

| | |
|---|--|
| STH 29: CTH FF TO PACKERLAND (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT
FRIDAY 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 | 73 | 0.0 | 1500 | 73 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.7 |
| 1-2 AM | 69 | 0.0 | 1500 | 69 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.7 |
| 2-3 AM | 72 | 0.0 | 1500 | 72 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.7 |
| 3-4 AM | 73 | 0.0 | 1500 | 73 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.7 |
| 4-5 AM | 178 | 0.0 | 1500 | 178 | 0 | 0.46 | 0 | 60.2 | 50.5 | 41.4 |
| 5-6 AM | 246 | 0.0 | 1500 | 246 | 0 | 0.47 | 0 | 60.2 | 50.3 | 41.2 |
| 6-7 AM | 501 | 0.0 | 1500 | 501 | 0 | 0.50 | 0 | 60.2 | 49.7 | 40.3 |
| 7-8 AM | 644 | 0.0 | 1500 | 644 | 0 | 0.52 | 0 | 60.2 | 49.5 | 39.8 |
| 8-9 AM | 574 | 0.0 | 1500 | 574 | 0 | 0.51 | 0 | 60.2 | 49.6 | 40.1 |
| 9-10 AM | 659 | 0.0 | 1500 | 659 | 0 | 0.52 | 0 | 60.2 | 49.4 | 39.8 |
| 10-11 AM | 744 | 0.0 | 1500 | 744 | 0 | 0.53 | 0 | 60.2 | 49.2 | 39.5 |
| 11AM-NOON | 785 | 0.0 | 1500 | 785 | 0 | 0.54 | 0 | 60.2 | 49.2 | 39.4 |
| NOON-1PM | 995 | 0.0 | 1500 | 995 | 0 | 0.56 | 0 | 60.2 | 48.7 | 38.8 |
| 1-2 PM | 925 | 0.0 | 1500 | 925 | 0 | 0.55 | 0 | 60.2 | 48.9 | 38.9 |
| 2-3 PM | 1090 | 0.0 | 1500 | 1090 | 0 | 0.57 | 0 | 60.2 | 48.6 | 38.4 |
