

**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

SATURDAY 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	63	0.0	1500	63	0	0.50	0	63.8	57.1	41.8
1-2 AM	68	0.0	1500	68	0	0.51	0	63.8	57.1	41.7
2-3 AM	36	0.0	1500	36	0	0.50	0	63.8	57.2	41.9
3-4 AM	27	0.0	1500	27	0	0.50	0	63.8	57.2	41.9
4-5 AM	60	0.0	1500	60	0	0.50	0	63.8	57.1	41.8
5-6 AM	90	0.0	1500	90	0	0.51	0	63.7	57.1	41.7
6-7 AM	157	0.0	1500	157	0	0.51	0	63.6	56.9	41.4
7-8 AM	211	0.0	1500	211	0	0.52	0	63.5	56.8	41.2
8-9 AM	366	0.0	1500	366	0	0.53	0	63.2	56.3	40.7
9-10 AM	509	0.0	1500	509	0	0.55	0	63.0	56.0	40.2
10-11 AM	598	0.0	1500	598	0	0.56	0	62.8	55.8	40.0
11AM-NOON	613	0.0	1500	613	0	0.56	0	62.8	55.7	39.9
NOON-1PM	571	0.0	1500	571	0	0.55	0	62.8	55.8	40.1
1-2 PM	615	0.0	1500	615	0	0.56	0	62.8	55.7	39.9
2-3 PM	452	0.0	1500	452	0	0.54	0	63.0	56.1	40.4
3-4 PM	502	0.0	1500	502	0	0.55	0	63.0	56.0	40.3
4-5 PM	485	0.0	1500	485	0	0.54	0	63.0	56.0	40.4
5-6 PM	426	0.0	1500	426	0	0.54	0	63.1	56.2	40.6
6-7 PM	417	0.0	1500	417	0	0.54	0	63.1	56.2	40.6
7-8 PM	363	0.0	1500	363	0	0.53	0	63.2	56.3	40.7
8-9 PM	279	0.0	1500	279	0	0.53	0	63.4	56.6	41.0
9-10 PM	224	0.0	1500	224	0	0.52	0	63.5	56.7	41.2
10-11 PM	151	0.0	1500	151	0	0.51	0	63.6	56.9	41.5
11PM-MID	120	0.0	1500	120	0	0.51	0	63.7	56.9	41.5

----- 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	0.0056
MAIN ROUTE WITH WORKS	0.0064
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,027
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

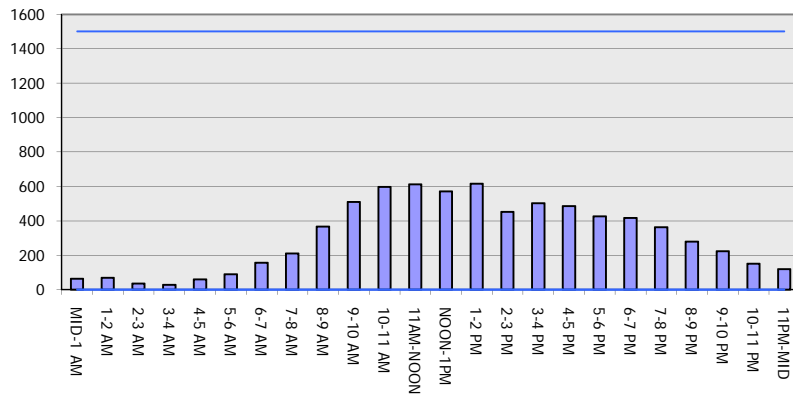
OCTOBER

Analyzed for 2009
Construction Season

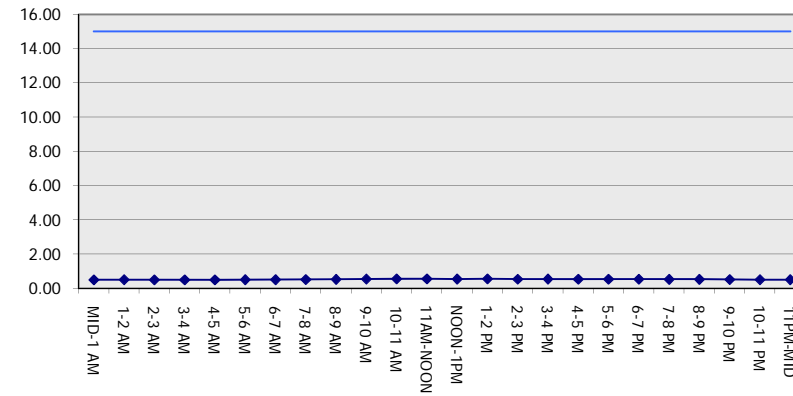
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

