

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

MON-THUR 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	300	0.0	1500	300	0	0.45	0	65.8	52.2	44.3	
1-2 AM	149	0.0	1500	149	0	0.44	0	66.1	52.7	44.9	
2-3 AM	130	0.0	1500	130	0	0.44	0	66.1	52.8	45.0	
3-4 AM	164	0.0	1500	164	0	0.44	0	66.1	52.7	44.8	
4-5 AM	401	0.0	1500	401	0	0.46	0	65.6	51.9	43.9	
5-6 AM	1204	0.0	1499	1204	0	0.71	0	64.1	45.8	36.9	
6-7 AM	2322	0.0	1499	1882	441	10.39+	289	62.0	11.2	30.8	
7-8 AM	2992	0.0	1500	1554	1438	17.06+	442	55.8	8.4	30.8	
8-9 AM	1847	0.0	1500	1499	348	16.96+	430	63.0	8.6	30.8	
9-10 AM	1546	0.0	1500	1492	54	16.92+	428	63.5	8.6	30.8	
10-11 AM	1542	0.0	1499	1501	41	16.95+	429	63.5	8.6	30.8	
11AM-NOON	1662	0.0	1500	1501	162	16.95+	430	63.3	8.6	30.8	
NOON-1PM	1799	0.0	1500	1501	299	16.96+	430	63.0	8.6	30.8	
1-2 PM	1876	0.0	1500	1500	375	16.96+	430	62.9	8.6	30.8	
2-3 PM	2038	0.0	1500	1500	538	16.97+	431	62.6	8.6	30.8	
3-4 PM	2425	0.0	1499	1501	925	16.97+	432	61.7	8.6	30.8	
4-5 PM	2916	0.0	1499	1513	1404	17.11+	442	56.6	8.4	30.8	
5-6 PM	2628	0.0	1500	1497	1131	17.01+	435	59.6	8.5	30.8	
6-7 PM	1503	0.0	1500	1403	100	16.20+	410	63.6	8.8	30.8	
7-8 PM	1060	0.0	1499	1060	0	3.68	150	64.4	22.1	36.8	
8-9 PM	904	0.0	1500	904	0	0.51	0	64.7	50.2	42.0	
9-10 PM	840	0.0	1500	840	0	0.50	0	64.8	50.4	42.2	
10-11 PM	518	0.0	1500	518	0	0.47	0	65.4	51.5	43.4	
11PM-MID	334	0.0	1500	334	0	0.45	0	65.8	52.1	44.2	

+ 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	0.0100
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0051
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$98,810
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

OCTOBER

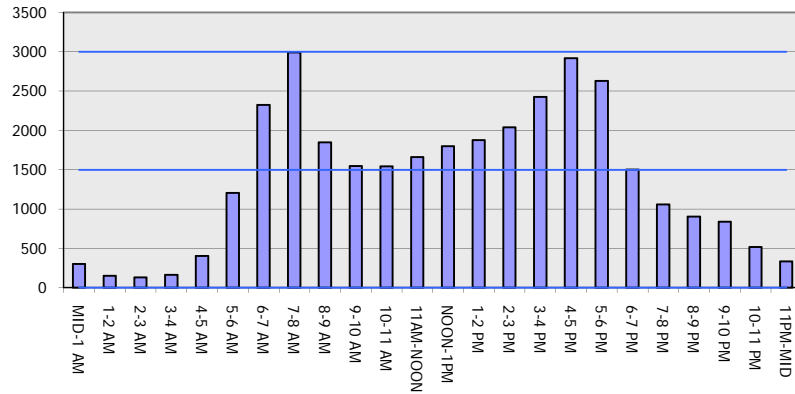
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

