | 0.0 | OFF | 1924 | 0 | 543 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.7 | 15.7 |
| 2-3 PM | 2179 | 0.0 | 615 | 0.0 | OFF | 2179 | 0 | 615 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.7 | 14.7 |
| 3-4 PM | 2223 | 0.0 | 628 | 0.0 | OFF | 2223 | 0 | 628 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.5 | 14.5 |
| 4-5 PM | 2327 | 0.0 | 657 | 0.0 | OFF | 2327 | 0 | 657 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 14.0 | 14.0 |
| 5-6 PM | 2034 | 0.0 | 574 | 0.0 | OFF | 2034 | 0 | 574 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 15.2 | 15.2 |
| 6-7 PM | 1338 | 0.0 | 378 | 0.0 | OFF | 1338 | 0 | 378 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 18.1 | 18.1 |
| 7-8 PM | 864 | 0.0 | 244 | 0.0 | 1500 | 864 | 0 | 244 | 0.44 | 0 | 60.2 | 47.9 | 42.2 | 20.1 | 20.1 |
| 8-9 PM | 523 | 0.0 | 148 | 0.0 | 1500 | 523 | 0 | 148 | 0.39 | 0 | 60.2 | 48.9 | 43.4 | 21.4 | 21.4 |
| 9-10 PM | 470 | 0.0 | 133 | 0.0 | 1500 | 470 | 0 | 133 | 0.39 | 0 | 60.2 | 49.1 | 43.6 | 21.7 | 21.7 |
| 10-11 PM | 348 | 0.0 | 98 | 0.0 | 1500 | 348 | 0 | 98 | 0.37 | 0 | 60.2 | 49.4 | 44.1 | 22.2 | 22.2 |
| 11PM-MID | 244 | 0.0 | 69 | 0.0 | 1500 | 244 | 0 | 69 | 0.36 | 0 | 60.2 | 49.7 | 44.5 | 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 | 0.0073 |
| MAIN ROUTE WITH WORKS | 0.0069 |
| DIVERSION | 0.0552 |

PIA: Personal Injury Accidents

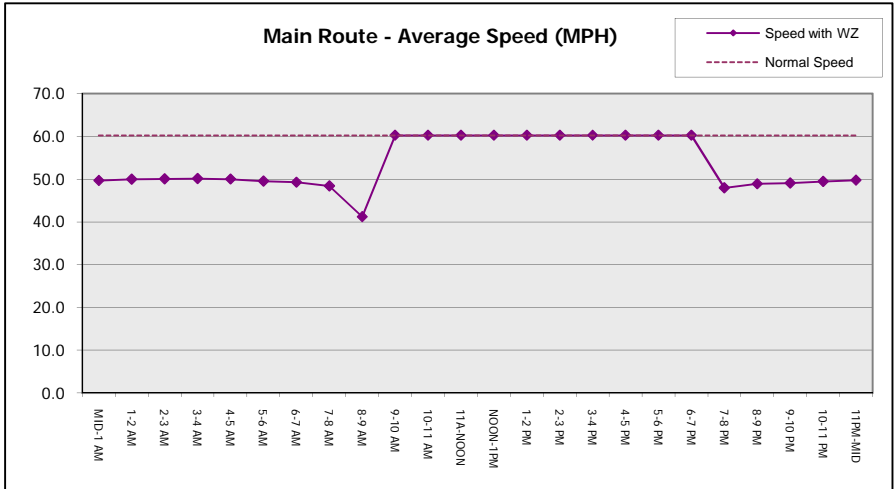
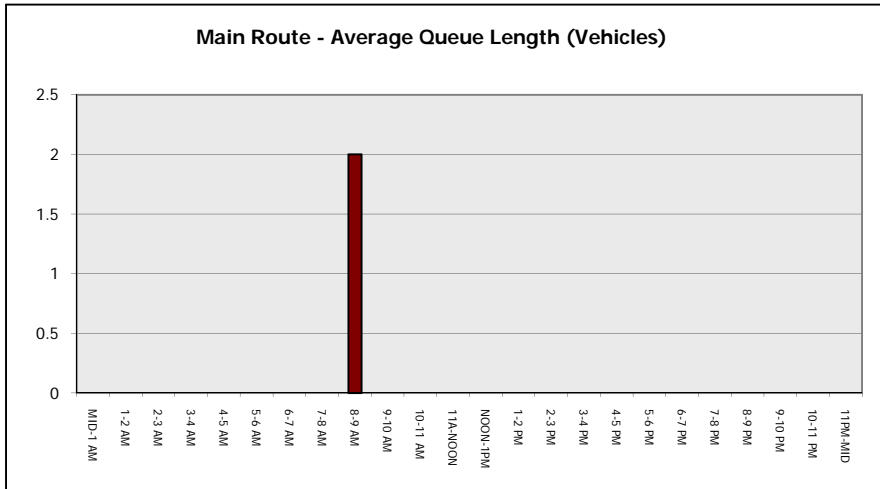
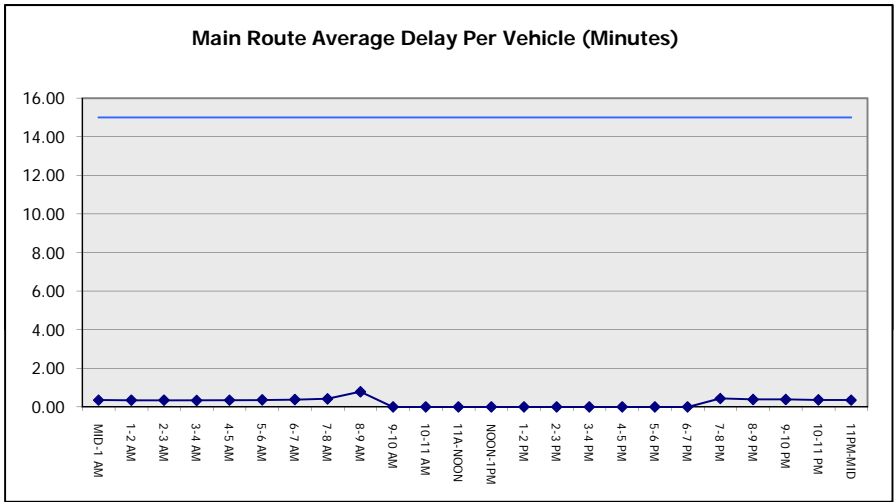
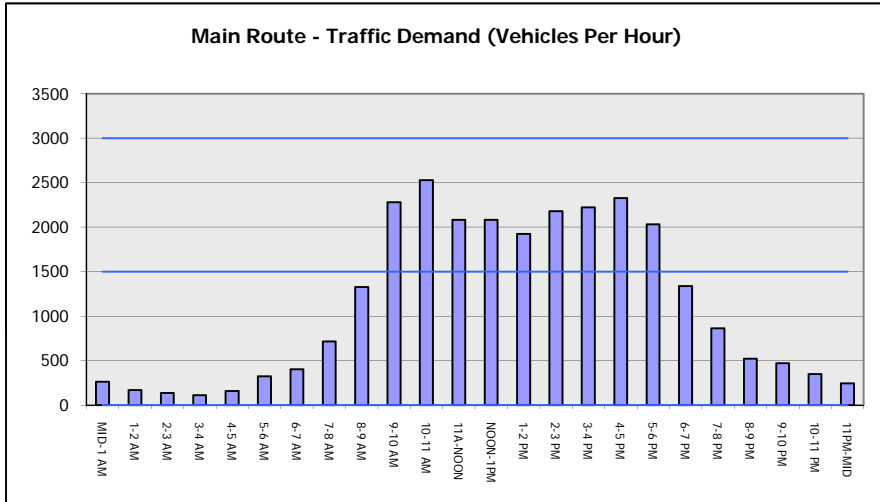