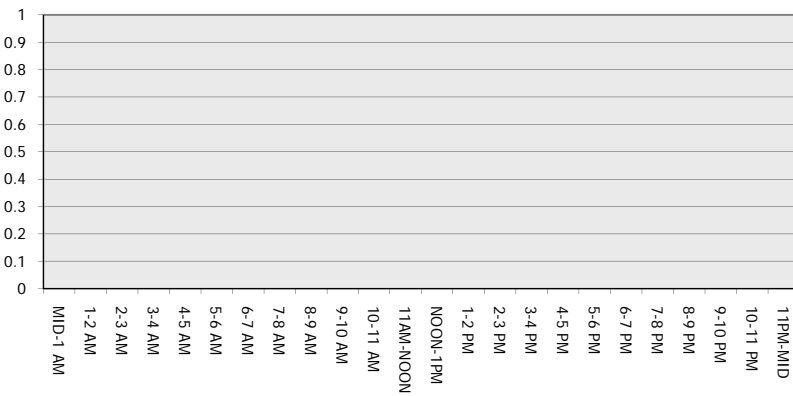
Main Route - Traffic Demand (Vehicles Per Hour)



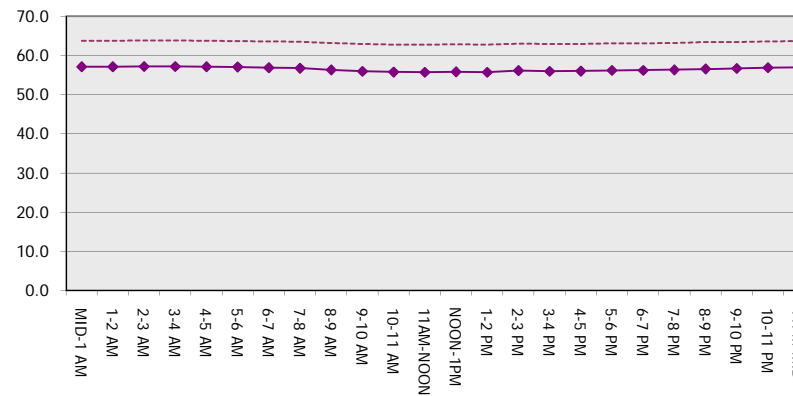
Main Route Average Delay Per Vehicle (Minutes)



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
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	109	0.0	1500	109	0	0.51	0	63.7	57.0	41.6
1-2 AM	42	0.0	1500	42	0	0.50	0	63.8	57.2	41.9
2-3 AM	30	0.0	1500	30	0	0.50	0	63.8	57.2	41.9
3-4 AM	40	0.0	1500	40	0	0.50	0	63.8	57.2	41.9
4-5 AM	81	0.0	1500	81	0	0.51	0	63.8	57.1	41.7
5-6 AM	112	0.0	1500	112	0	0.51	0	63.7	57.0	41.6
6-7 AM	148	0.0	1500	148	0	0.51	0	63.7	56.9	41.5
7-8 AM	204	0.0	1500	204	0	0.52	0	63.5	56.8	41.3
8-9 AM	314	0.0	1500	314	0	0.53	0	63.3	56.4	40.9
9-10 AM	540	0.0	1500	540	0	0.55	0	62.9	55.9	40.2
10-11 AM	689	0.0	1500	689	0	0.56	0	62.6	55.5	39.7
11AM-NOON	701	0.0	1500	701	0	0.57	0	62.6	55.5	39.6
NOON-1PM	602	0.0	1500	602	0	0.56	0	62.8	55.7	40.0
1-2 PM	548	0.0	1500	548	0	0.55	0	62.9	55.9	40.1
2-3 PM	561	0.0	1500	561	0	0.55	0	62.8	55.8	40.1
3-4 PM	471	0.0	1500	471	0	0.54	0	63.0	56.1	40.4
4-5 PM	488	0.0	1500	488	0	0.54	0	63.0	56.0	40.3
5-6 PM	501	0.0	1500	501	0	0.55	0	63.0	56.0	40.3
6-7 PM	396	0.0	1500	396	0	0.54	0	63.2	56.3	40.6
7-8 PM	334	0.0	1500	334	0	0.53	0	63.3	56.4	40.9
8-9 PM	294	0.0	1500	294	0	0.53	0	63.3	56.5	41.0
9-10 PM	241	0.0	1500	241	0	0.52	0	63.5	56.6	41.2
10-11 PM	169	0.0	1500	169	0	0.51	0	63.6	56.8	41.4
11PM-MID	126	0.0	1500	126	0	0.51	0	63.7	56.9	41.5