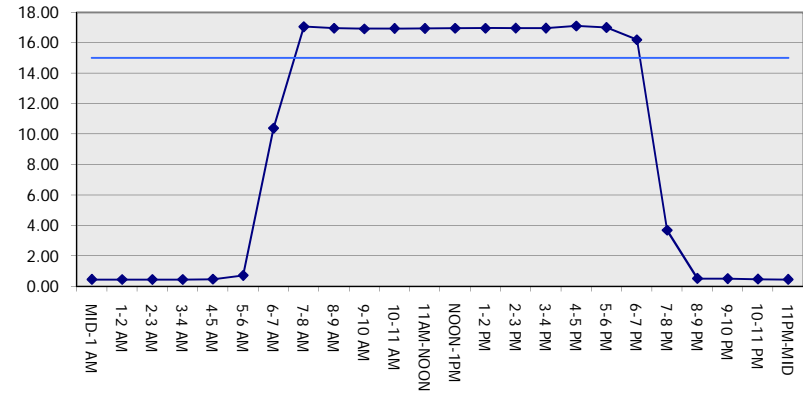
MON-THUR

SOUTHBOUND DIRECTION

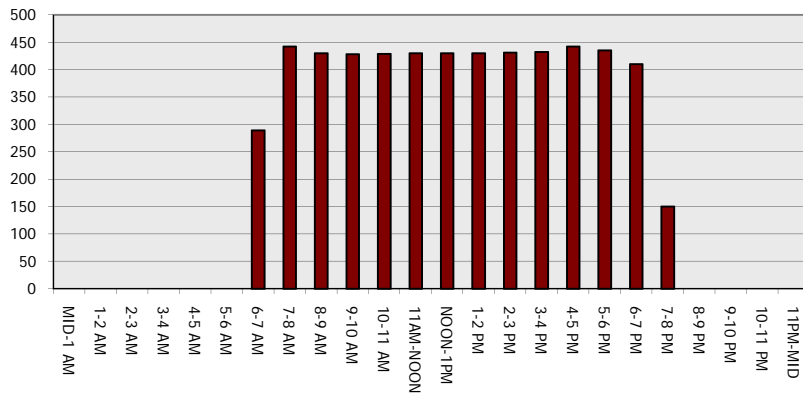
Main Route - Traffic Demand (Vehicles Per Hour)



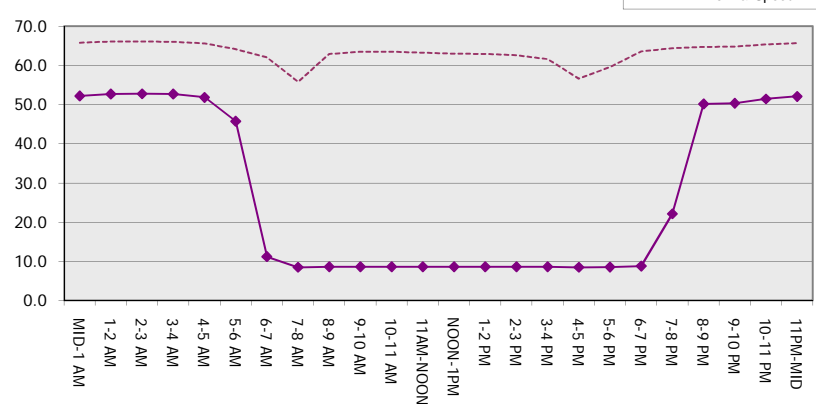
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	176	0.0	1500	176	0	0.44	0	66.1	52.7	44.8
1-2 AM	109	0.0	1500	109	0	0.43	0	66.2	52.9	45.0
2-3 AM	125	0.0	1500	125	0	0.43	0	66.1	52.8	45.0
3-4 AM	136	0.0	1500	136	0	0.44	0	66.1	52.8	45.0
4-5 AM	278	0.0	1500	278	0	0.45	0	65.9	52.3	44.4
5-6 AM	759	0.0	1500	759	0	0.50	0	65.0	50.7	42.5
6-7 AM	1869	0.0	1499	1869	0	3.51	112	62.9	22.2	30.8
7-8 AM	3079	0.0	1499	1559	1520	17.07+	444	55.0	8.4	30.8
8-9 AM	2157	0.0	1500	1501	656	16.97+	431	62.3	8.6	30.8
9-10 AM	1641	0.0	1500	1500	141	16.95+	429	63.3	8.6	30.8
10-11 AM	1569	0.0	1500	1500	69	16.95+	429	63.5	8.6	30.8
11AM-NOON	1697	0.0	1499	1500	197	16.95+	430	63.2	8.6	30.8
NOON-1PM	1730	0.0	1500	1500	230	16.96+	430	63.2	8.6	30.8
1-2 PM	1716	0.0	1500	1500	216	16.95+	430	63.2	8.6	30.8
2-3 PM	2026	0.0	1499	1500	526	16.97+	431	62.6	8.6	30.8
3-4 PM	2517	0.0	1499	1503	1014	16.95+	433	60.7	8.5	30.8
4-5 PM	3132	0.0	1499	1513	1619	17.25+	449	54.4	8.4	30.8
5-6 PM	2802	0.0	1500	1495	1308	17.07+	439	57.8	8.5	30.8
6-7 PM	1664	0.0	1500	1467	196	16.83+	426	63.3	8.6	30.8
7-8 PM	1051	0.0	1499	1051	0	5.93	212	64.4	16.6	35.9
8-9 PM	796	0.0	1500	796	0	0.50	0	64.9	50.5	42.4
9-10 PM	679	0.0	1500	679	0	0.49	0	65.1	50.9	42.8
10-11 PM	485	0.0	1500	485	0	0.47	0	65.5	51.6	43.6
11PM-MID	304	0.0	1500	304	0	0.45	0	65.8	52.2	44.3