| 3-4 PM | 1366 | 0.0 | 1499 | 1366 | 0 | 0.90 | 0 | 60.2 | 43.7 | 31.9 |
| 4-5 PM | 1532 | 0.0 | 1499 | 1532 | 0 | 1.57 | 13 | 60.2 | 36.3 | 29.1 |
| 5-6 PM | 1432 | 0.0 | 1499 | 1432 | 0 | 1.62 | 19 | 60.2 | 35.9 | 30.4 |
| 6-7 PM | 1000 | 0.0 | 1500 | 1000 | 0 | 0.56 | 0 | 60.2 | 48.7 | 38.7 |
| 7-8 PM | 646 | 0.0 | 1500 | 646 | 0 | 0.52 | 0 | 60.2 | 49.4 | 39.8 |
| 8-9 PM | 554 | 0.0 | 1500 | 554 | 0 | 0.51 | 0 | 60.2 | 49.7 | 40.1 |
| 9-10 PM | 425 | 0.0 | 1500 | 425 | 0 | 0.49 | 0 | 60.2 | 49.9 | 40.6 |
| 10-11 PM | 293 | 0.0 | 1500 | 293 | 0 | 0.48 | 0 | 60.2 | 50.2 | 41.0 |
| 11PM-MID | 217 | 0.0 | 1500 | 217 | 0 | 0.47 | 0 | 60.2 | 50.4 | 41.2 |

| *----- 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 |

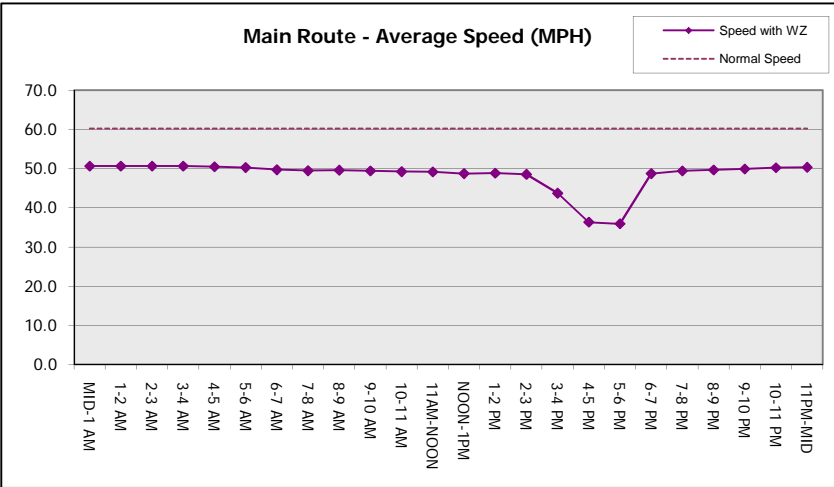
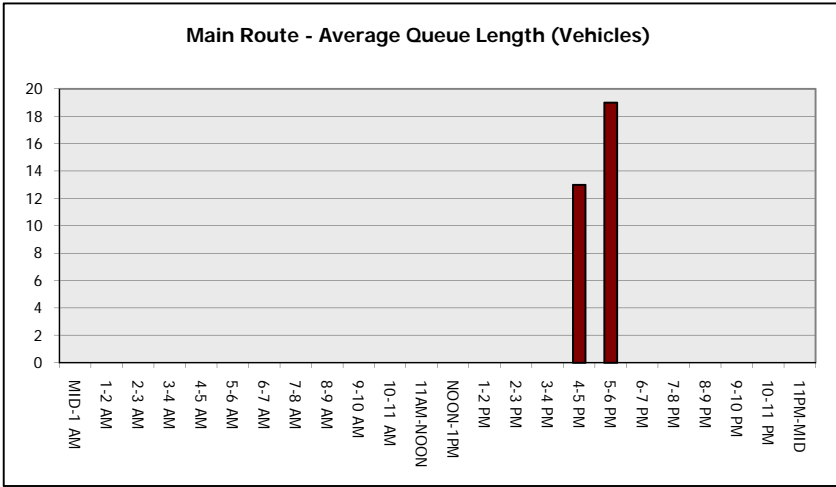
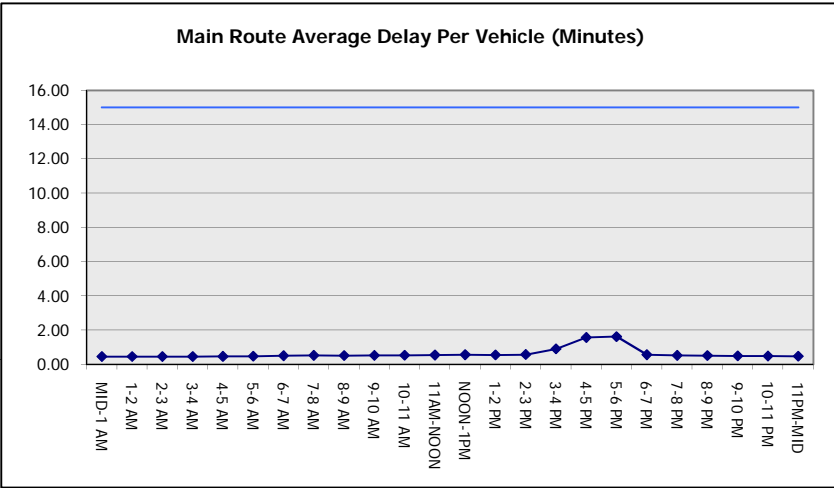
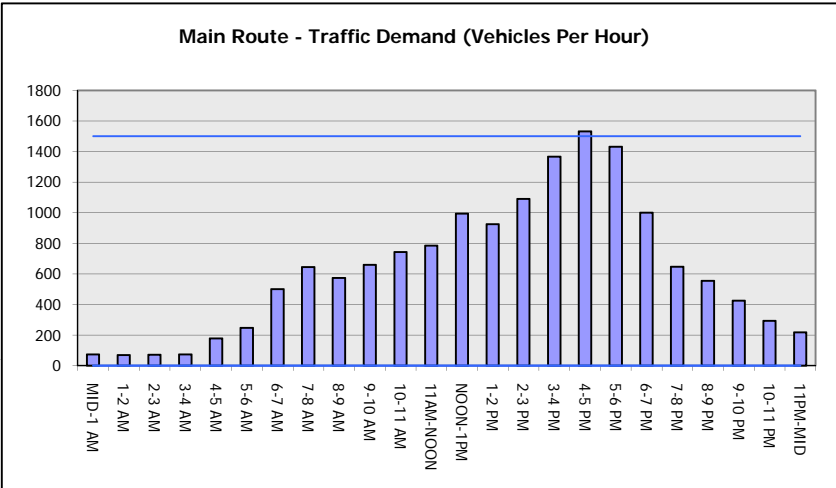
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0060 |
| MAIN ROUTE WITH WORKS | 0.0076 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$2,484 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**STH 29: CTH FF TO PACKERLAND (BROWN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| STH 29: CTH FF TO PACKERLAND (BROWN COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 64 | 0.0 | 1500 | 64 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.8 |
