

USH 41: CTH G TO CTH F (BROWN) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	210	0.0	1500	210	0	0.44	0	66.0	52.5	44.6	
1-2 AM	172	0.0	1500	172	0	0.44	0	66.1	52.7	44.8	
2-3 AM	164	0.0	1500	164	0	0.44	0	66.1	52.7	44.8	
3-4 AM	166	0.0	1500	166	0	0.44	0	66.1	52.7	44.8	
4-5 AM	419	0.0	1500	419	0	0.46	0	65.6	51.8	43.8	
5-6 AM	1072	0.0	1499	1072	0	0.62	0	64.4	47.8	39.1	
6-7 AM	2105	0.0	1499	2053	52	8.05+	241	62.5	13.4	30.8	
7-8 AM	2734	0.0	1500	1423	1311	17.26+	444	58.5	8.4	30.8	
8-9 AM	1755	0.0	1499	1448	307	16.80+	426	63.1	8.6	30.8	
9-10 AM	1621	0.0	1499	1501	120	16.95+	429	63.3	8.6	30.8	
10-11 AM	1737	0.0	1500	1501	236	16.96+	430	63.2	8.6	30.8	
11AM-NOON	1972	0.0	1500	1501	471	16.96+	430	62.7	8.6	30.8	
NOON-1PM	2170	0.0	1500	1501	669	16.97+	431	62.3	8.6	30.8	
1-2 PM	2186	0.0	1500	1501	686	16.97+	431	62.3	8.6	30.8	
2-3 PM	2431	0.0	1500	1501	931	16.97+	432	61.6	8.6	30.8	
3-4 PM	2720	0.0	1500	1507	1212	16.97+	436	58.6	8.5	30.8	
4-5 PM	2949	0.0	1499	1507	1443	17.14+	444	56.3	8.4	30.8	
5-6 PM	2592	0.0	1500	1495	1097	16.99+	435	59.9	8.5	30.8	
6-7 PM	1629	0.0	1500	1473	156	16.85+	427	63.3	8.6	30.8	
7-8 PM	1187	0.0	1499	1187	0	10.47+	274	64.1	11.0	32.4	
8-9 PM	1010	0.0	1500	1010	0	0.75	10	64.5	45.3	41.5	
9-10 PM	967	0.0	1500	967	0	0.52	0	64.6	50.0	41.8	
10-11 PM	796	0.0	1500	796	0	0.50	0	64.9	50.5	42.4	
11PM-MID	513	0.0	1500	513	0	0.47	0	65.5	51.5	43.5	

+ 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
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$108,596
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

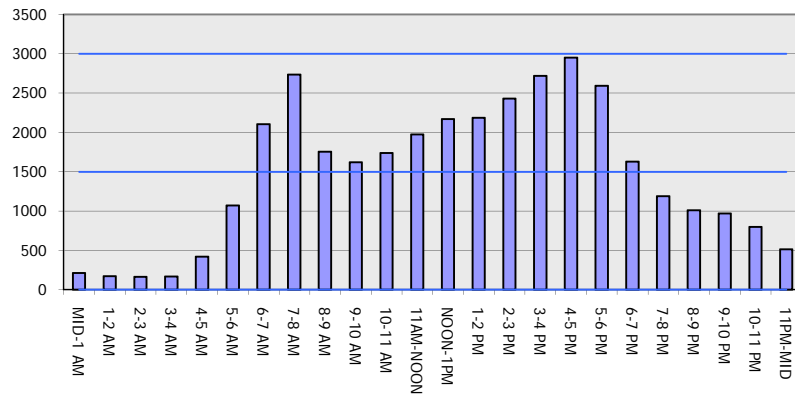
OCTOBER

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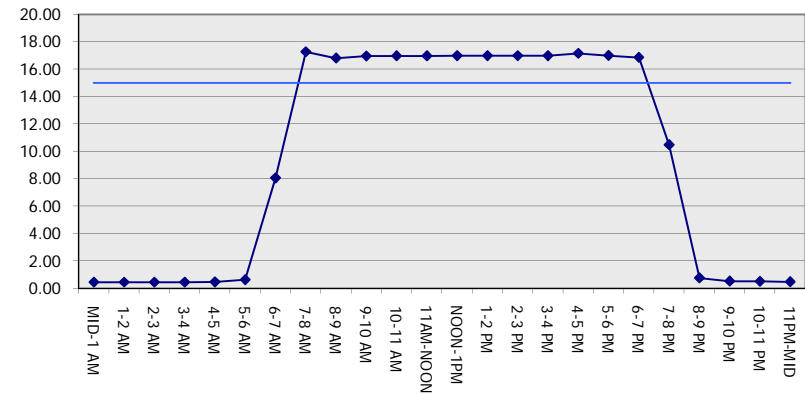
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION

