

**USH 45: STH 33 TO USH 41 (WASHINGTON COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 145 - CTH P - STH 60**

MAY
Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
MON-THUR SOUTHBOUND 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 | 43 | 0.0 | 5 | 0.0 | 1500 | 43 | 0 | 5 | 0.43 | 0 | 66.3 | 56.8 | 45.3 | 24.8 | 24.8 |
| 1-2 AM | 30 | 0.0 | 3 | 0.0 | 1500 | 30 | 0 | 3 | 0.43 | 0 | 66.3 | 56.8 | 45.4 | 24.8 | 24.8 |
| 2-3 AM | 48 | 0.0 | 5 | 0.0 | 1500 | 48 | 0 | 5 | 0.43 | 0 | 66.3 | 56.8 | 45.3 | 24.8 | 24.8 |
| 3-4 AM | 120 | 0.0 | 14 | 0.0 | 1500 | 120 | 0 | 14 | 0.43 | 0 | 66.1 | 56.5 | 45.0 | 24.7 | 24.7 |
| 4-5 AM | 357 | 0.0 | 42 | 0.0 | 1500 | 357 | 0 | 42 | 0.46 | 0 | 65.7 | 55.8 | 44.0 | 24.5 | 24.5 |
| 5-6 AM | 1176 | 0.0 | 140 | 0.0 | 1499 | 1176 | 0 | 140 | 0.70 | 0 | 64.2 | 50.7 | 37.3 | 23.8 | 23.8 |
| 6-7 AM | 2265 | 0.0 | 269 | 0.0 | 1499 | 1733 | 531 | 801 | 7.56 | 188 | 62.2 | 16.4 | 30.8 | 22.8 | 18.7 |
| 7-8 AM | 2407 | 0.0 | 287 | 0.0 | 1500 | 1476 | 931 | 1217+ | 9.66 | 235 | 61.9 | 13.6 | 30.8 | 22.7 | 15.5 |
| 8-9 AM | 1285 | 0.0 | 153 | 0.0 | 1499 | 1196 | 89 | 241 | 2.84 | 84 | 64.0 | 30.7 | 36.6 | 23.7 | 23.0 |
| 9-10 AM | 818 | 0.0 | 97 | 0.0 | 1500 | 818 | 0 | 97 | 0.50 | 0 | 64.8 | 54.3 | 42.4 | 24.1 | 24.1 |
| 10-11 AM | 775 | 0.0 | 92 | 0.0 | 1500 | 775 | 0 | 92 | 0.50 | 0 | 65.0 | 54.5 | 42.5 | 24.2 | 24.2 |
| 11A-NOON | 767 | 0.0 | 91 | 0.0 | 1500 | 767 | 0 | 91 | 0.50 | 0 | 65.0 | 54.5 | 42.5 | 24.2 | 24.2 |
| NOON-1PM | 747 | 0.0 | 89 | 0.0 | 1500 | 747 | 0 | 89 | 0.49 | 0 | 65.0 | 54.5 | 42.6 | 24.2 | 24.2 |
| 1-2 PM | 770 | 0.0 | 92 | 0.0 | 1500 | 770 | 0 | 92 | 0.50 | 0 | 65.0 | 54.5 | 42.5 | 24.2 | 24.2 |
| 2-3 PM | 852 | 0.0 | 102 | 0.0 | 1500 | 852 | 0 | 102 | 0.50 | 0 | 64.8 | 54.2 | 42.2 | 24.0 | 24.0 |
| 3-4 PM | 908 | 0.0 | 108 | 0.0 | 1500 | 908 | 0 | 108 | 0.51 | 0 | 64.7 | 54.1 | 42.0 | 24.0 | 24.0 |
| 4-5 PM | 960 | 0.0 | 115 | 0.0 | 1500 | 960 | 0 | 115 | 0.52 | 0 | 64.6 | 53.9 | 41.8 | 24.0 | 24.0 |
| 5-6 PM | 935 | 0.0 | 111 | 0.0 | 1500 | 935 | 0 | 111 | 0.51 | 0 | 64.6 | 54.0 | 41.9 | 24.0 | 24.0 |
| 6-7 PM | 649 | 0.0 | 77 | 0.0 | 1500 | 649 | 0 | 77 | 0.49 | 0 | 65.2 | 54.8 | 43.0 | 24.3 | 24.3 |
| 7-8 PM | 443 | 0.0 | 53 | 0.0 | 1500 | 443 | 0 | 53 | 0.47 | 0 | 65.6 | 55.5 | 43.7 | 24.4 | 24.4 |
| 8-9 PM | 397 | 0.0 | 48 | 0.0 | 1500 | 397 | 0 | 48 | 0.46 | 0 | 65.6 | 55.6 | 43.9 | 24.5 | 24.5 |
| 9-10 PM | 325 | 0.0 | 39 | 0.0 | 1500 | 325 | 0 | 39 | 0.45 | 0 | 65.8 | 55.8 | 44.2 | 24.5 | 24.5 |
| 10-11 PM | 253 | 0.0 | 30 | 0.0 | 1500 | 253 | 0 | 30 | 0.45 | 0 | 65.9 | 56.1 | 44.5 | 24.6 | 24.6 |
| 11PM-MID | 95 | 0.0 | 11 | 0.0 | 1500 | 95 | 0 | 11 | 0.43 | 0 | 66.2 | 56.6 | 45.1 | 24.8 | 24.8 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 | 0.0078 |
| MAIN ROUTE WITH WORKS | 0.0060 |
| DIVERSION | 0.0136 |

