

USH 41: CTH G TO CTH F (BROWN) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	285	0.0	1500	285	0	0.45	0	65.8	52.3	44.3	
1-2 AM	204	0.0	1500	204	0	0.44	0	66.0	52.5	44.6	
2-3 AM	179	0.0	1500	179	0	0.44	0	66.1	52.7	44.8	
3-4 AM	186	0.0	1500	186	0	0.44	0	66.0	52.6	44.7	
4-5 AM	402	0.0	1500	402	0	0.46	0	65.6	51.9	43.9	
5-6 AM	1046	0.0	1499	1046	0	0.60	0	64.5	48.2	39.6	
6-7 AM	2021	0.0	1499	2021	0	7.02+	212	62.6	14.5	30.8	
7-8 AM	2578	0.0	1500	1449	1129	17.17+	439	60.1	8.5	30.8	
8-9 AM	1791	0.0	1499	1461	330	16.85+	427	63.0	8.6	30.8	
9-10 AM	1715	0.0	1499	1500	215	16.95+	430	63.2	8.6	30.8	
10-11 AM	1861	0.0	1499	1500	361	16.96+	430	62.9	8.6	30.8	
11AM-NOON	2045	0.0	1499	1500	545	16.97+	431	62.6	8.6	30.8	
NOON-1PM	2223	0.0	1499	1500	723	16.97+	431	62.2	8.6	30.8	
1-2 PM	2301	0.0	1500	1500	800	16.97+	431	62.1	8.6	30.8	
2-3 PM	2417	0.0	1500	1500	917	16.97+	432	61.7	8.6	30.8	
3-4 PM	2577	0.0	1500	1501	1075	16.92+	433	60.1	8.5	30.8	
4-5 PM	2865	0.0	1499	1508	1357	17.08+	441	57.1	8.4	30.8	
5-6 PM	2509	0.0	1500	1495	1013	16.97+	433	60.8	8.5	30.8	
6-7 PM	1665	0.0	1500	1488	176	16.91+	428	63.3	8.6	30.8	
7-8 PM	1198	0.0	1499	1198	0	11.31+	293	64.1	10.6	32.1	
8-9 PM	1015	0.0	1500	1015	0	0.87	16	64.5	43.3	41.2	
9-10 PM	895	0.0	1500	895	0	0.51	0	64.7	50.2	42.0	
10-11 PM	767	0.0	1500	767	0	0.50	0	65.0	50.6	42.5	
11PM-MID	558	0.0	1500	558	0	0.48	0	65.3	51.4	43.3	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