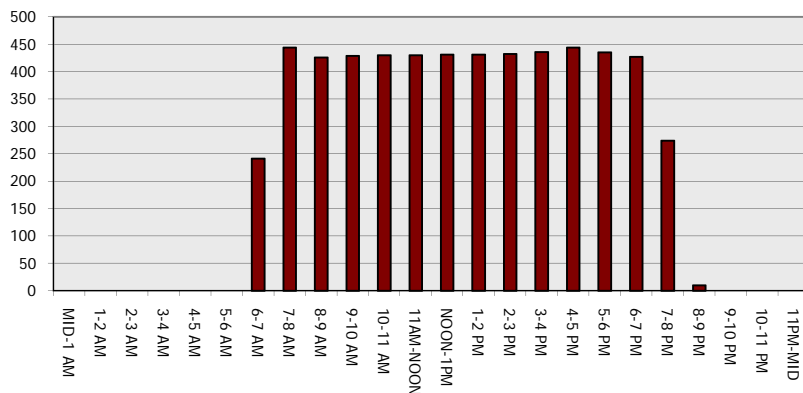
Main Route - Traffic Demand (Vehicles Per Hour)



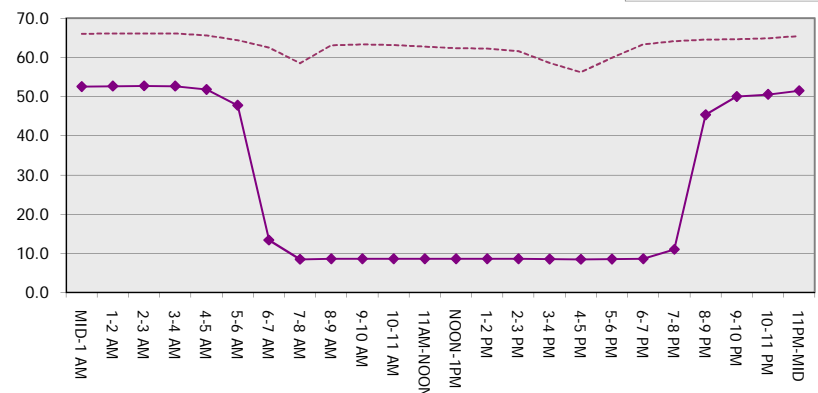
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	214	0.0	1500	214	0	0.44	0	66.0	52.5	44.6
1-2 AM	143	0.0	1500	143	0	0.44	0	66.1	52.8	44.9
2-3 AM	149	0.0	1500	149	0	0.44	0	66.1	52.7	44.9
3-4 AM	161	0.0	1500	161	0	0.44	0	66.1	52.7	44.8
4-5 AM	293	0.0	1500	293	0	0.45	0	65.8	52.2	44.3
5-6 AM	705	0.0	1500	705	0	0.49	0	65.1	50.9	42.7
6-7 AM	1738	0.0	1499	1738	0	2.25	62	63.2	28.1	31.1
7-8 AM	2835	0.0	1499	1683	1152	16.58+	428	57.4	8.6	30.8
8-9 AM	2116	0.0	1500	1499	617	16.97+	431	62.5	8.6	30.8
9-10 AM	1774	0.0	1500	1499	274	16.96+	430	63.1	8.6	30.8
10-11 AM	1870	0.0	1499	1499	371	16.96+	430	62.9	8.6	30.8
11AM-NOON	2074	0.0	1499	1500	575	16.97+	431	62.5	8.6	30.8
NOON-1PM	2191	0.0	1499	1500	691	16.97+	431	62.3	8.6	30.8
1-2 PM	2186	0.0	1500	1500	687	16.97+	431	62.3	8.6	30.8
2-3 PM	2552	0.0	1499	1501	1051	16.94+	433	60.4	8.5	30.8
3-4 PM	2983	0.0	1499	1513	1470	17.16+	445	56.0	8.4	30.8
4-5 PM	3362	0.0	1499	1500	1862	17.17+	451	52.0	8.4	30.8
5-6 PM	3090	0.0	1500	1499	1592	17.21+	448	54.8	8.4	30.8
6-7 PM	2288	0.0	1500	1498	791	16.97+	431	62.1	8.6	30.8
7-8 PM	1483	0.0	1500	1419	64	16.43+	415	63.6	8.7	30.8
8-9 PM	1151	0.0	1499	1151	0	7.21	204	64.2	14.0	33.7
9-10 PM	948	0.0	1500	948	0	0.52	0	64.6	49.9	41.9
10-11 PM	705	0.0	1500	705	0	0.49	0	65.1	50.9	42.7
11PM-MID	506	0.0	1500	506	0	0.47	0	65.5	51.5	43.5

