

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
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	86	0.0	1500	86	0	0.51	0	63.7	57.1	41.7
1-2 AM	56	0.0	1500	56	0	0.50	0	63.8	57.1	41.8
2-3 AM	46	0.0	1500	46	0	0.50	0	63.8	57.1	41.9
3-4 AM	26	0.0	1500	26	0	0.50	0	63.8	57.2	41.9
4-5 AM	30	0.0	1500	30	0	0.50	0	63.8	57.2	41.9
5-6 AM	58	0.0	1500	58	0	0.50	0	63.8	57.1	41.8
6-7 AM	119	0.0	1500	119	0	0.51	0	63.7	56.9	41.6
7-8 AM	184	0.0	1500	184	0	0.52	0	63.5	56.8	41.4
8-9 AM	272	0.0	1500	272	0	0.52	0	63.4	56.6	41.0
9-10 AM	430	0.0	1500	430	0	0.54	0	63.1	56.1	40.6
10-11 AM	608	0.0	1500	608	0	0.56	0	62.8	55.7	39.9
11AM-NOON	686	0.0	1500	686	0	0.56	0	62.6	55.5	39.7
NOON-1PM	749	0.0	1500	749	0	0.57	0	62.5	55.3	39.5
1-2 PM	770	0.0	1500	770	0	0.57	0	62.5	55.3	39.4
2-3 PM	792	0.0	1500	792	0	0.57	0	62.4	55.3	39.4
3-4 PM	782	0.0	1500	782	0	0.57	0	62.5	55.3	39.4
4-5 PM	708	0.0	1500	708	0	0.57	0	62.6	55.5	39.6
5-6 PM	631	0.0	1500	631	0	0.56	0	62.7	55.6	39.9
6-7 PM	579	0.0	1500	579	0	0.55	0	62.8	55.8	40.1
7-8 PM	456	0.0	1500	456	0	0.54	0	63.0	56.1	40.4
8-9 PM	342	0.0	1500	342	0	0.53	0	63.3	56.4	40.8
9-10 PM	254	0.0	1500	254	0	0.52	0	63.4	56.6	41.1
10-11 PM	145	0.0	1500	145	0	0.51	0	63.7	56.9	41.5
11PM-MID	82	0.0	1500	82	0	0.51	0	63.8	57.1	41.7

----- 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	0.0067
MAIN ROUTE WITH WORKS	0.0077
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,279
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

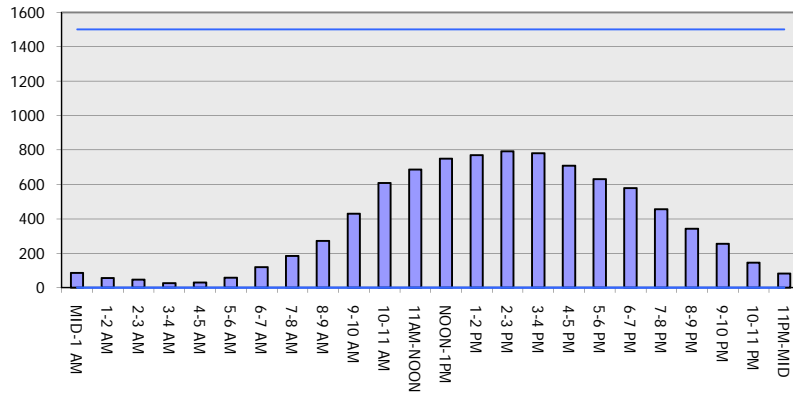
AUGUST

Analyzed for 2009
Construction Season

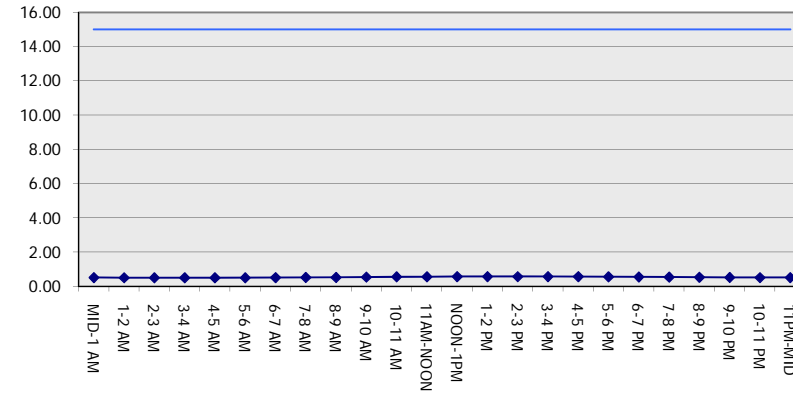
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

