

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

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	52	0.0	1500	52	0	0.50	0	63.8	57.1	41.8	
1-2 AM	51	0.0	1500	51	0	0.50	0	63.8	57.1	41.8	
2-3 AM	39	0.0	1500	39	0	0.50	0	63.8	57.2	41.9	
3-4 AM	47	0.0	1500	47	0	0.50	0	63.8	57.1	41.9	
4-5 AM	126	0.0	1500	126	0	0.51	0	63.7	56.9	41.5	
5-6 AM	238	0.0	1500	238	0	0.52	0	63.5	56.6	41.2	
6-7 AM	338	0.0	1500	338	0	0.53	0	63.3	56.4	40.8	
7-8 AM	417	0.0	1500	417	0	0.54	0	63.1	56.2	40.6	
8-9 AM	445	0.0	1500	445	0	0.54	0	63.1	56.1	40.5	
9-10 AM	494	0.0	1500	494	0	0.55	0	63.0	56.0	40.3	
10-11 AM	589	0.0	1500	589	0	0.55	0	62.8	55.8	40.0	
11AM-NOON	626	0.0	1500	626	0	0.56	0	62.7	55.6	39.9	
NOON-1PM	681	0.0	1500	681	0	0.56	0	62.7	55.5	39.7	
1-2 PM	706	0.0	1500	706	0	0.57	0	62.6	55.5	39.6	
2-3 PM	739	0.0	1500	739	0	0.57	0	62.5	55.4	39.5	
3-4 PM	880	0.0	1500	880	0	0.58	0	62.3	55.0	39.1	
4-5 PM	862	0.0	1500	862	0	0.58	0	62.3	55.1	39.1	
5-6 PM	672	0.0	1500	672	0	0.56	0	62.7	55.6	39.7	
6-7 PM	461	0.0	1500	461	0	0.54	0	63.0	56.1	40.4	
7-8 PM	352	0.0	1500	352	0	0.53	0	63.2	56.4	40.8	
8-9 PM	298	0.0	1500	298	0	0.53	0	63.3	56.5	41.0	
9-10 PM	236	0.0	1500	236	0	0.52	0	63.5	56.6	41.2	
10-11 PM	161	0.0	1500	161	0	0.51	0	63.6	56.9	41.4	
11PM-MID	113	0.0	1500	113	0	0.51	0	63.7	57.0	41.6	

----- 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	0.0073
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,086
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

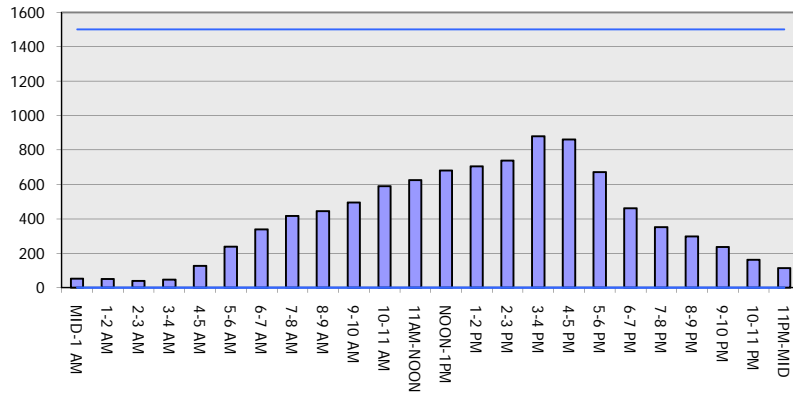
AUGUST

Analyzed for 2009
Construction Season

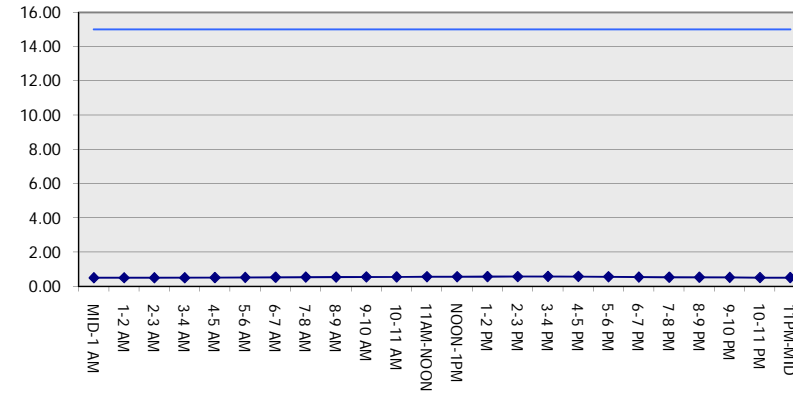
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