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$583 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

OCTOBER
 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 2 LANE CLOSURE DIVERSION ROUTE: STH 32 - STH 57 | OCTOBER |
| | 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 | 598 | 0.0 | 168 | 0.0 | 1500 | 598 | 0 | 169 | 0.54 | 7 | 60.2 | 45.6 | 43.1 | 18.6 | 18.6 |
| 1-2 AM | 297 | 0.0 | 84 | 0.0 | 1500 | 297 | 0 | 84 | 0.37 | 0 | 60.2 | 49.6 | 44.3 | 21.1 | 21.1 |
| 2-3 AM | 283 | 0.0 | 80 | 0.0 | 1500 | 283 | 0 | 80 | 0.36 | 0 | 60.2 | 49.6 | 44.3 | 21.2 | 21.2 |
| 3-4 AM | 215 | 0.0 | 61 | 0.0 | 1500 | 215 | 0 | 61 | 0.35 | 0 | 60.2 | 49.8 | 44.6 | 21.8 | 21.8 |
| 4-5 AM | 157 | 0.0 | 45 | 0.0 | 1500 | 157 | 0 | 45 | 0.35 | 0 | 60.2 | 50.0 | 44.8 | 22.3 | 22.3 |
| 5-6 AM | 237 | 0.0 | 67 | 0.0 | 1500 | 237 | 0 | 67 | 0.36 | 0 | 60.2 | 49.7 | 44.5 | 21.6 | 21.6 |
| 6-7 AM | 476 | 0.0 | 134 | 0.0 | 1500 | 476 | 0 | 134 | 0.39 | 0 | 60.2 | 49.1 | 43.6 | 19.6 | 19.6 |
| 7-8 AM | 567 | 0.0 | 160 | 0.0 | 1500 | 567 | 0 | 160 | 0.40 | 0 | 60.2 | 48.7 | 43.2 | 18.9 | 18.9 |
| 8-9 AM | 2113 | 0.0 | 596 | 0.0 | 1499 | 2113 | 0 | 596 | 8.39 | 257 | 60.2 | 11.4 | 30.8 | 9.5 | 9.8 |
| 9-10 AM | 2151 | 0.0 | 607 | 0.0 | OFF | 2151 | 0 | 607 | 0.49 | 48 | 60.2 | 46.8 | 46.8 | 9.4 | 9.4 |
| 10-11 AM | 2194 | 0.0 | 619 | 0.0 | OFF | 2194 | 0 | 619 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.3 | 9.3 |
| 11A-NOON | 2097 | 0.0 | 592 | 0.0 | OFF | 2097 | 0 | 592 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.6 | 9.6 |
