

**USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY
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	43	0.0	1500	43	0	0.50	0	63.8	57.2	41.9	
1-2 AM	52	0.0	1500	52	0	0.50	0	63.8	57.1	41.8	
2-3 AM	38	0.0	1500	38	0	0.50	0	63.8	57.2	41.9	
3-4 AM	42	0.0	1500	42	0	0.50	0	63.8	57.2	41.9	
4-5 AM	121	0.0	1500	121	0	0.51	0	63.7	56.9	41.5	
5-6 AM	243	0.0	1500	243	0	0.52	0	63.5	56.6	41.2	
6-7 AM	343	0.0	1500	343	0	0.53	0	63.3	56.4	40.8	
7-8 AM	479	0.0	1500	479	0	0.54	0	63.0	56.0	40.4	
8-9 AM	439	0.0	1500	439	0	0.54	0	63.1	56.1	40.5	
9-10 AM	464	0.0	1500	464	0	0.54	0	63.0	56.1	40.4	
10-11 AM	518	0.0	1500	518	0	0.55	0	62.9	56.0	40.2	
11AM-NOON	554	0.0	1500	554	0	0.55	0	62.8	55.8	40.1	
NOON-1PM	594	0.0	1500	594	0	0.55	0	62.8	55.8	40.0	
1-2 PM	599	0.0	1500	599	0	0.56	0	62.8	55.8	40.0	
2-3 PM	716	0.0	1500	716	0	0.57	0	62.6	55.5	39.6	
3-4 PM	862	0.0	1500	862	0	0.58	0	62.3	55.1	39.1	
4-5 PM	800	0.0	1500	800	0	0.57	0	62.4	55.2	39.3	
5-6 PM	670	0.0	1500	670	0	0.56	0	62.7	55.6	39.7	
6-7 PM	437	0.0	1500	437	0	0.54	0	63.1	56.1	40.5	
7-8 PM	298	0.0	1500	298	0	0.53	0	63.3	56.5	41.0	
8-9 PM	242	0.0	1500	242	0	0.52	0	63.5	56.6	41.2	
9-10 PM	187	0.0	1500	187	0	0.52	0	63.5	56.8	41.4	
10-11 PM	114	0.0	1500	114	0	0.51	0	63.7	57.0	41.6	
11PM-MID	92	0.0	1500	92	0	0.51	0	63.7	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	0.0068
MAIN ROUTE WITH WORKS	0.0077
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,001
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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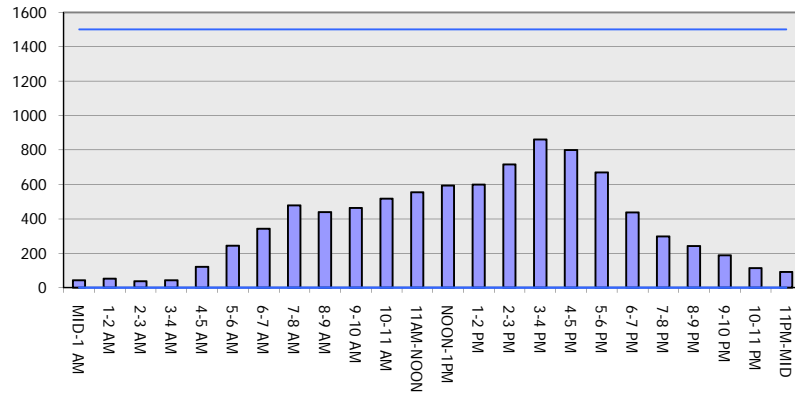
OCTOBER

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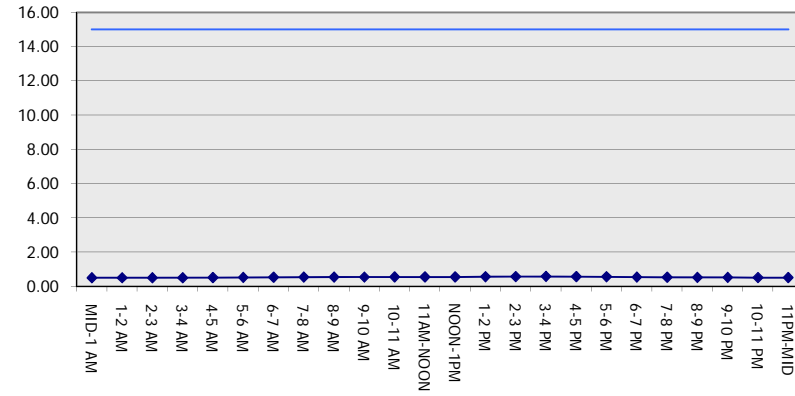
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

