

**USH 41: STH 60 TO USH 45 (WASHINGTON COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: PIONEER RD - STH 175 - STH 164 - STH 60**

MAY
Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
SATURDAY 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 | 214 | 0.0 | 23 | 0.0 | 1500 | 214 | 0 | 23 | 0.44 | 0 | 66.0 | 59.0 | 44.6 | 24.7 | 24.7 |
| 1-2 AM | 122 | 0.0 | 13 | 0.0 | 1500 | 122 | 0 | 13 | 0.43 | 0 | 66.1 | 59.2 | 45.0 | 24.7 | 24.7 |
| 2-3 AM | 106 | 0.0 | 11 | 0.0 | 1500 | 106 | 0 | 11 | 0.43 | 0 | 66.2 | 59.3 | 45.1 | 24.8 | 24.8 |
| 3-4 AM | 124 | 0.0 | 13 | 0.0 | 1500 | 124 | 0 | 13 | 0.43 | 0 | 66.1 | 59.2 | 45.0 | 24.7 | 24.7 |
| 4-5 AM | 202 | 0.0 | 22 | 0.0 | 1500 | 202 | 0 | 22 | 0.44 | 0 | 66.0 | 59.0 | 44.6 | 24.7 | 24.7 |
| 5-6 AM | 320 | 0.0 | 34 | 0.0 | 1500 | 320 | 0 | 34 | 0.45 | 0 | 65.8 | 58.7 | 44.2 | 24.6 | 24.6 |
| 6-7 AM | 456 | 0.0 | 48 | 0.0 | 1500 | 456 | 0 | 48 | 0.47 | 0 | 65.5 | 58.3 | 43.7 | 24.5 | 24.5 |
| 7-8 AM | 759 | 0.0 | 81 | 0.0 | 1500 | 759 | 0 | 81 | 0.50 | 0 | 65.0 | 57.4 | 42.5 | 24.2 | 24.2 |
| 8-9 AM | 1091 | 0.0 | 116 | 0.0 | 1500 | 1091 | 0 | 116 | 0.53 | 0 | 64.3 | 56.6 | 41.4 | 24.0 | 24.0 |
| 9-10 AM | 1257 | 0.0 | 135 | 0.0 | 1500 | 1257 | 0 | 135 | 0.71 | 0 | 64.0 | 54.0 | 36.7 | 23.8 | 23.8 |
| 10-11 AM | 1409 | 0.0 | 150 | 0.0 | 1499 | 1409 | 0 | 150 | 0.91 | 0 | 63.8 | 51.6 | 32.8 | 23.7 | 23.7 |
| 11A-NOON | 1561 | 0.0 | 167 | 0.0 | 1499 | 1561 | 0 | 167 | 2.03 | 28 | 63.5 | 41.6 | 30.8 | 23.5 | 23.5 |
| NOON-1PM | 1458 | 0.0 | 156 | 0.0 | 1499 | 1458 | 0 | 156 | 2.42 | 38 | 63.7 | 39.2 | 30.8 | 23.7 | 23.7 |