| NOON-1PM | 1825 | 0.0 | 516 | 0.0 | OFF | 1825 | 0 | 516 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.4 | 10.4 |
| 1-2 PM | 1767 | 0.0 | 499 | 0.0 | OFF | 1767 | 0 | 499 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.6 | 10.6 |
| 2-3 PM | 1914 | 0.0 | 540 | 0.0 | OFF | 1914 | 0 | 540 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 10.2 | 10.2 |
| 3-4 PM | 2735 | 0.0 | 772 | 0.0 | OFF | 2735 | 0 | 772+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 7.6 | 7.6 |
| 4-5 PM | 3111 | 0.0 | 879 | 0.0 | OFF | 3111 | 0 | 879+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 6.8 | 6.8 |
| 5-6 PM | 3197 | 0.0 | 903 | 0.0 | OFF | 3197 | 0 | 903+ | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 6.8 | 6.8 |
| 6-7 PM | 2039 | 0.0 | 576 | 0.0 | OFF | 2039 | 0 | 576 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | 9.7 | 9.7 |
| 7-8 PM | 1343 | 0.0 | 379 | 0.0 | 1500 | 1343 | 0 | 379 | 0.76 | 0 | 60.2 | 41.5 | 34.3 | 12.4 | 12.4 |
| 8-9 PM | 972 | 0.0 | 274 | 0.0 | 1500 | 972 | 0 | 274 | 0.45 | 0 | 60.2 | 47.6 | 41.8 | 15.5 | 15.5 |
| 9-10 PM | 741 | 0.0 | 209 | 0.0 | 1500 | 741 | 0 | 209 | 0.42 | 0 | 60.2 | 48.3 | 42.6 | 17.5 | 17.5 |
| 10-11 PM | 781 | 0.0 | 221 | 0.0 | 1500 | 781 | 0 | 221 | 0.42 | 0 | 60.2 | 48.2 | 42.5 | 17.1 | 17.1 |
| 11PM-MID | 1604 | 0.0 | 453 | 0.0 | 1499 | 1604 | 0 | 453 | 2.96 | 57 | 60.2 | 21.9 | 30.8 | 11.2 | 11.2 |

"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 | 0.0091 |
| MAIN ROUTE WITH WORKS | 0.0084 |
| DIVERSION | 0.0681 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$5,382 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