+ 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	0.0114
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0078

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,718
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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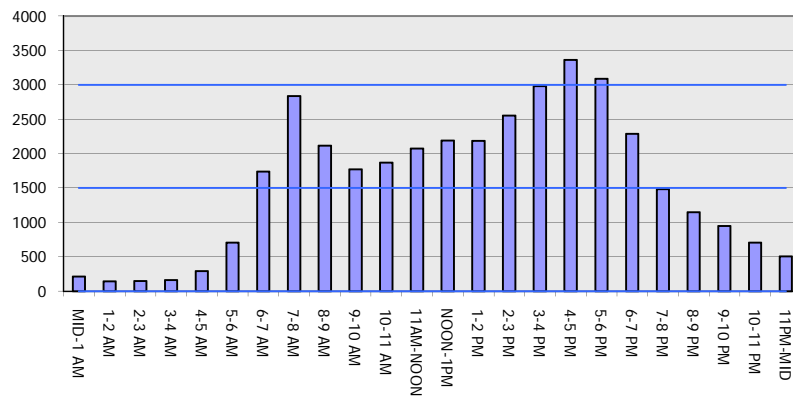
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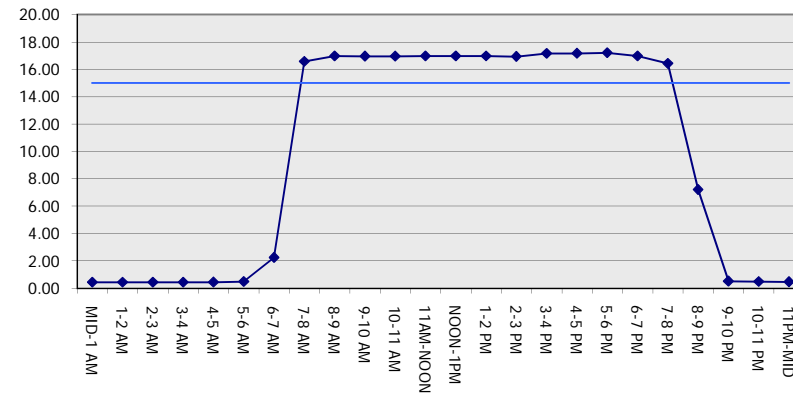
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FRIDAY NORTHBOUND DIRECTION

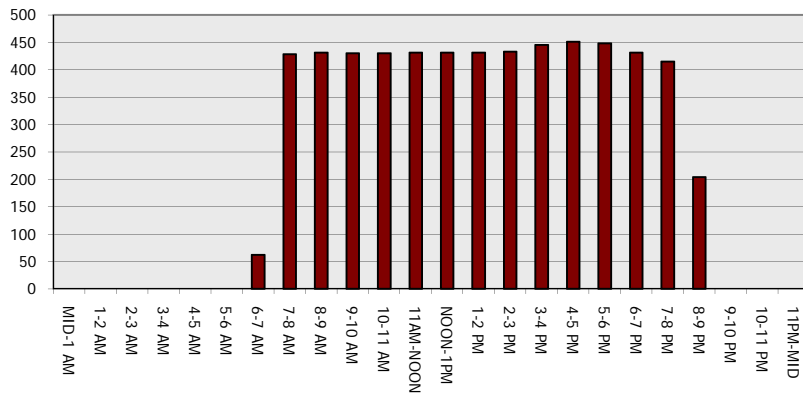
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