| 1-2 PM | 1601 | 0.0 | 171 | 0.0 | 1500 | 1601 | 0 | 171 | 3.23 | 63 | 63.4 | 34.6 | 30.8 | 23.5 | 23.5 |
| 2-3 PM | 1638 | 0.0 | 175 | 0.0 | 1500 | 1638 | 0 | 175 | 7.70 | 184 | 63.3 | 21.2 | 30.8 | 23.5 | 23.5 |
| 3-4 PM | 1701 | 0.0 | 182 | 0.0 | 1499 | 1532 | 169 | 351 | 11.54 | 284 | 63.2 | 16.0 | 30.8 | 23.4 | 22.2 |
| 4-5 PM | 1616 | 0.0 | 173 | 0.0 | 1499 | 1479 | 137 | 310 | 11.33 | 278 | 63.4 | 16.1 | 30.8 | 23.5 | 22.5 |
| 5-6 PM | 1304 | 0.0 | 140 | 0.0 | 1499 | 1304 | 0 | 140 | 7.48 | 185 | 64.0 | 21.7 | 31.7 | 23.8 | 23.8 |
| 6-7 PM | 1119 | 0.0 | 119 | 0.0 | 1500 | 1119 | 0 | 119 | 0.79 | 7 | 64.3 | 53.3 | 40.1 | 23.9 | 23.9 |
| 7-8 PM | 930 | 0.0 | 100 | 0.0 | 1500 | 930 | 0 | 100 | 0.51 | 0 | 64.6 | 57.0 | 41.9 | 24.1 | 24.1 |
| 8-9 PM | 835 | 0.0 | 90 | 0.0 | 1500 | 835 | 0 | 90 | 0.50 | 0 | 64.8 | 57.3 | 42.3 | 24.2 | 24.2 |
| 9-10 PM | 716 | 0.0 | 76 | 0.0 | 1500 | 716 | 0 | 76 | 0.49 | 0 | 65.1 | 57.6 | 42.7 | 24.3 | 24.3 |
| 10-11 PM | 505 | 0.0 | 55 | 0.0 | 1500 | 505 | 0 | 55 | 0.47 | 0 | 65.5 | 58.1 | 43.5 | 24.4 | 24.4 |
| 11PM-MID | 314 | 0.0 | 34 | 0.0 | 1500 | 314 | 0 | 34 | 0.45 | 0 | 65.8 | 58.7 | 44.2 | 24.6 | 24.6 |

| *----- 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 | 0.0139 |
| MAIN ROUTE WITH WORKS | 0.0123 |
| DIVERSION | 0.0173 |

PIA: Personal Injury Accidents

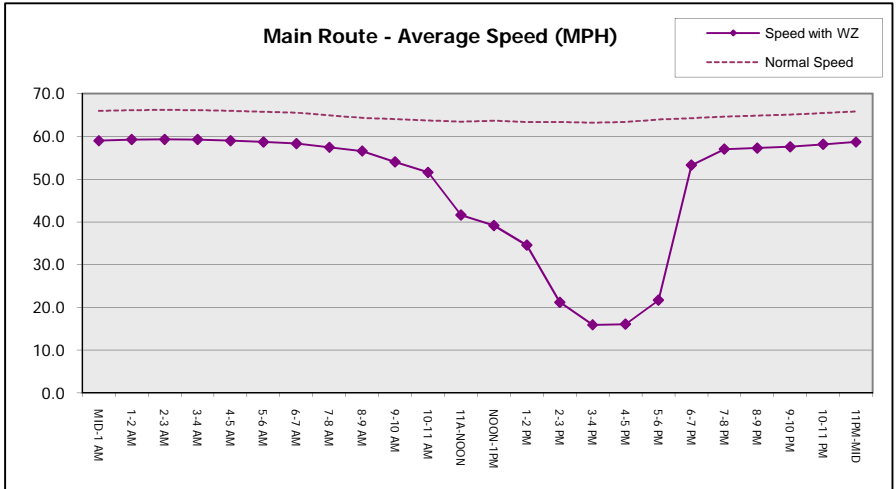
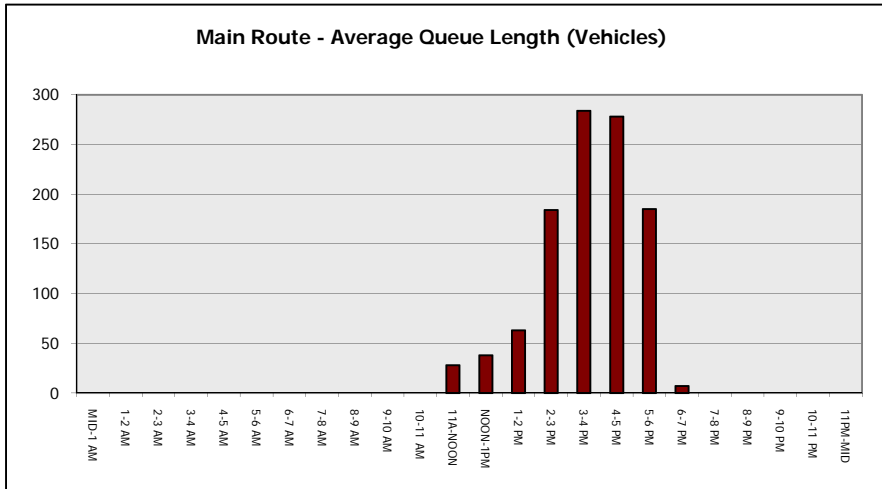
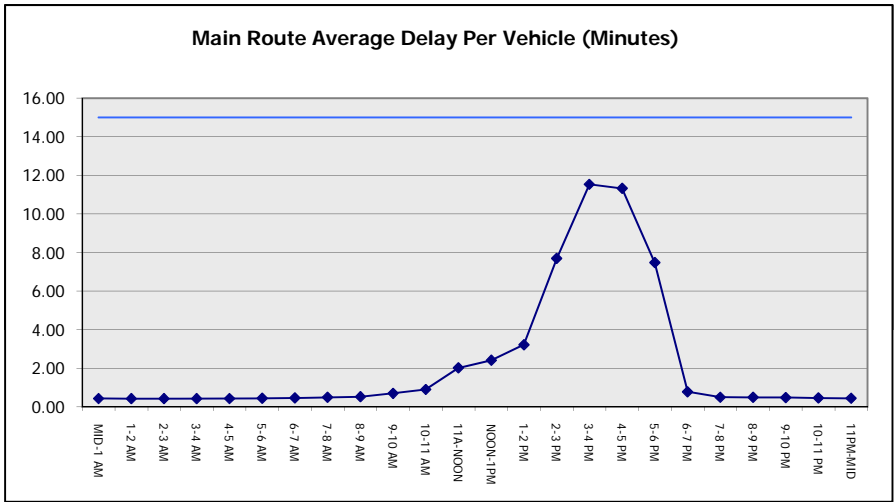
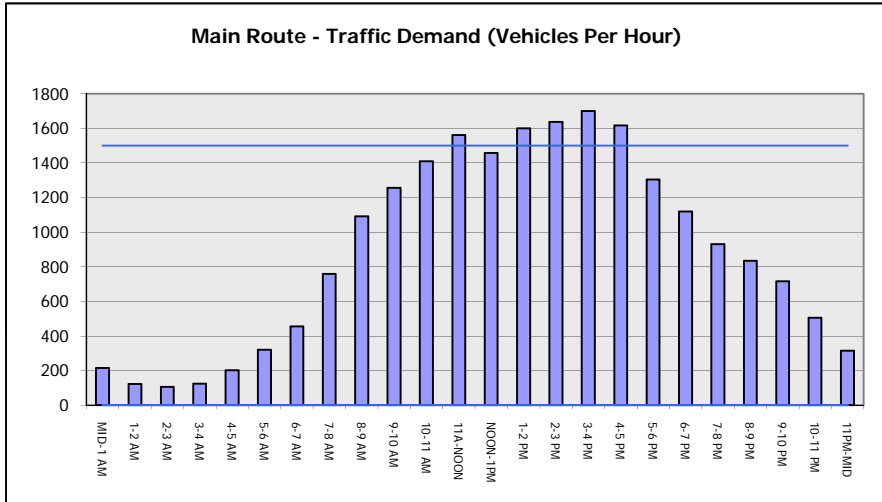