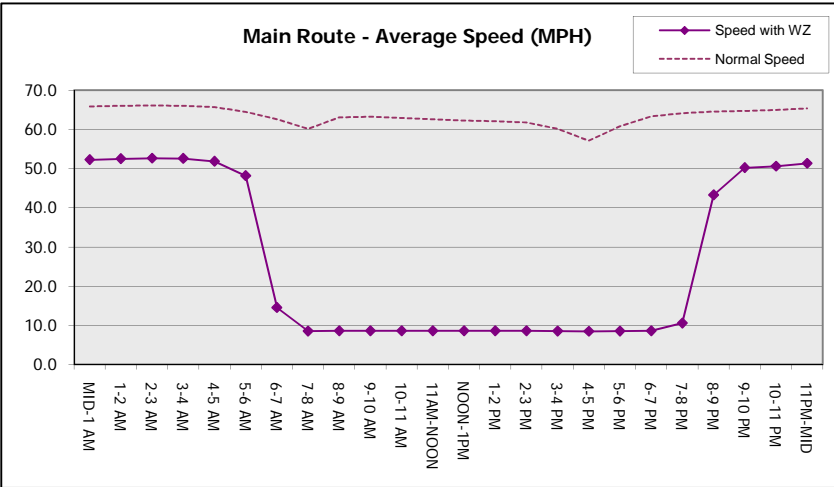
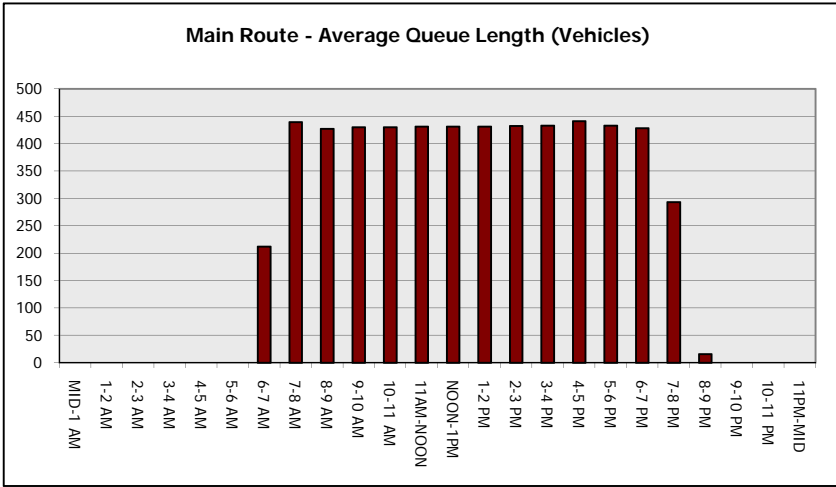
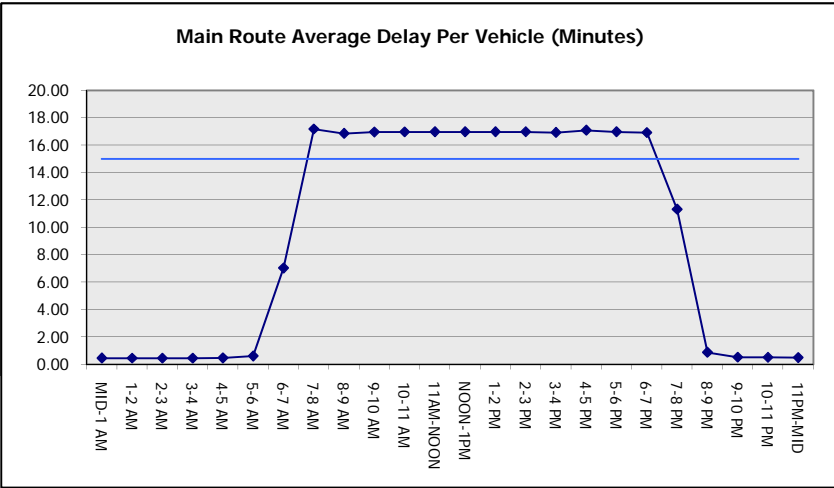
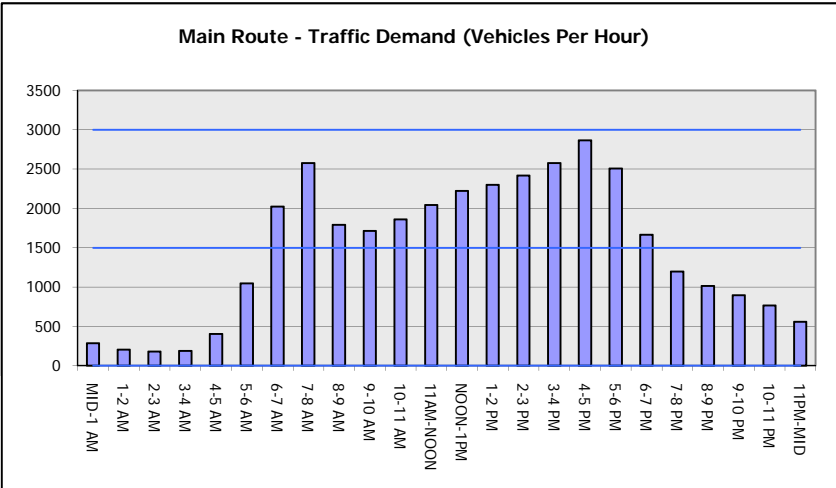
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0107
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0061
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$108,590
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