PIA: Personal Injury Accidents

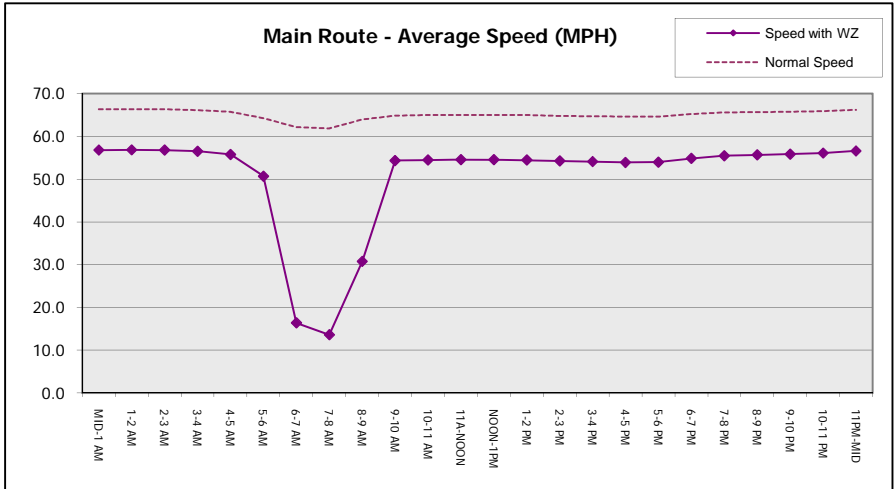
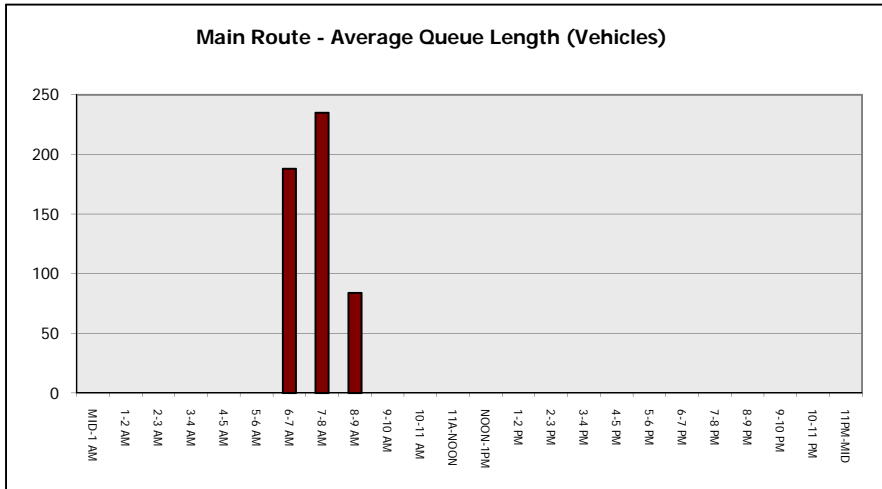
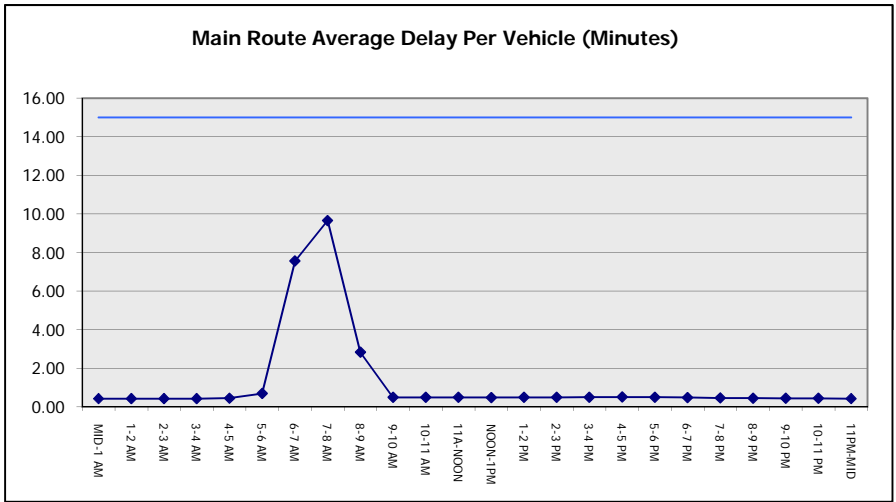
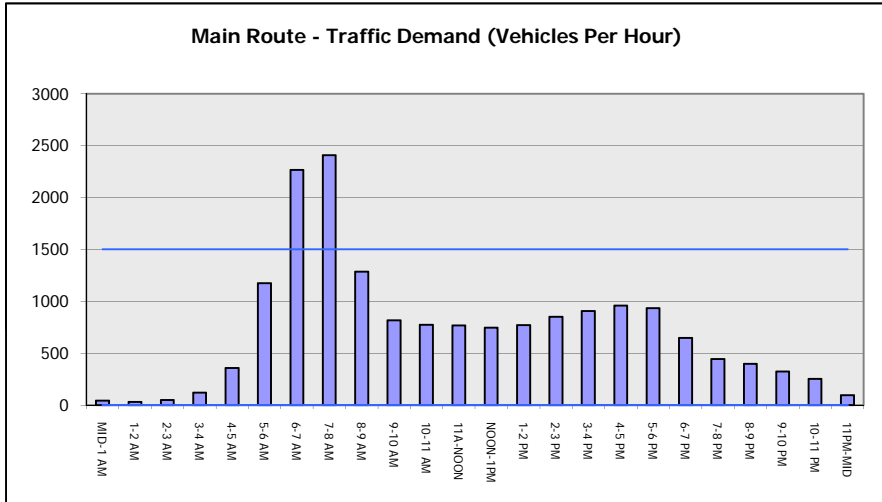
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$10,926 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 45: STH 33 TO USH 41 (WASHINGTON COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 145 - CTH P - STH 60**

