

<b>USH 41: CTH T TO MAPLE ST (MARINETTE COUNTY CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	62	0.0	1500	62	0	0.50	0	63.8	57.1	41.8
1-2 AM	39	0.0	1500	39	0	0.50	0	63.8	57.2	41.9
2-3 AM	34	0.0	1500	34	0	0.50	0	63.8	57.2	41.9
3-4 AM	26	0.0	1500	26	0	0.50	0	63.8	57.2	41.9
4-5 AM	33	0.0	1500	33	0	0.50	0	63.8	57.2	41.9
5-6 AM	68	0.0	1500	68	0	0.51	0	63.8	57.1	41.7
6-7 AM	128	0.0	1500	128	0	0.51	0	63.7	56.9	41.5
7-8 AM	216	0.0	1500	216	0	0.52	0	63.5	56.7	41.2
8-9 AM	377	0.0	1500	377	0	0.53	0	63.2	56.3	40.7
9-10 AM	600	0.0	1500	600	0	0.56	0	62.8	55.7	40.0
10-11 AM	563	0.0	1500	563	0	0.55	0	62.8	55.8	40.1
11AM-NOON	595	0.0	1500	595	0	0.56	0	62.8	55.8	40.0
NOON-1PM	598	0.0	1500	598	0	0.56	0	62.8	55.8	40.0
1-2 PM	626	0.0	1500	626	0	0.56	0	62.7	55.6	39.9
2-3 PM	499	0.0	1500	499	0	0.55	0	63.0	56.0	40.3
3-4 PM	515	0.0	1500	515	0	0.55	0	63.0	56.0	40.2
4-5 PM	510	0.0	1500	510	0	0.55	0	63.0	56.0	40.2
5-6 PM	515	0.0	1500	515	0	0.55	0	63.0	56.0	40.2
6-7 PM	414	0.0	1500	414	0	0.54	0	63.2	56.2	40.6
7-8 PM	306	0.0	1500	306	0	0.53	0	63.3	56.5	40.9
8-9 PM	213	0.0	1500	213	0	0.52	0	63.5	56.7	41.2
9-10 PM	185	0.0	1500	185	0	0.52	0	63.5	56.8	41.4
10-11 PM	82	0.0	1500	82	0	0.51	0	63.8	57.1	41.7
11PM-MID	64	0.0	1500	64	0	0.50	0	63.8	57.1	41.8

**\*----- 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	0.0055
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$1,023
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

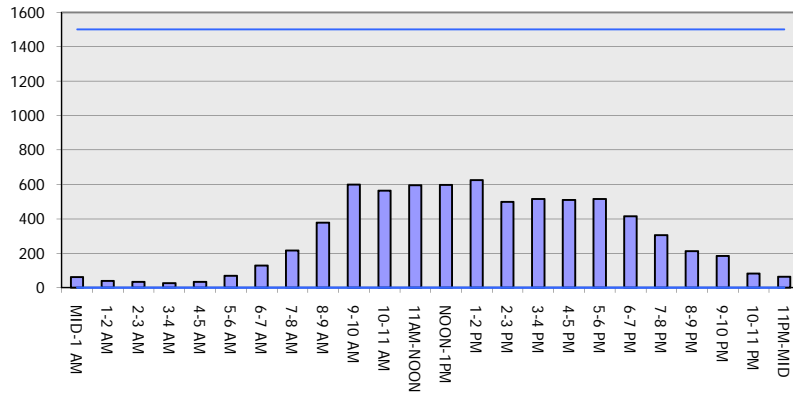
**OCTOBER**

Analyzed for 2009  
Construction Season

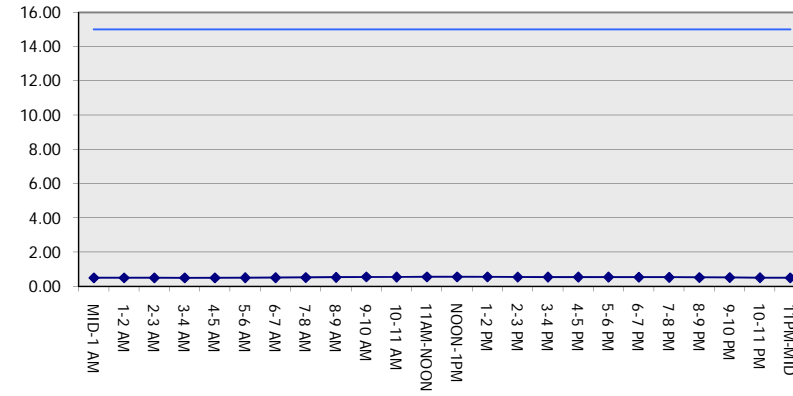
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