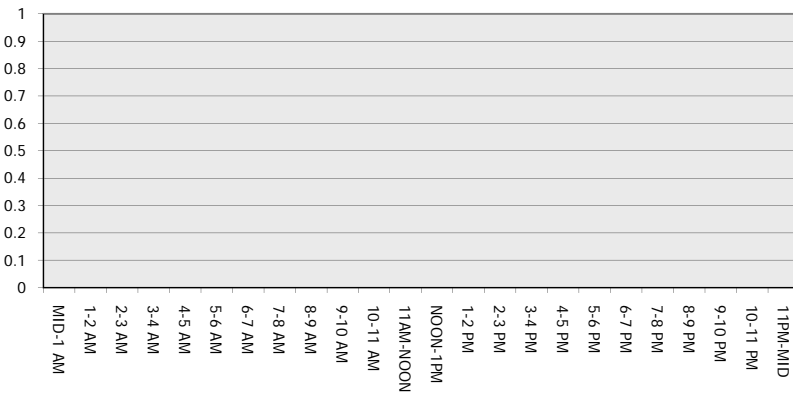
Main Route - Traffic Demand (Vehicles Per Hour)



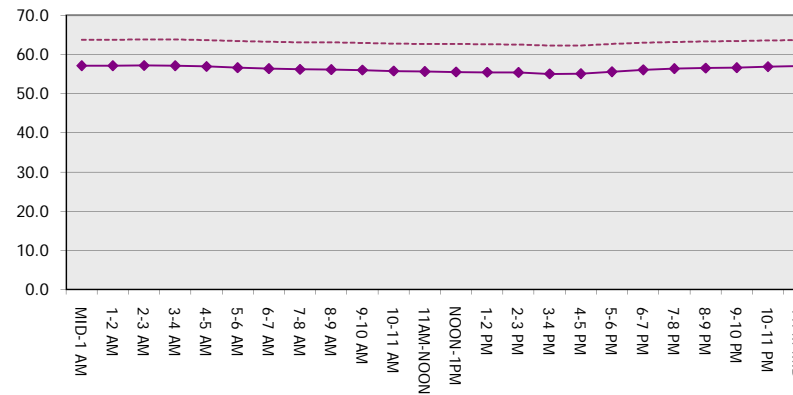
Main Route Average Delay Per Vehicle (Minutes)



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	72	0.0	1500	72	0	0.51	0	63.8	57.1	41.7
1-2 AM	46	0.0	1500	46	0	0.50	0	63.8	57.1	41.9
2-3 AM	35	0.0	1500	35	0	0.50	0	63.8	57.2	41.9
3-4 AM	47	0.0	1500	47	0	0.50	0	63.8	57.1	41.9
4-5 AM	159	0.0	1500	159	0	0.51	0	63.6	56.9	41.4
5-6 AM	285	0.0	1500	285	0	0.53	0	63.3	56.5	41.0
6-7 AM	457	0.0	1500	457	0	0.54	0	63.0	56.1	40.4
7-8 AM	534	0.0	1500	534	0	0.55	0	62.9	55.9	40.2
8-9 AM	522	0.0	1500	522	0	0.55	0	62.9	56.0	40.2
9-10 AM	533	0.0	1500	533	0	0.55	0	62.9	55.9	40.2
10-11 AM	590	0.0	1500	590	0	0.55	0	62.8	55.8	40.0
11AM-NOON	634	0.0	1500	634	0	0.56	0	62.7	55.6	39.9
NOON-1PM	656	0.0	1500	656	0	0.56	0	62.7	55.6	39.8
1-2 PM	660	0.0	1500	660	0	0.56	0	62.7	55.6	39.8
2-3 PM	723	0.0	1500	723	0	0.57	0	62.5	55.4	39.6
3-4 PM	666	0.0	1500	666	0	0.56	0	62.7	55.6	39.7
4-5 PM	715	0.0	1500	715	0	0.57	0	62.6	55.5	39.6
5-6 PM	599	0.0	1500	599	0	0.56	0	62.8	55.8	40.0
6-7 PM	492	0.0	1500	492	0	0.55	0	63.0	56.0	40.3
7-8 PM	367	0.0	1500	367	0	0.53	0	63.2	56.3	40.7
8-9 PM	298	0.0	1500	298	0	0.53	0	63.3	56.5	41.0
9-10 PM	252	0.0	1500	252	0	0.52	0	63.4	56.6	41.1
10-11 PM	183	0.0	1500	183	0	0.52	0	63.6	56.8	41.4
11PM-MID	104	0.0	1500	104	0	0.51	0	63.7	57.0	41.6