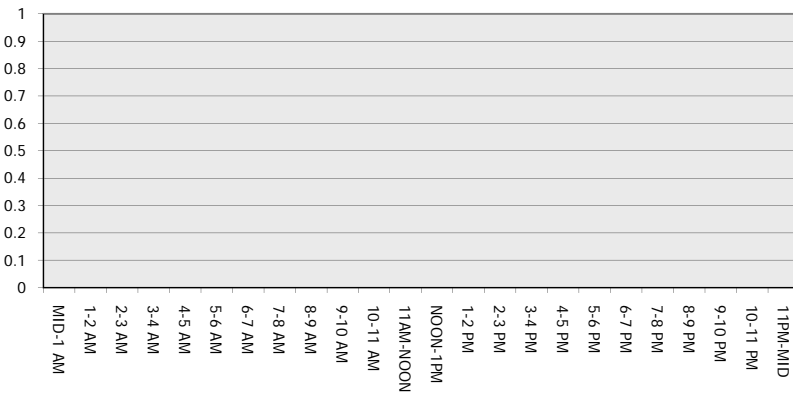
Main Route - Traffic Demand (Vehicles Per Hour)



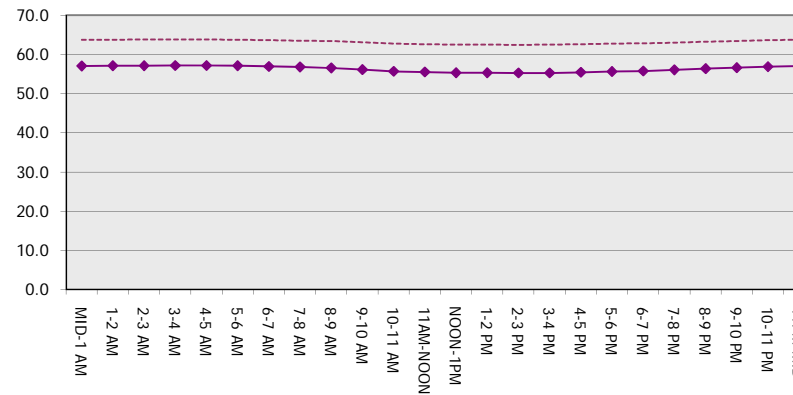
Main Route Average Delay Per Vehicle (Minutes)



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	101	0.0	1500	101	0	0.51	0	63.7	57.0	41.7
1-2 AM	51	0.0	1500	51	0	0.50	0	63.8	57.1	41.8
2-3 AM	33	0.0	1500	33	0	0.50	0	63.8	57.2	41.9
3-4 AM	29	0.0	1500	29	0	0.50	0	63.8	57.2	41.9
4-5 AM	30	0.0	1500	30	0	0.50	0	63.8	57.2	41.9
5-6 AM	66	0.0	1500	66	0	0.50	0	63.8	57.1	41.8
6-7 AM	85	0.0	1500	85	0	0.51	0	63.7	57.1	41.7
7-8 AM	123	0.0	1500	123	0	0.51	0	63.7	56.9	41.5
8-9 AM	218	0.0	1500	218	0	0.52	0	63.5	56.7	41.2
9-10 AM	386	0.0	1500	386	0	0.54	0	63.2	56.3	40.7
10-11 AM	519	0.0	1500	519	0	0.55	0	62.9	56.0	40.2
11AM-NOON	573	0.0	1500	573	0	0.55	0	62.8	55.8	40.1
NOON-1PM	586	0.0	1500	586	0	0.55	0	62.8	55.8	40.0
1-2 PM	532	0.0	1500	532	0	0.55	0	62.9	55.9	40.2
2-3 PM	549	0.0	1500	549	0	0.55	0	62.9	55.9	40.1
3-4 PM	520	0.0	1500	520	0	0.55	0	62.9	56.0	40.2
4-5 PM	519	0.0	1500	519	0	0.55	0	62.9	56.0	40.2
5-6 PM	508	0.0	1500	508	0	0.55	0	63.0	56.0	40.2
6-7 PM	434	0.0	1500	434	0	0.54	0	63.1	56.1	40.5
7-8 PM	340	0.0	1500	340	0	0.53	0	63.3	56.4	40.8
8-9 PM	286	0.0	1500	286	0	0.53	0	63.3	56.5	41.0
9-10 PM	209	0.0	1500	209	0	0.52	0	63.5	56.8	41.3
10-11 PM	147	0.0	1500	147	0	0.51	0	63.7	56.9	41.5
11PM-MID	76	0.0	1500	76	0	0.51	0	63.8	57.1	41.7

