

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

SUNDAY 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	427	0.0	1500	427	0	0.46	0	65.6	51.8	43.8
1-2 AM	271	0.0	1500	271	0	0.45	0	65.9	52.3	44.4
2-3 AM	260	0.0	1500	260	0	0.45	0	65.9	52.4	44.5
3-4 AM	168	0.0	1500	168	0	0.44	0	66.1	52.7	44.8
4-5 AM	144	0.0	1500	144	0	0.44	0	66.1	52.8	44.9
5-6 AM	184	0.0	1500	184	0	0.44	0	66.0	52.6	44.8
6-7 AM	294	0.0	1500	294	0	0.45	0	65.8	52.2	44.3
7-8 AM	359	0.0	1500	359	0	0.46	0	65.7	52.0	44.0
8-9 AM	642	0.0	1500	642	0	0.48	0	65.2	51.0	43.0
9-10 AM	983	0.0	1499	983	0	0.52	0	64.6	49.9	41.7
10-11 AM	1450	0.0	1499	1450	0	1.08	4	63.7	39.7	32.3
11AM-NOON	1679	0.0	1500	1679	0	4.12	95	63.3	19.3	30.8
NOON-1PM	1841	0.0	1500	1723	118	13.51+	345	63.0	9.6	30.8
1-2 PM	1888	0.0	1499	1502	386	16.96+	430	62.8	8.6	30.8
2-3 PM	1995	0.0	1500	1502	493	16.96+	431	62.7	8.6	30.8
3-4 PM	2280	0.0	1500	1501	779	16.97+	431	62.2	8.6	30.8
4-5 PM	2167	0.0	1500	1501	666	16.97+	431	62.3	8.6	30.8
5-6 PM	1993	0.0	1500	1501	492	16.96+	431	62.7	8.6	30.8
6-7 PM	1503	0.0	1500	1446	56	16.40+	415	63.6	8.7	30.8
7-8 PM	1108	0.0	1499	1108	0	6.19	199	64.3	15.8	34.9
8-9 PM	805	0.0	1500	805	0	0.50	0	64.9	50.5	42.4
9-10 PM	598	0.0	1500	598	0	0.48	0	65.3	51.2	43.2
10-11 PM	593	0.0	1500	593	0	0.48	0	65.3	51.2	43.2
11PM-MID	1121	0.0	1500	1121	0	0.53	0	64.3	49.4	41.2

+ 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	0.0075
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0021
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,821
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

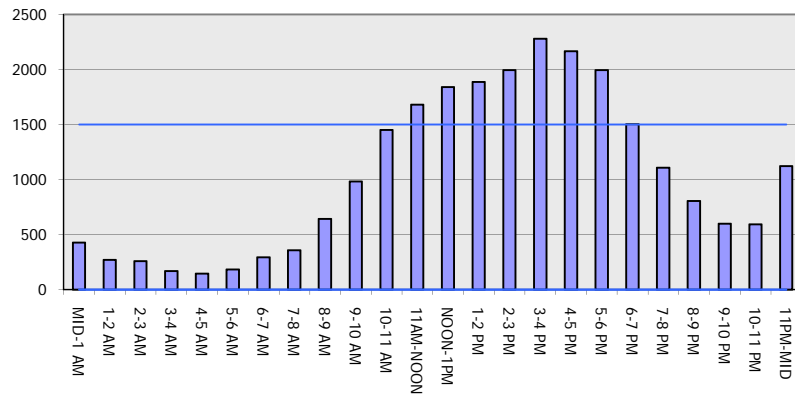
OCTOBER

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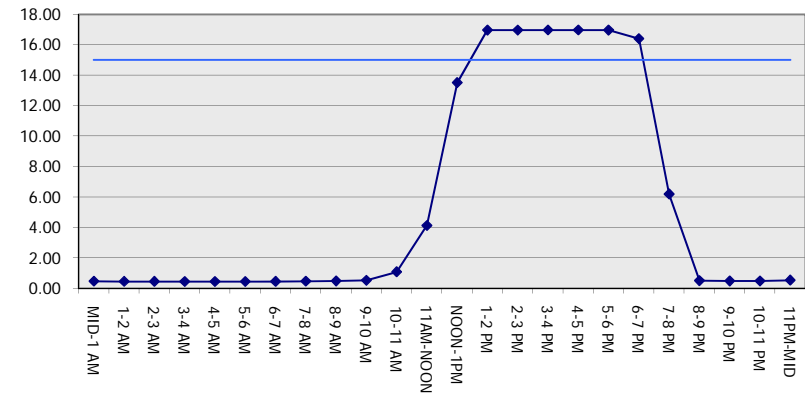
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