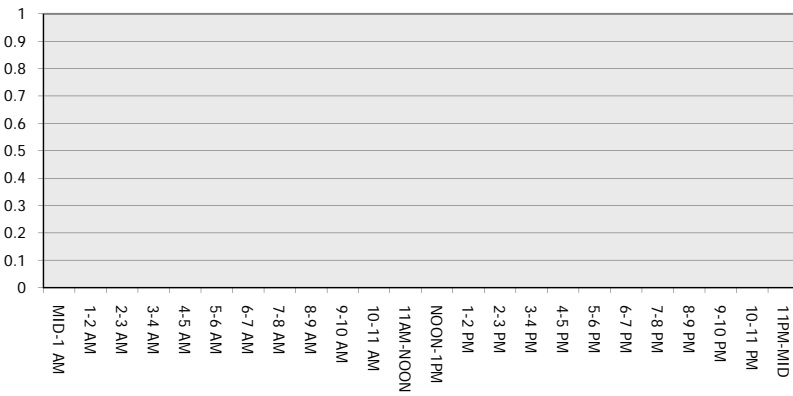
**Main Route - Traffic Demand (Vehicles Per Hour)**



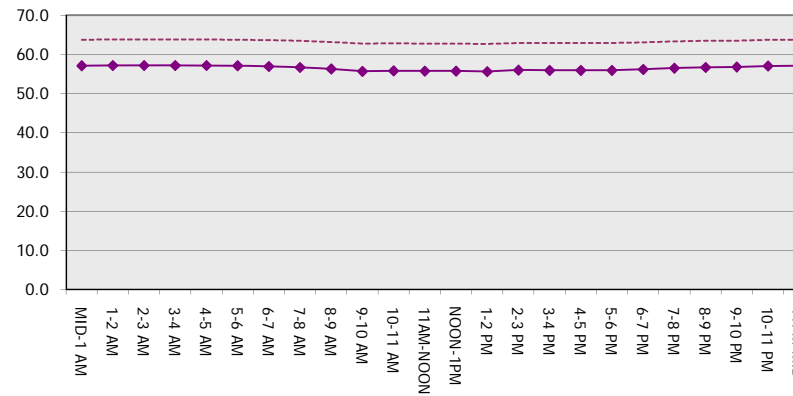
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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	Analyzed for 2009 Construction Season

**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	61	0.0	1500	61	0	0.50	0	63.8	57.1	41.8
1-2 AM	41	0.0	1500	41	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	28	0.0	1500	28	0	0.50	0	63.8	57.2	41.9
4-5 AM	23	0.0	1500	23	0	0.50	0	63.8	57.2	41.9
5-6 AM	72	0.0	1500	72	0	0.51	0	63.8	57.1	41.7
6-7 AM	79	0.0	1500	79	0	0.51	0	63.8	57.1	41.7
7-8 AM	108	0.0	1500	108	0	0.51	0	63.7	57.0	41.6
8-9 AM	195	0.0	1500	195	0	0.52	0	63.5	56.8	41.3
9-10 AM	348	0.0	1500	348	0	0.53	0	63.3	56.4	40.8
10-11 AM	397	0.0	1500	397	0	0.54	0	63.2	56.3	40.6
11AM-NOON	412	0.0	1500	412	0	0.54	0	63.2	56.2	40.6
NOON-1PM	453	0.0	1500	453	0	0.54	0	63.0	56.1	40.4
1-2 PM	399	0.0	1500	399	0	0.54	0	63.2	56.3	40.6
2-3 PM	445	0.0	1500	445	0	0.54	0	63.1	56.1	40.5
3-4 PM	480	0.0	1500	480	0	0.54	0	63.0	56.0	40.4
4-5 PM	574	0.0	1500	574	0	0.55	0	62.8	55.8	40.1
5-6 PM	558	0.0	1500	558	0	0.55	0	62.8	55.8	40.1
6-7 PM	464	0.0	1500	464	0	0.54	0	63.0	56.1	40.4
7-8 PM	353	0.0	1500	353	0	0.53	0	63.2	56.4	40.8
8-9 PM	211	0.0	1500	211	0	0.52	0	63.5	56.8	41.2
9-10 PM	151	0.0	1500	151	0	0.51	0	63.6	56.9	41.5
10-11 PM	115	0.0	1500	115	0	0.51	0	63.7	57.0	41.6
11PM-MID	58	0.0	1500	58	0	0.50	0	63.8	57.1	41.8