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$22,380 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 41: STH 60 TO USH 45 (WASHINGTON COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: PIONEER RD - STH 175 - STH 164 - STH 60**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 41: STH 60 TO USH 45 (WASHINGTON COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: PIONEER RD - STH 175 - STH 164 - STH 60 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 340 | 0.0 | 36 | 0.0 | 1500 | 340 | 0 | 36 | 0.46 | 0 | 65.8 | 58.6 | 44.2 | 24.6 | 24.6 |
| 1-2 AM | 195 | 0.0 | 21 | 0.0 | 1500 | 195 | 0 | 21 | 0.44 | 0 | 66.0 | 59.1 | 44.7 | 24.7 | 24.7 |
| 2-3 AM | 150 | 0.0 | 16 | 0.0 | 1500 | 150 | 0 | 16 | 0.44 | 0 | 66.1 | 59.2 | 44.9 | 24.7 | 24.7 |
| 3-4 AM | 153 | 0.0 | 16 | 0.0 | 1500 | 153 | 0 | 16 | 0.44 | 0 | 66.1 | 59.1 | 44.9 | 24.7 | 24.7 |
| 4-5 AM | 268 | 0.0 | 29 | 0.0 | 1500 | 268 | 0 | 29 | 0.45 | 0 | 65.9 | 58.8 | 44.4 | 24.6 | 24.6 |
| 5-6 AM | 478 | 0.0 | 51 | 0.0 | 1500 | 478 | 0 | 51 | 0.47 | 0 | 65.5 | 58.2 | 43.6 | 24.5 | 24.5 |
| 6-7 AM | 955 | 0.0 | 102 | 0.0 | 1499 | 955 | 0 | 102 | 0.51 | 0 | 64.6 | 56.9 | 41.9 | 24.0 | 24.0 |
| 7-8 AM | 1415 | 0.0 | 151 | 0.0 | 1499 | 1415 | 0 | 151 | 0.93 | 0 | 63.8 | 51.4 | 32.8 | 23.7 | 23.7 |
| 8-9 AM | 1678 | 0.0 | 179 | 0.0 | 1500 | 1678 | 0 | 179 | 3.49 | 76 | 63.3 | 33.3 | 30.8 | 23.5 | 23.5 |
| 9-10 AM | 1893 | 0.0 | 203 | 0.0 | 1500 | 1650 | 243 | 446 | 11.67 | 292 | 62.8 | 15.8 | 30.8 | 23.3 | 21.4 |
| 10-11 AM | 1997 | 0.0 | 214 | 0.0 | 1500 | 1514 | 483 | 698 | 13.61 | 341 | 62.7 | 14.0 | 30.8 | 23.2 | 19.5 |
| 11A-NOON | 1912 | 0.0 | 205 | 0.0 | 1499 | 1476 | 435 | 640 | 13.23 | 330 | 62.8 | 14.3 | 30.8 | 23.3 | 19.9 |
