

**USH 41/45: USH 41/45 TO CTH Q (WASHINGTON COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
DIVERSION ROUTE: STH 167 - STH 175 - PIONEER RD**

OCTOBER

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 | 247 | 0.0 | 16 | 0.0 | OFF | 247 | 0 | 16 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 1-2 AM | 173 | 0.0 | 11 | 0.0 | OFF | 173 | 0 | 11 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.8 | 24.8 |
| 2-3 AM | 183 | 0.0 | 12 | 0.0 | OFF | 183 | 0 | 12 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 3-4 AM | 274 | 0.0 | 19 | 0.0 | OFF | 274 | 0 | 19 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 4-5 AM | 572 | 0.0 | 38 | 0.0 | OFF | 572 | 0 | 38 | 0.00 | 0 | 70.0 | 70.0 | 70.0 | 24.5 | 24.5 |
| 5-6 AM | 1987 | 0.0 | 134 | 0.0 | OFF | 1987 | 0 | 134 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 23.8 | 23.8 |
| 6-7 AM | 4077 | 0.0 | 274 | 0.0 | OFF | 4077 | 0 | 274 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 22.7 | 22.7 |
| 7-8 AM | 4358 | 0.0 | 294 | 0.0 | OFF | 4358 | 0 | 294 | 0.00 | 0 | 61.1 | 61.1 | 61.1 | 22.6 | 22.6 |
| 8-9 AM | 2931 | 0.0 | 197 | 0.0 | OFF | 2931 | 0 | 197 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | 23.3 | 23.3 |
| 9-10 AM | 2103 | 0.0 | 141 | 0.0 | 1499 | 1738 | 365 | 506 | 9.51 | 229 | 68.1 | 11.9 | 31.3 | 23.8 | 20.9 |
| 10-11 AM | 1920 | 0.0 | 129 | 0.0 | 1500 | 1491 | 429 | 558 | 9.94 | 231 | 68.4 | 11.6 | 30.8 | 23.8 | 20.6 |
| 11A-NOON | 1979 | 0.0 | 133 | 0.0 | 1500 | 1512 | 466 | 599 | 10.13 | 236 | 68.2 | 11.4 | 30.8 | 23.8 | 20.2 |
| NOON-1PM | 2072 | 0.0 | 139 | 0.0 | 1500 | 1512 | 560 | 699 | 10.60 | 249 | 68.2 | 10.9 | 30.8 | 23.8 | 19.5 |
| 1-2 PM | 2105 | 0.0 | 141 | 0.0 | 1499 | 1509 | 596 | 737 | 10.79 | 254 | 68.1 | 10.7 | 30.8 | 23.8 | 19.2 |
| 2-3 PM | 2435 | 0.0 | 164 | 0.0 | 1500 | 1562 | 873 | 1036 | 12.53 | 300 | 67.7 | 9.5 | 30.8 | 23.6 | 16.9 |
| 3-4 PM | 2667 | 0.0 | 179 | 0.0 | 1500 | 1544 | 1123 | 1302+ | 14.57 | 354 | 67.4 | 8.6 | 30.8 | 23.5 | 15.0 |
| 4-5 PM | 2621 | 0.0 | 176 | 0.0 | OFF | 2621 | 0 | 176 | 0.22 | 20 | 67.5 | 61.0 | 61.0 | 23.5 | 23.5 |
| 5-6 PM | 2260 | 0.0 | 151 | 0.0 | OFF | 2260 | 0 | 151 | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 23.7 | 23.7 |
| 6-7 PM | 1748 | 0.0 | 117 | 0.0 | OFF | 1748 | 0 | 117 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 23.9 | 23.9 |
| 7-8 PM | 1246 | 0.0 | 83 | 0.0 | OFF | 1246 | 0 | 83 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 24.2 | 24.2 |
| 8-9 PM | 1018 | 0.0 | 68 | 0.0 | OFF | 1018 | 0 | 68 | 0.00 | 0 | 69.5 | 69.5 | 69.5 | 24.3 | 24.3 |
| 9-10 PM | 892 | 0.0 | 60 | 0.0 | OFF | 892 | 0 | 60 | 0.00 | 0 | 69.6 | 69.6 | 69.6 | 24.4 | 24.4 |
| 10-11 PM | 694 | 0.0 | 46 | 0.0 | OFF | 694 | 0 | 46 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | 24.5 | 24.5 |
| 11PM-MID | 514 | 0.0 | 35 | 0.0 | OFF | 514 | 0 | 35 | 0.00 | 0 | 70.1 | 70.1 | 70.1 | 24.6 | 24.6 |

