

USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY 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	74	0.0	1500	74	0	0.51	0	63.8	57.1	41.7
1-2 AM	64	0.0	1500	64	0	0.50	0	63.8	57.1	41.8
2-3 AM	51	0.0	1500	51	0	0.50	0	63.8	57.1	41.8
3-4 AM	42	0.0	1500	42	0	0.50	0	63.8	57.2	41.9
4-5 AM	117	0.0	1500	117	0	0.51	0	63.7	56.9	41.6
5-6 AM	210	0.0	1500	210	0	0.52	0	63.5	56.8	41.3
6-7 AM	314	0.0	1500	314	0	0.53	0	63.3	56.4	40.9
7-8 AM	378	0.0	1500	378	0	0.53	0	63.2	56.3	40.7
8-9 AM	465	0.0	1500	465	0	0.54	0	63.0	56.1	40.4
9-10 AM	579	0.0	1500	579	0	0.55	0	62.8	55.8	40.1
10-11 AM	665	0.0	1500	665	0	0.56	0	62.7	55.6	39.7
11AM-NOON	735	0.0	1500	735	0	0.57	0	62.5	55.4	39.6
NOON-1PM	735	0.0	1500	735	0	0.57	0	62.5	55.4	39.6
1-2 PM	809	0.0	1500	809	0	0.58	0	62.4	55.2	39.3
2-3 PM	768	0.0	1500	768	0	0.57	0	62.5	55.3	39.4
3-4 PM	929	0.0	1500	929	0	0.59	0	62.2	54.9	38.9
4-5 PM	847	0.0	1500	847	0	0.58	0	62.3	55.1	39.2
5-6 PM	670	0.0	1500	670	0	0.56	0	62.7	55.6	39.7
6-7 PM	514	0.0	1500	514	0	0.55	0	63.0	56.0	40.2
7-8 PM	396	0.0	1500	396	0	0.54	0	63.2	56.3	40.6
8-9 PM	312	0.0	1500	312	0	0.53	0	63.3	56.4	40.9
9-10 PM	292	0.0	1500	292	0	0.53	0	63.3	56.5	41.0
10-11 PM	215	0.0	1500	215	0	0.52	0	63.5	56.7	41.2
11PM-MID	162	0.0	1500	162	0	0.51	0	63.6	56.9	41.4

----- 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	0.0078
MAIN ROUTE WITH WORKS	0.0090
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,208
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

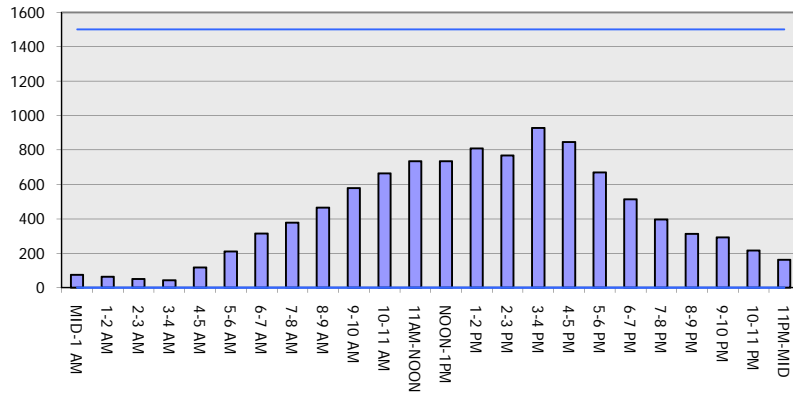
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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

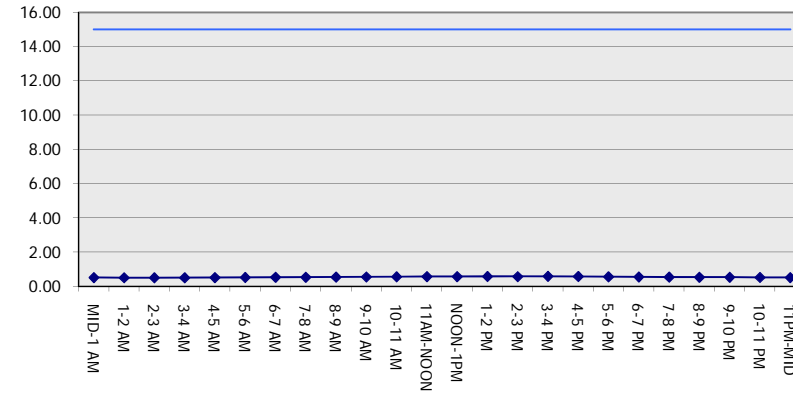
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