----- 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	0.0073
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,082
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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AUGUST

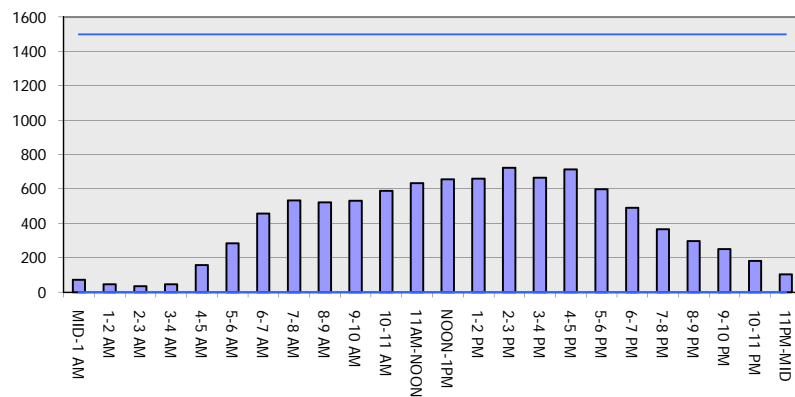
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

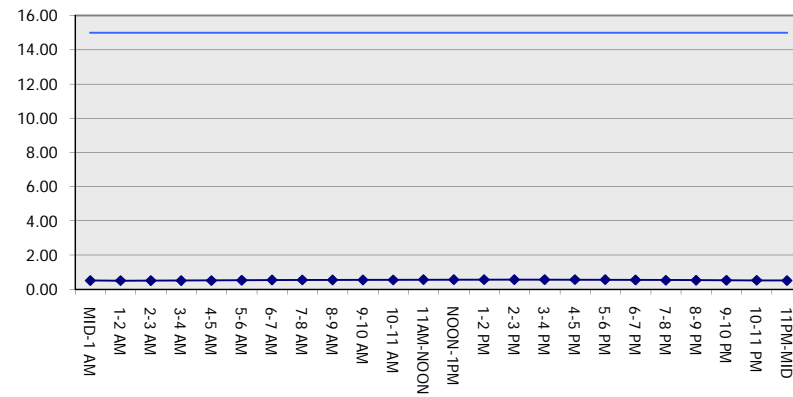
MON-THUR

NORTHBOUND DIRECTION

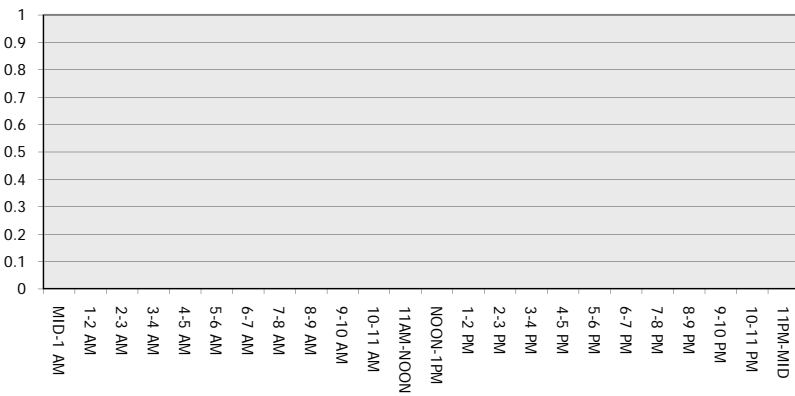
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