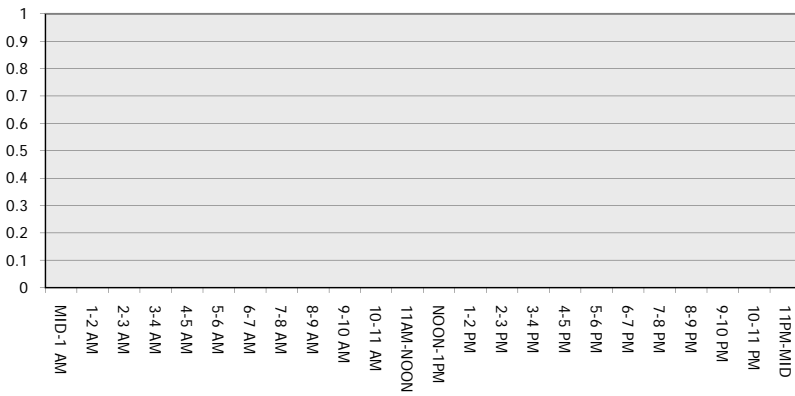
Main Route - Traffic Demand (Vehicles Per Hour)



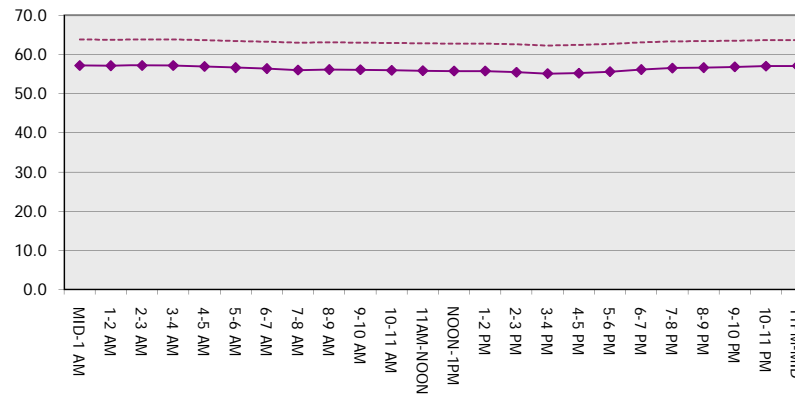
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	44	0.0	1500	44	0	0.50	0	63.8	57.2	41.9
1-2 AM	36	0.0	1500	36	0	0.50	0	63.8	57.2	41.9
2-3 AM	35	0.0	1500	35	0	0.50	0	63.8	57.2	41.9
3-4 AM	49	0.0	1500	49	0	0.50	0	63.8	57.1	41.9
4-5 AM	153	0.0	1500	153	0	0.51	0	63.6	56.9	41.5
5-6 AM	260	0.0	1500	260	0	0.52	0	63.4	56.6	41.1
6-7 AM	433	0.0	1500	433	0	0.54	0	63.1	56.1	40.5
7-8 AM	607	0.0	1500	607	0	0.56	0	62.8	55.7	39.9
8-9 AM	578	0.0	1500	578	0	0.55	0	62.8	55.8	40.1
9-10 AM	503	0.0	1500	503	0	0.55	0	63.0	56.0	40.3
10-11 AM	518	0.0	1500	518	0	0.55	0	62.9	56.0	40.2
11AM-NOON	570	0.0	1500	570	0	0.55	0	62.8	55.8	40.1
NOON-1PM	577	0.0	1500	577	0	0.55	0	62.8	55.8	40.1
1-2 PM	566	0.0	1500	566	0	0.55	0	62.8	55.8	40.1
2-3 PM	685	0.0	1500	685	0	0.56	0	62.6	55.5	39.7
3-4 PM	675	0.0	1500	675	0	0.56	0	62.7	55.5	39.7
4-5 PM	690	0.0	1500	690	0	0.56	0	62.6	55.5	39.7
5-6 PM	557	0.0	1500	557	0	0.55	0	62.8	55.8	40.1
6-7 PM	440	0.0	1500	440	0	0.54	0	63.1	56.1	40.5
7-8 PM	316	0.0	1500	316	0	0.53	0	63.3	56.4	40.9
8-9 PM	236	0.0	1500	236	0	0.52	0	63.5	56.6	41.2
9-10 PM	188	0.0	1500	188	0	0.52	0	63.5	56.8	41.4
10-11 PM	165	0.0	1500	165	0	0.51	0	63.6	56.8	41.4
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	0.0068
MAIN ROUTE WITH WORKS	0.0078
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$996
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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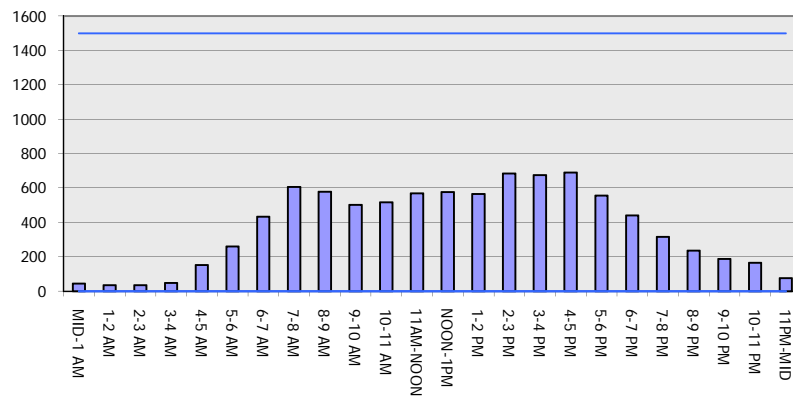
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