"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 | 0.0150 |
| MAIN ROUTE WITH WORKS | 0.0127 |
| DIVERSION | 0.0345 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$40,736 |
| CONGESTED HOURS PER DAY* | 0 |

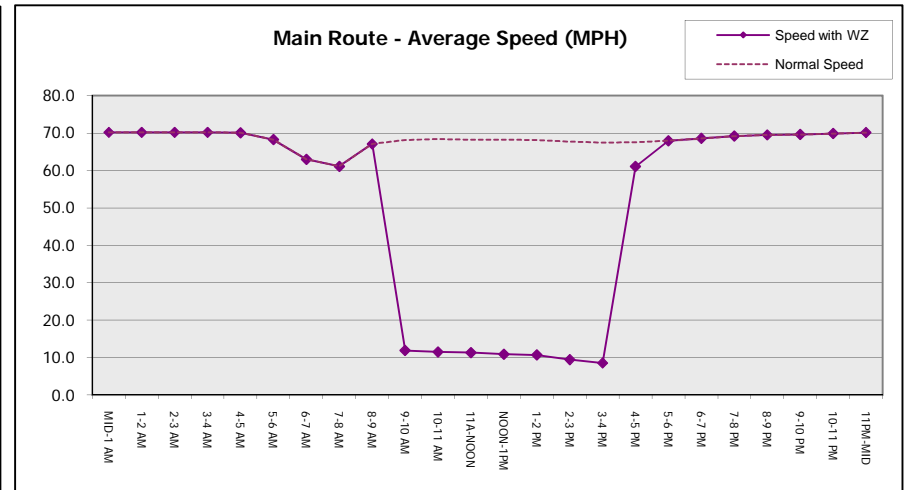
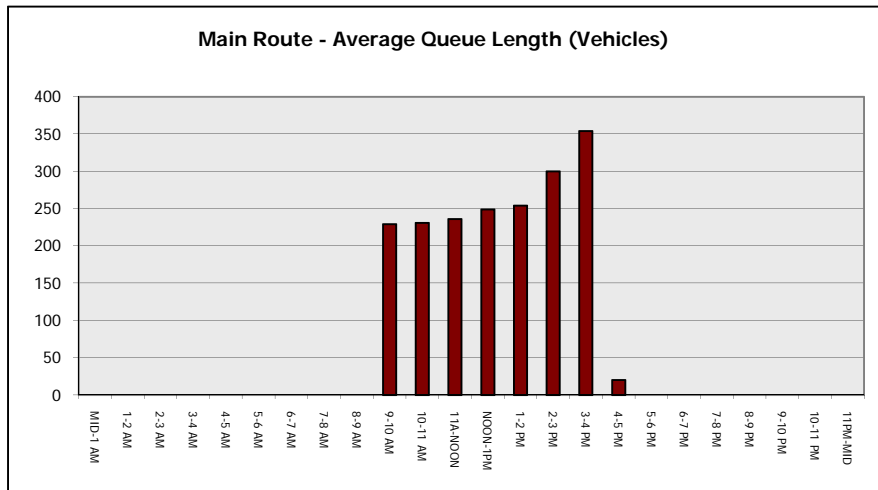
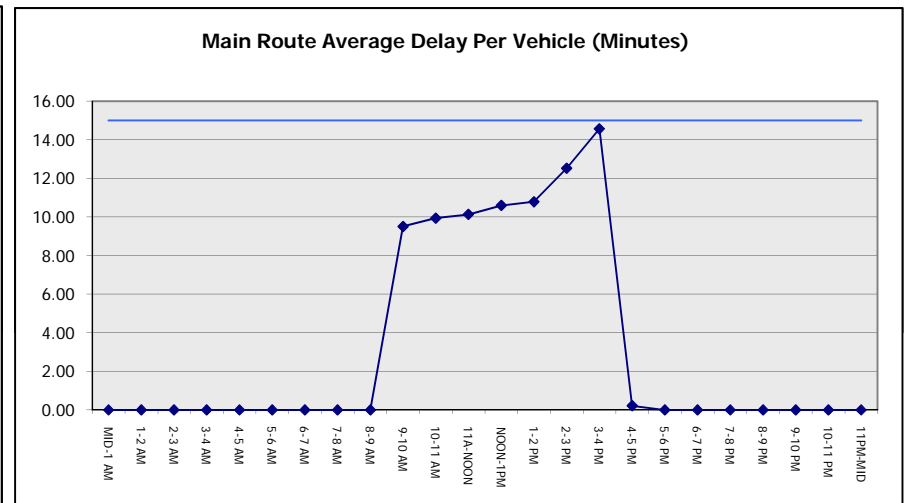
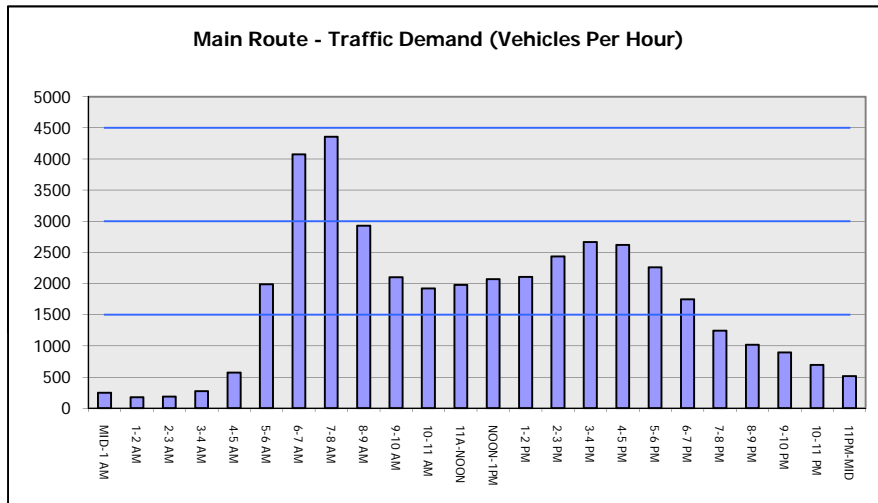
*Delays Exceeding 15 Minutes