USH 41: CTH G TO CTH F (BROWN) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	281	0.0	1500	281	0	0.45	0	65.9	52.3	44.3
1-2 AM	175	0.0	1500	175	0	0.44	0	66.1	52.7	44.8
2-3 AM	174	0.0	1500	174	0	0.44	0	66.1	52.7	44.8
3-4 AM	171	0.0	1500	171	0	0.44	0	66.1	52.7	44.8
4-5 AM	269	0.0	1500	269	0	0.45	0	65.9	52.4	44.4
5-6 AM	697	0.0	1500	697	0	0.49	0	65.1	50.9	42.8
6-7 AM	1652	0.0	1499	1652	0	2.01	49	63.3	29.9	31.7
7-8 AM	2637	0.0	1500	1787	850	16.10+	416	59.5	8.8	30.8
8-9 AM	2021	0.0	1499	1478	543	16.93+	430	62.6	8.6	30.8
9-10 AM	1916	0.0	1499	1494	422	16.96+	430	62.8	8.6	30.8
10-11 AM	2040	0.0	1499	1495	545	16.97+	431	62.6	8.6	30.8
11AM-NOON	2227	0.0	1499	1496	730	16.97+	431	62.2	8.6	30.8
NOON-1PM	2367	0.0	1499	1497	869	16.98+	432	62.0	8.6	30.8
1-2 PM	2395	0.0	1499	1498	898	16.98+	432	61.9	8.6	30.8
2-3 PM	2676	0.0	1499	1495	1181	16.97+	435	59.1	8.5	30.8
3-4 PM	2966	0.0	1499	1508	1458	17.15+	444	56.1	8.4	30.8
4-5 PM	3331	0.0	1499	1500	1831	17.19+	451	52.4	8.4	30.8
5-6 PM	2998	0.0	1500	1497	1500	17.19+	446	55.8	8.4	30.8
6-7 PM	2162	0.0	1500	1498	664	16.97+	431	62.3	8.6	30.8
7-8 PM	1552	0.0	1499	1465	87	16.82+	426	63.5	8.6	30.8
8-9 PM	1255	0.0	1499	1255	0	11.80+	299	64.0	10.2	31.1
9-10 PM	1057	0.0	1500	1057	0	1.22	33	64.4	38.1	39.7
10-11 PM	800	0.0	1500	800	0	0.50	0	64.9	50.5	42.4
11PM-MID	546	0.0	1500	546	0	0.48	0	65.4	51.4	43.3

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0116
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0081

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$124,244
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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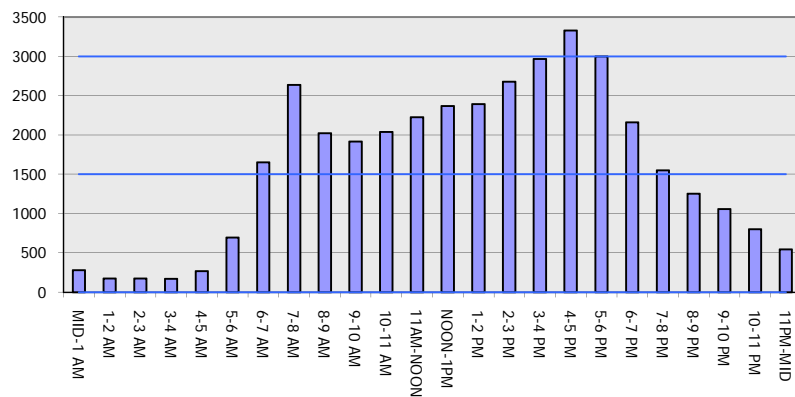
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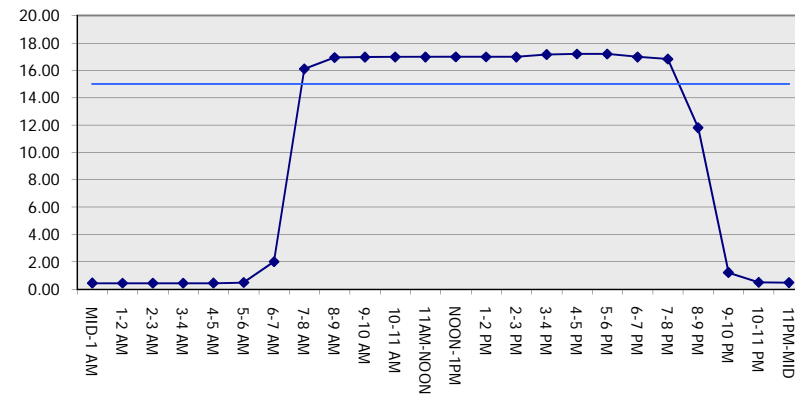
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

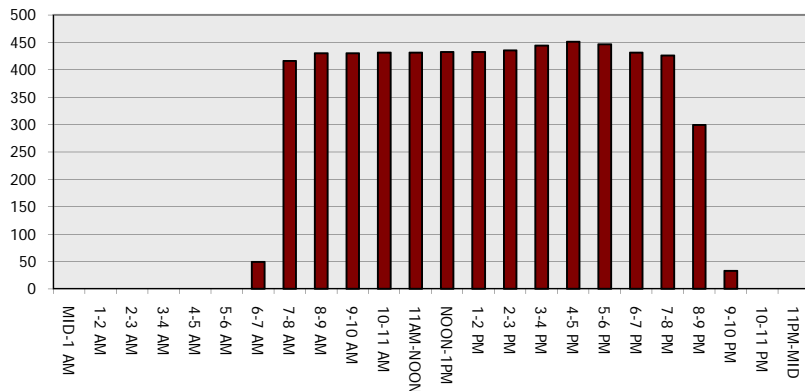
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