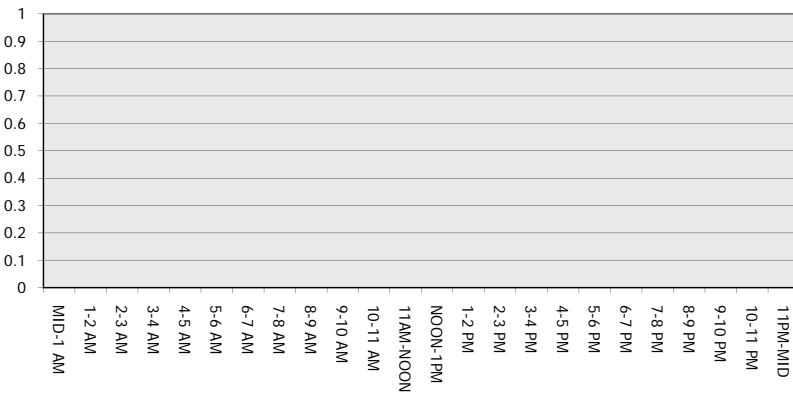
Main Route - Traffic Demand (Vehicles Per Hour)



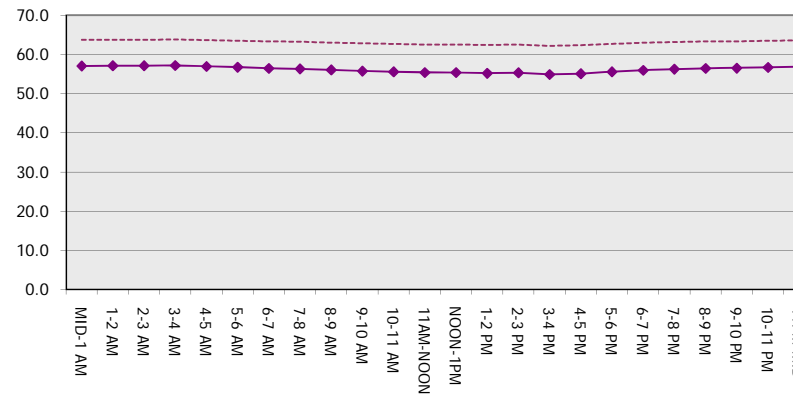
Main Route Average Delay Per Vehicle (Minutes)



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	88	0.0	1500	88	0	0.51	0	63.7	57.1	41.7
1-2 AM	60	0.0	1500	60	0	0.50	0	63.8	57.1	41.8
2-3 AM	49	0.0	1500	49	0	0.50	0	63.8	57.1	41.9
3-4 AM	57	0.0	1500	57	0	0.50	0	63.8	57.1	41.8
4-5 AM	162	0.0	1500	162	0	0.51	0	63.6	56.9	41.4
5-6 AM	241	0.0	1500	241	0	0.52	0	63.5	56.6	41.2
6-7 AM	444	0.0	1500	444	0	0.54	0	63.1	56.1	40.5
7-8 AM	542	0.0	1500	542	0	0.55	0	62.9	55.9	40.2
8-9 AM	533	0.0	1500	533	0	0.55	0	62.9	55.9	40.2
9-10 AM	614	0.0	1500	614	0	0.56	0	62.8	55.7	39.9
10-11 AM	705	0.0	1500	705	0	0.57	0	62.6	55.5	39.6
11AM-NOON	811	0.0	1500	811	0	0.58	0	62.4	55.2	39.3
NOON-1PM	817	0.0	1500	817	0	0.58	0	62.3	55.2	39.3
1-2 PM	813	0.0	1500	813	0	0.58	0	62.4	55.2	39.3
2-3 PM	915	0.0	1500	915	0	0.59	0	62.2	55.0	39.0
3-4 PM	849	0.0	1500	849	0	0.58	0	62.3	55.1	39.2
4-5 PM	906	0.0	1500	906	0	0.58	0	62.2	55.0	39.0
5-6 PM	756	0.0	1500	756	0	0.57	0	62.5	55.3	39.5
6-7 PM	702	0.0	1500	702	0	0.57	0	62.6	55.5	39.6
7-8 PM	516	0.0	1500	516	0	0.55	0	63.0	56.0	40.2
8-9 PM	439	0.0	1500	439	0	0.54	0	63.1	56.1	40.5
9-10 PM	359	0.0	1500	359	0	0.53	0	63.2	56.3	40.7
10-11 PM	244	0.0	1500	244	0	0.52	0	63.5	56.6	41.2
11PM-MID	167	0.0	1500	167	0	0.51	0	63.6	56.8	41.4