| NOON-1PM | 1727 | 0.0 | 185 | 0.0 | 1499 | 1467 | 260 | 446 | 12.06 | 298 | 63.2 | 15.4 | 30.8 | 23.4 | 21.4 |
| 1-2 PM | 1613 | 0.0 | 173 | 0.0 | 1500 | 1483 | 130 | 303 | 11.29 | 277 | 63.4 | 16.2 | 30.8 | 23.5 | 22.5 |
| 2-3 PM | 1482 | 0.0 | 159 | 0.0 | 1500 | 1473 | 10 | 168 | 10.50 | 255 | 63.7 | 17.1 | 30.8 | 23.6 | 23.5 |
| 3-4 PM | 1520 | 0.0 | 163 | 0.0 | 1500 | 1517 | 4 | 166 | 10.49 | 255 | 63.5 | 17.1 | 30.8 | 23.6 | 23.5 |
| 4-5 PM | 1377 | 0.0 | 147 | 0.0 | 1499 | 1377 | 0 | 147 | 8.62 | 208 | 63.8 | 19.7 | 30.8 | 23.7 | 23.7 |
| 5-6 PM | 1197 | 0.0 | 128 | 0.0 | 1499 | 1197 | 0 | 128 | 1.65 | 35 | 64.1 | 44.8 | 37.0 | 23.8 | 23.8 |
| 6-7 PM | 1034 | 0.0 | 110 | 0.0 | 1500 | 1034 | 0 | 110 | 0.52 | 0 | 64.5 | 56.7 | 41.5 | 24.0 | 24.0 |
| 7-8 PM | 881 | 0.0 | 95 | 0.0 | 1500 | 881 | 0 | 95 | 0.51 | 0 | 64.8 | 57.1 | 42.1 | 24.1 | 24.1 |
| 8-9 PM | 826 | 0.0 | 89 | 0.0 | 1500 | 826 | 0 | 89 | 0.50 | 0 | 64.8 | 57.3 | 42.3 | 24.2 | 24.2 |
| 9-10 PM | 880 | 0.0 | 94 | 0.0 | 1500 | 880 | 0 | 94 | 0.51 | 0 | 64.8 | 57.1 | 42.1 | 24.1 | 24.1 |
| 10-11 PM | 574 | 0.0 | 62 | 0.0 | 1500 | 574 | 0 | 62 | 0.48 | 0 | 65.3 | 57.9 | 43.2 | 24.3 | 24.3 |
| 11PM-MID | 322 | 0.0 | 34 | 0.0 | 1500 | 322 | 0 | 34 | 0.45 | 0 | 65.8 | 58.7 | 44.2 | 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 | 0.0162 |
| MAIN ROUTE WITH WORKS | 0.0137 |
| DIVERSION | 0.0283 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$48,351 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 41: STH 60 TO USH 45 (WASHINGTON COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: PIONEER RD - STH 175 - STH 164 - STH 60**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