+ 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	0.0098
MAIN ROUTE WITH WORKS	0.0059
'DIVERSION'	0.0054

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$99,202
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

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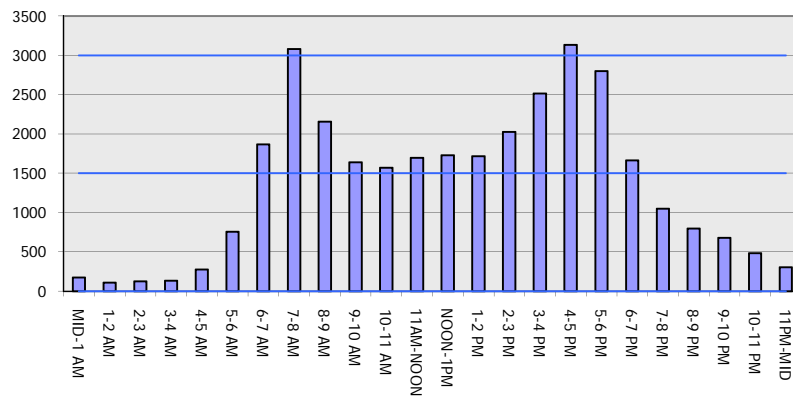
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

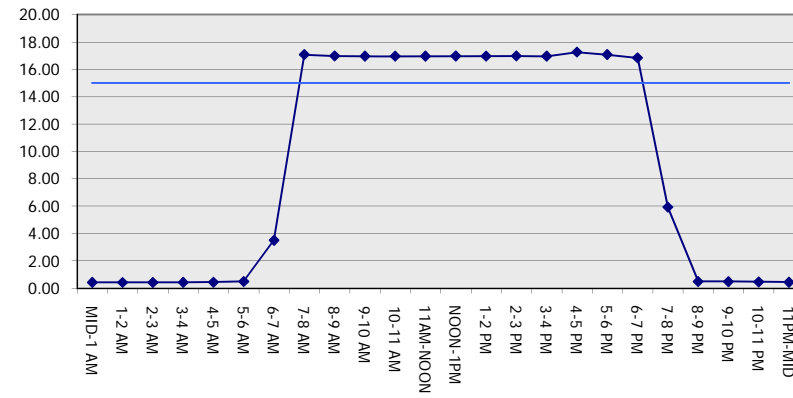
MON-THUR

NORTHBOUND DIRECTION

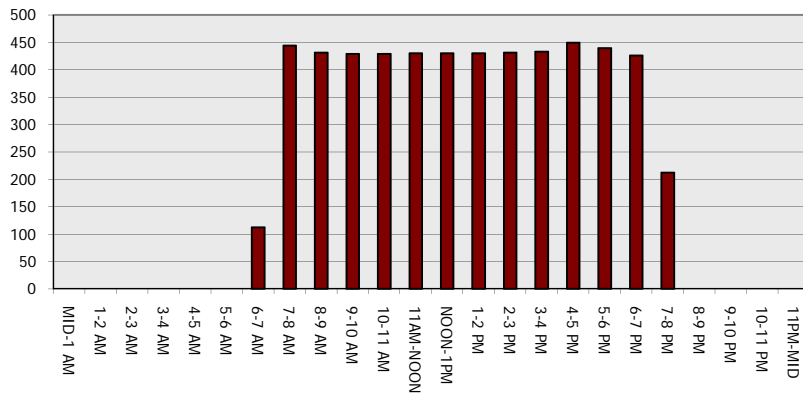
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