----- 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	0.0052
MAIN ROUTE WITH WORKS	0.0060
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS

ROAD USER COSTS PER DAY	\$972
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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AUGUST

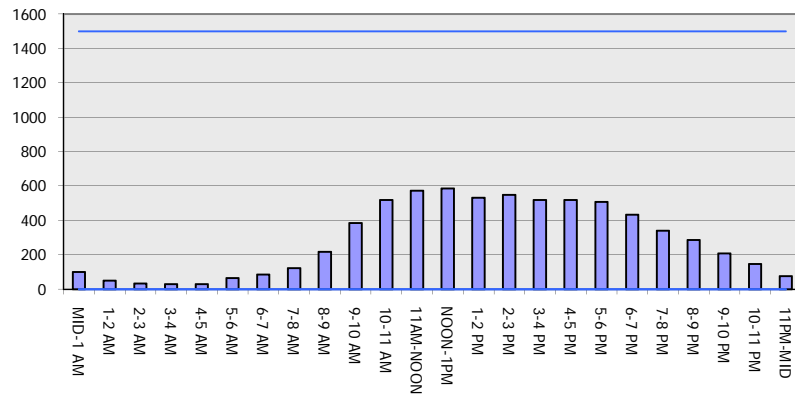
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

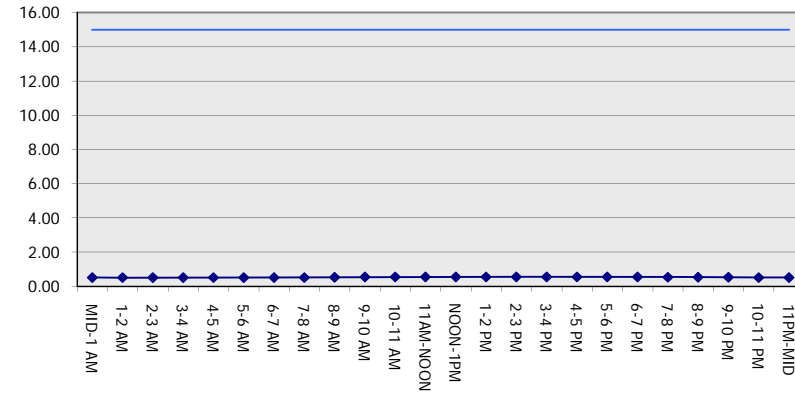
SUNDAY

NORTHBOUND DIRECTION

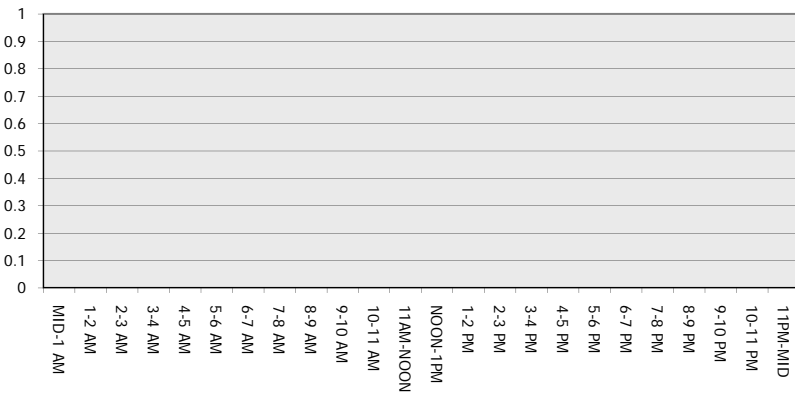
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