----- 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	0.0089
MAIN ROUTE WITH WORKS	0.0102
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,392
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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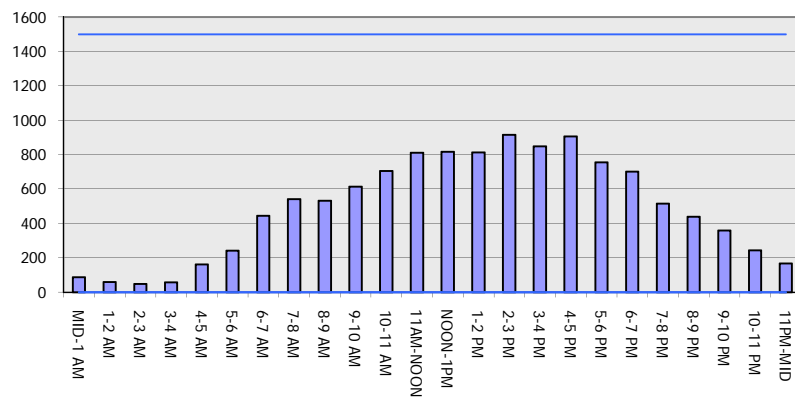
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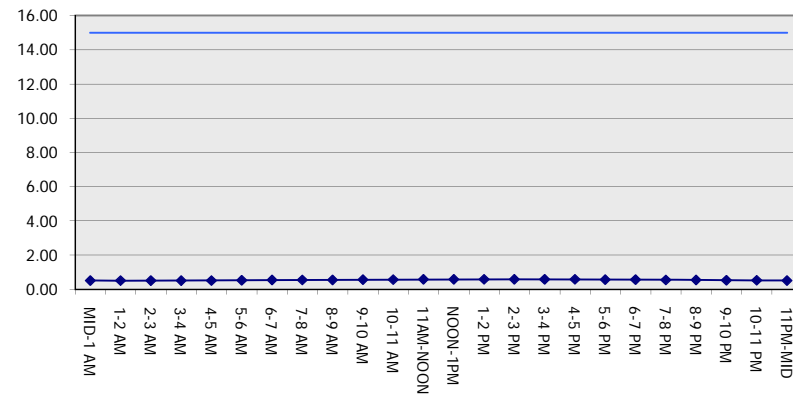
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY NORTHBOUND DIRECTION

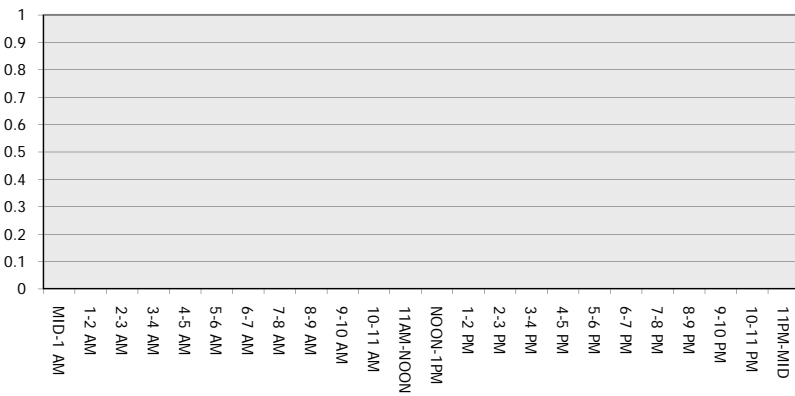
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