MAY
Analyzed for 2009
Construction Season

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



| | |
|--|--|
| USH 45: STH 33 TO USH 41 (WASHINGTON COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 145 - CTH P - STH 60 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR NORTHBOUND 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 | 114 | 0.0 | 14 | 0.0 | 1500 | 114 | 0 | 14 | 0.43 | 0 | 66.2 | 56.5 | 45.0 | 24.7 | 24.7 |
| 1-2 AM | 66 | 0.0 | 8 | 0.0 | 1500 | 66 | 0 | 8 | 0.43 | 0 | 66.3 | 56.7 | 45.2 | 24.8 | 24.8 |
| 2-3 AM | 47 | 0.0 | 5 | 0.0 | 1500 | 47 | 0 | 5 | 0.43 | 0 | 66.3 | 56.8 | 45.3 | 24.8 | 24.8 |
| 3-4 AM | 50 | 0.0 | 6 | 0.0 | 1500 | 50 | 0 | 6 | 0.43 | 0 | 66.3 | 56.7 | 45.3 | 24.8 | 24.8 |
| 4-5 AM | 63 | 0.0 | 8 | 0.0 | 1500 | 63 | 0 | 8 | 0.43 | 0 | 66.3 | 56.7 | 45.3 | 24.8 | 24.8 |
| 5-6 AM | 204 | 0.0 | 24 | 0.0 | 1500 | 204 | 0 | 24 | 0.44 | 0 | 66.0 | 56.3 | 44.6 | 24.7 | 24.7 |
| 6-7 AM | 542 | 0.0 | 65 | 0.0 | 1500 | 542 | 0 | 65 | 0.48 | 0 | 65.4 | 55.2 | 43.3 | 24.3 | 24.3 |
| 7-8 AM | 840 | 0.0 | 100 | 0.0 | 1500 | 840 | 0 | 100 | 0.50 | 0 | 64.8 | 54.3 | 42.2 | 24.1 | 24.1 |
| 8-9 AM | 730 | 0.0 | 87 | 0.0 | 1500 | 730 | 0 | 87 | 0.49 | 0 | 65.0 | 54.6 | 42.7 | 24.2 | 24.2 |
| 9-10 AM | 635 | 0.0 | 76 | 0.0 | 1500 | 635 | 0 | 76 | 0.48 | 0 | 65.2 | 54.9 | 43.0 | 24.3 | 24.3 |
| 10-11 AM | 629 | 0.0 | 75 | 0.0 | 1500 | 629 | 0 | 75 | 0.48 | 0 | 65.2 | 54.9 | 43.0 | 24.3 | 24.3 |
| 11A-NOON | 685 | 0.0 | 81 | 0.0 | 1500 | 685 | 0 | 81 | 0.49 | 0 | 65.1 | 54.8 | 42.8 | 24.2 | 24.2 |
| NOON-1PM | 760 | 0.0 | 91 | 0.0 | 1500 | 760 | 0 | 91 | 0.50 | 0 | 65.0 | 54.5 | 42.5 | 24.2 | 24.2 |
| 1-2 PM | 807 | 0.0 | 96 | 0.0 | 1500 | 807 | 0 | 96 | 0.50 | 0 | 64.9 | 54.4 | 42.4 | 24.1 | 24.1 |
| 2-3 PM | 1156 | 0.0 | 137 | 0.0 | 1499 | 1156 | 0 | 137 | 0.63 | 0 | 64.2 | 51.8 | 38.8 | 23.8 | 23.8 |
| 3-4 PM | 1801 | 0.0 | 214 | 0.0 | 1499 | 1689 | 113 | 327 | 3.83 | 89 | 63.0 | 25.8 | 30.8 | 23.2 | 22.4 |
| 4-5 PM | 2295 | 0.0 | 273 | 0.0 | 1499 | 1534 | 760 | 1033 | 8.64 | 207 | 62.1 | 14.8 | 30.8 | 22.7 | 16.9 |
| 5-6 PM | 2302 | 0.0 | 274 | 0.0 | 1499 | 1467 | 834 | 1108 | 9.04 | 218 | 62.1 | 14.3 | 30.8 | 22.7 | 16.3 |
| 6-7 PM | 1176 | 0.0 | 140 | 0.0 | 1499 | 1131 | 45 | 185 | 2.21 | 66 | 64.2 | 34.8 | 37.1 | 23.8 | 23.4 |
| 7-8 PM | 709 | 0.0 | 84 | 0.0 | 1500 | 709 | 0 | 84 | 0.49 | 0 | 65.1 | 54.6 | 42.7 | 24.2 | 24.2 |
| 8-9 PM | 598 | 0.0 | 71 | 0.0 | 1500 | 598 | 0 | 71 | 0.48 | 0 | 65.3 | 55.0 | 43.2 | 24.3 | 24.3 |
| 9-10 PM | 495 | 0.0 | 58 | 0.0 | 1500 | 495 | 0 | 58 | 0.47 | 0 | 65.5 | 55.3 | 43.5 | 24.4 | 24.4 |
| 10-11 PM | 346 | 0.0 | 41 | 0.0 | 1500 | 346 | 0 | 41 | 0.46 | 0 | 65.8 | 55.8 | 44.1 | 24.5 | 24.5 |
| 11PM-MID | 281 | 0.0 | 34 | 0.0 | 1500 | 281 | 0 | 34 | 0.45 | 0 | 65.9 | 56.0 | 44.3 | 24.6 | 24.6 |

| *----- 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 | 0.0077 |
| MAIN ROUTE WITH WORKS | 0.0059 |
| DIVERSION | 0.0143 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$12,041 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 45: STH 33 TO USH 41 (WASHINGTON COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 145 - CTH P - STH 60**

MAY
 Analyzed for 2009
 Construction Season

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