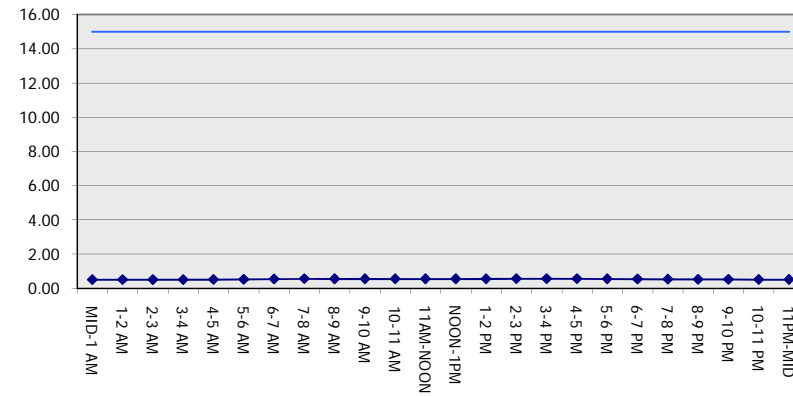
MON-THUR

NORTHBOUND DIRECTION

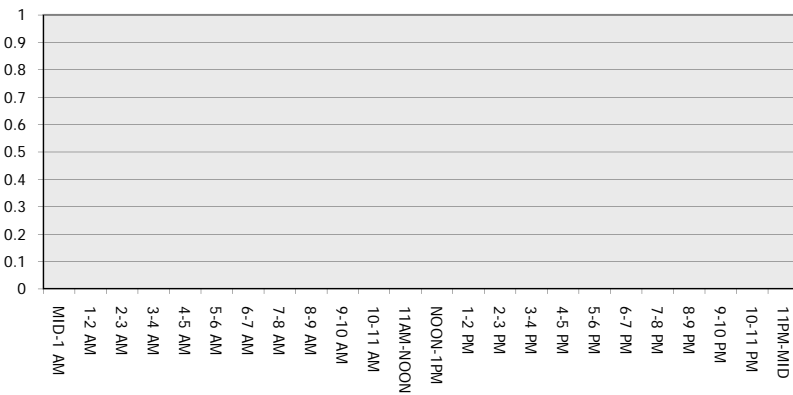
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