*----- 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	0.0046
MAIN ROUTE WITH WORKS	0.0052
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$837
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

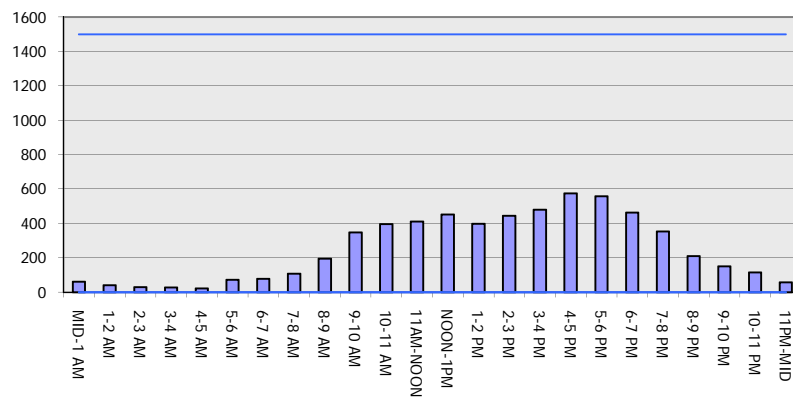
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

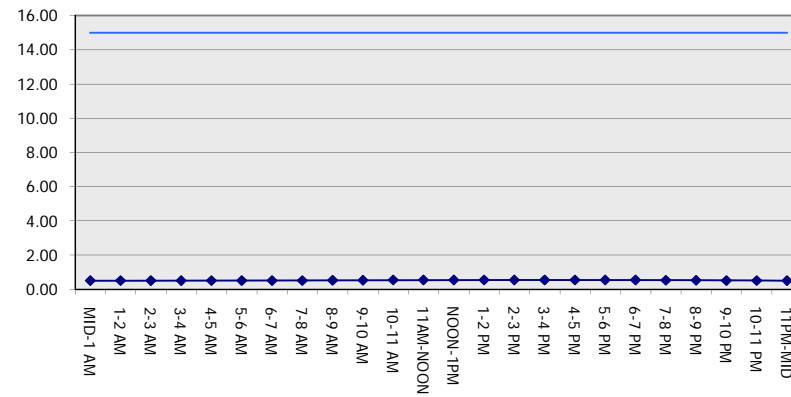
**SUNDAY**

**NORTHBOUND DIRECTION**

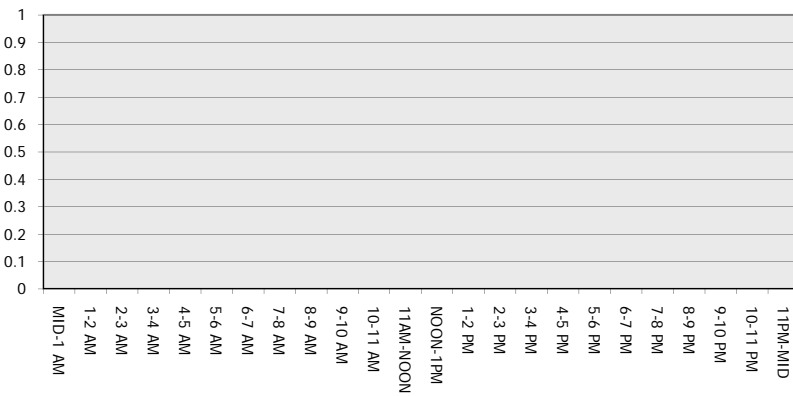
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