USH 41/45: USH 41/45 TO CTH Q (WASHINGTON COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
DIVERSION ROUTE: STH 167 - STH 175 - PIONEER RD

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION



| | |
|--|--|
| USH 41/45: USH 41/45 TO CTH Q (WASHINGTON COUNTY) OFF-PEAK DAY 2 LANE CLOSURE DIVERSION ROUTE: STH 167 - STH 175 - PIONEER RD | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR NORTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | TOTAL | | | AVERAGE SPEEDS IN MPH | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------|-----------------------|---------------------|-----------------------|--------------|-----------------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | 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 | 18 | 0.0 | OFF | 262 | 0 | 18 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 1-2 AM | 184 | 0.0 | 12 | 0.0 | OFF | 184 | 0 | 12 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 2-3 AM | 180 | 0.0 | 12 | 0.0 | OFF | 180 | 0 | 12 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 3-4 AM | 203 | 0.0 | 13 | 0.0 | OFF | 203 | 0 | 13 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.7 | 24.7 |
| 4-5 AM | 462 | 0.0 | 31 | 0.0 | OFF | 462 | 0 | 31 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 24.6 | 24.6 |
| 5-6 AM | 1194 | 0.0 | 80 | 0.0 | OFF | 1194 | 0 | 80 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 24.2 | 24.2 |
| 6-7 AM | 2067 | 0.0 | 139 | 0.0 | OFF | 2067 | 0 | 139 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 23.8 | 23.8 |
| 7-8 AM | 2099 | 0.0 | 141 | 0.0 | OFF | 2099 | 0 | 141 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 23.8 | 23.8 |
| 8-9 AM | 1882 | 0.0 | 127 | 0.0 | OFF | 1882 | 0 | 127 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 23.8 | 23.8 |
| 9-10 AM | 1636 | 0.0 | 110 | 0.0 | 1499 | 1636 | 0 | 110 | 3.58 | 72 | 68.7 | 24.7 | 30.8 | 24.0 | 24.0 |
| 10-11 AM | 1728 | 0.0 | 116 | 0.0 | 1500 | 1576 | 152 | 269 | 8.59 | 198 | 68.6 | 13.0 | 30.8 | 24.0 | 22.8 |
| 11A-NOON | 1905 | 0.0 | 128 | 0.0 | 1500 | 1522 | 384 | 512 | 9.74 | 226 | 68.4 | 11.7 | 30.8 | 23.8 | 20.9 |
| NOON-1PM | 1999 | 0.0 | 134 | 0.0 | 1499 | 1511 | 488 | 622 | 10.23 | 239 | 68.2 | 11.2 | 30.8 | 23.8 | 20.1 |
| 1-2 PM | 2129 | 0.0 | 143 | 0.0 | 1499 | 1532 | 596 | 739 | 10.81 | 255 | 68.1 | 10.7 | 30.8 | 23.7 | 19.2 |
| 2-3 PM | 2917 | 0.0 | 196 | 0.0 | 1500 | 1708 | 1210 | 1405+ | 15.63 | 386 | 67.1 | 8.3 | 30.8 | 23.3 | 14.4 |
| 3-4 PM | 3741 | 0.0 | 251 | 0.0 | 1499 | 1500 | 2241 | 2492+ | 19.15 | 475 | 65.3 | 7.3 | 30.8 | 22.9 | 12.4 |
| 4-5 PM | 4370 | 0.0 | 294 | 0.0 | OFF | 4370 | 0 | 294 | 0.85 | 72 | 61.0 | 44.3 | 44.3 | 22.6 | 22.6 |
| 5-6 PM | 3973 | 0.0 | 267 | 0.0 | OFF | 3973 | 0 | 267 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 22.8 | 22.8 |
| 6-7 PM | 2330 | 0.0 | 157 | 0.0 | OFF | 2330 | 0 | 157 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 23.7 | 23.7 |
| 7-8 PM | 1498 | 0.0 | 101 | 0.0 | OFF | 1498 | 0 | 101 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | 24.1 | 24.1 |
| 8-9 PM | 1232 | 0.0 | 82 | 0.0 | OFF | 1232 | 0 | 82 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 24.2 | 24.2 |
| 9-10 PM | 1074 | 0.0 | 72 | 0.0 | OFF | 1074 | 0 | 72 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | 24.3 | 24.3 |
| 10-11 PM | 829 | 0.0 | 56 | 0.0 | OFF | 829 | 0 | 56 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | 24.4 | 24.4 |
| 11PM-MID | 506 | 0.0 | 34 | 0.0 | OFF | 506 | 0 | 34 | 0.00 | 0 | 70.1 | 70.1 | 70.1 | 24.6 | 24.6 |

"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 | 0.0148 |
| MAIN ROUTE WITH WORKS | 0.0122 |
| DIVERSION | 0.0375 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$47,750 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding 15 Minutes

USH 41/45: USH 41/45 TO CTH Q (WASHINGTON COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
DIVERSION ROUTE: STH 167 - STH 175 - PIONEER RD

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MON-THUR NORTHBOUND DIRECTION