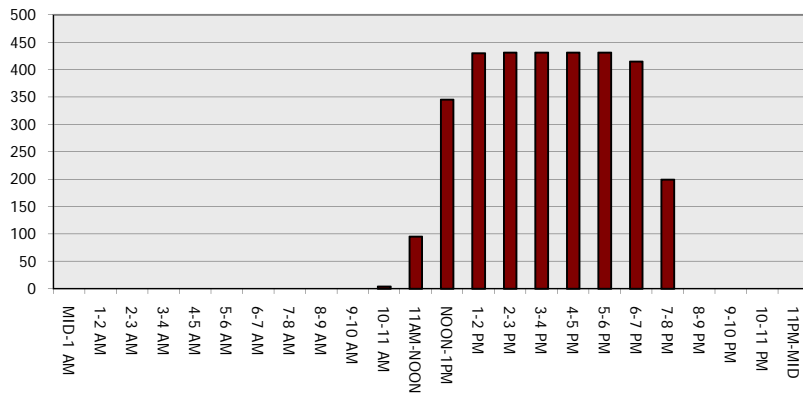
Main Route - Traffic Demand (Vehicles Per Hour)



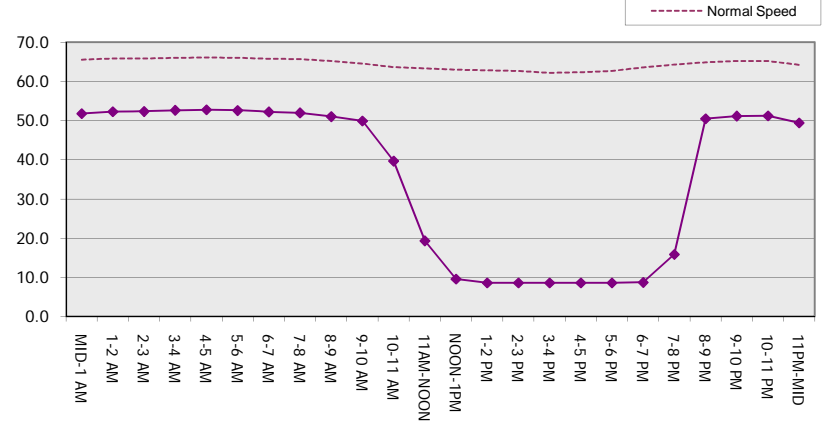
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	293	0.0	1500	293	0	0.45	0	65.8	52.2	44.3
1-2 AM	176	0.0	1500	176	0	0.44	0	66.1	52.7	44.8
2-3 AM	188	0.0	1500	188	0	0.44	0	66.0	52.6	44.7
3-4 AM	137	0.0	1500	137	0	0.44	0	66.1	52.8	45.0
4-5 AM	112	0.0	1500	112	0	0.43	0	66.2	52.8	45.0
5-6 AM	216	0.0	1500	216	0	0.44	0	66.0	52.5	44.6
6-7 AM	302	0.0	1500	302	0	0.45	0	65.8	52.2	44.3
7-8 AM	536	0.0	1500	536	0	0.47	0	65.4	51.4	43.3
8-9 AM	1020	0.0	1499	1020	0	0.54	0	64.5	49.4	41.1
9-10 AM	1567	0.0	1499	1567	0	1.58	19	63.5	33.8	31.1
10-11 AM	1744	0.0	1500	1744	0	7.92	198	63.2	12.7	30.8
11AM-NOON	1636	0.0	1499	1602	34	15.62+	395	63.3	8.9	30.8
NOON-1PM	1457	0.0	1500	1457	0	16.13+	407	63.7	8.8	30.8
1-2 PM	1487	0.0	1500	1487	0	14.68+	368	63.6	9.1	30.8
2-3 PM	1668	0.0	1500	1561	107	16.37+	414	63.3	8.7	30.8
3-4 PM	1857	0.0	1499	1500	357	16.96+	430	62.9	8.6	30.8
4-5 PM	1895	0.0	1500	1500	395	16.96+	430	62.8	8.6	30.8
5-6 PM	1578	0.0	1500	1499	79	16.95+	429	63.5	8.6	30.8
6-7 PM	1251	0.0	1499	1251	0	12.74+	324	64.0	9.9	31.1
7-8 PM	922	0.0	1500	922	0	1.08	31	64.6	40.1	41.5
8-9 PM	673	0.0	1500	673	0	0.49	0	65.1	50.9	42.8
9-10 PM	448	0.0	1500	448	0	0.47	0	65.6	51.7	43.7
10-11 PM	323	0.0	1500	323	0	0.45	0	65.8	52.1	44.2
11PM-MID	232	0.0	1500	232	0	0.44	0	66.0	52.5	44.5