----- 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	0.0059
MAIN ROUTE WITH WORKS	0.0067
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,078
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

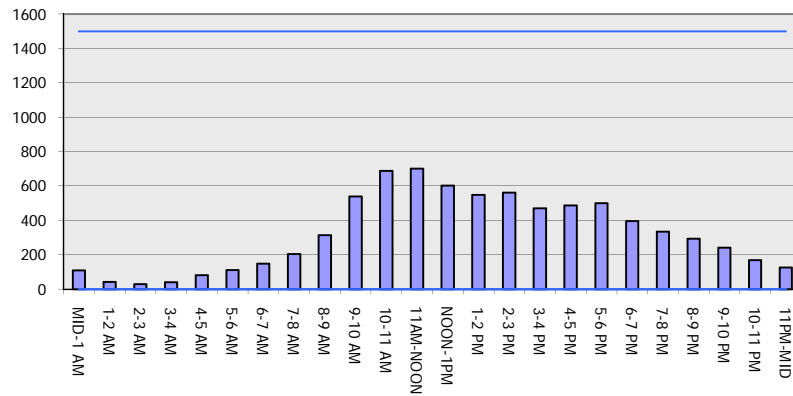
OCTOBER

Analyzed for 2009
Construction Season

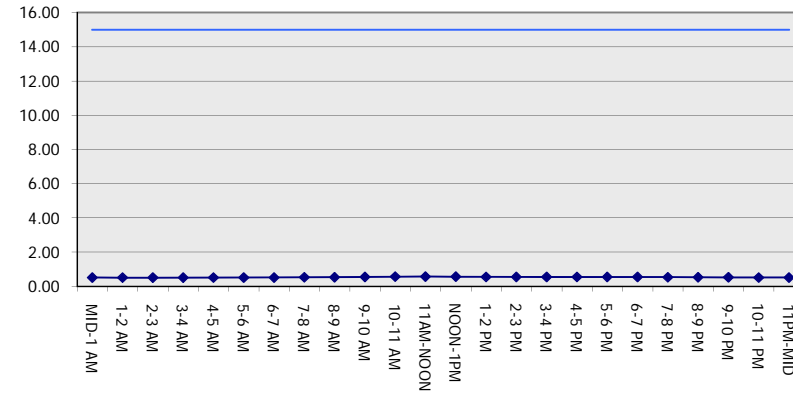
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY NORTHBOUND DIRECTION

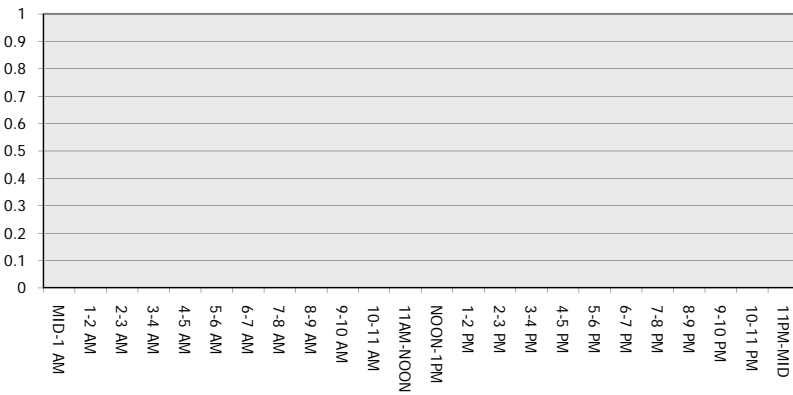
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