+ 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	0.0066
MAIN ROUTE WITH WORKS	0.0049
'DIVERSION'	0.0007

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,359
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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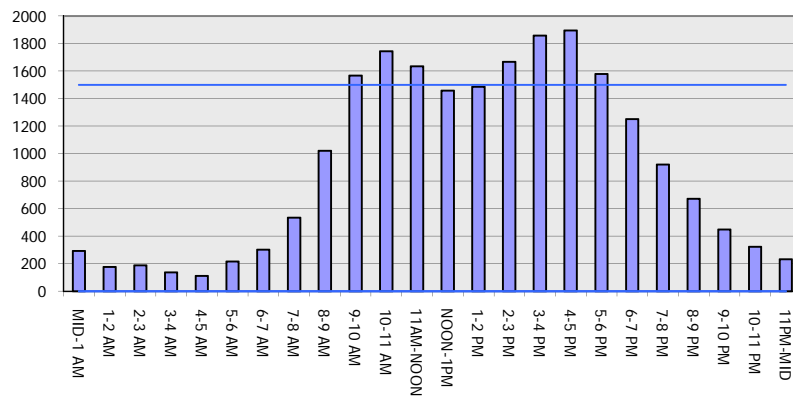
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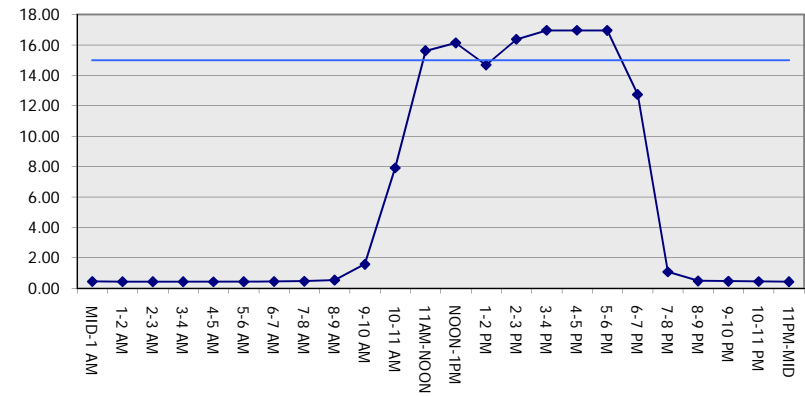
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SUNDAY NORTHBOUND DIRECTION

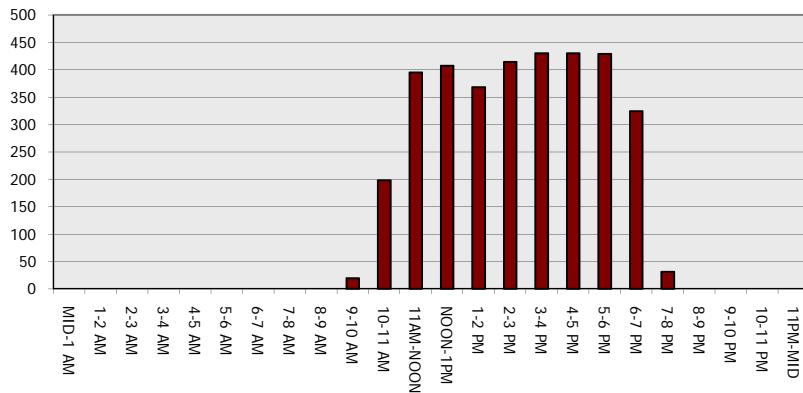
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