| 1-2 AM | 42 | 0.0 | 1500 | 42 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.9 |
| 2-3 AM | 59 | 0.0 | 1500 | 59 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.8 |
| 3-4 AM | 95 | 0.0 | 1500 | 95 | 0 | 0.45 | 0 | 60.2 | 50.7 | 41.7 |
| 4-5 AM | 178 | 0.0 | 1500 | 178 | 0 | 0.46 | 0 | 60.2 | 50.5 | 41.4 |
| 5-6 AM | 550 | 0.0 | 1500 | 550 | 0 | 0.51 | 0 | 60.2 | 49.7 | 40.1 |
| 6-7 AM | 872 | 0.0 | 1500 | 872 | 0 | 0.55 | 0 | 60.2 | 49.0 | 39.1 |
| 7-8 AM | 1140 | 0.0 | 1500 | 1140 | 0 | 0.61 | 0 | 60.2 | 48.0 | 37.6 |
| 8-9 AM | 787 | 0.0 | 1500 | 787 | 0 | 0.54 | 0 | 60.2 | 49.2 | 39.4 |
| 9-10 AM | 706 | 0.0 | 1500 | 706 | 0 | 0.53 | 0 | 60.2 | 49.3 | 39.6 |
| 10-11 AM | 671 | 0.0 | 1500 | 671 | 0 | 0.52 | 0 | 60.2 | 49.4 | 39.7 |
| 11AM-NOON | 676 | 0.0 | 1500 | 676 | 0 | 0.52 | 0 | 60.2 | 49.4 | 39.7 |
| NOON-1PM | 692 | 0.0 | 1500 | 692 | 0 | 0.53 | 0 | 60.2 | 49.4 | 39.7 |
| 1-2 PM | 880 | 0.0 | 1500 | 880 | 0 | 0.55 | 0 | 60.2 | 49.0 | 39.1 |
| 2-3 PM | 764 | 0.0 | 1500 | 764 | 0 | 0.53 | 0 | 60.2 | 49.2 | 39.4 |
| 3-4 PM | 877 | 0.0 | 1500 | 877 | 0 | 0.55 | 0 | 60.2 | 49.0 | 39.1 |
| 4-5 PM | 914 | 0.0 | 1500 | 914 | 0 | 0.55 | 0 | 60.2 | 48.9 | 39.0 |
| 5-6 PM | 824 | 0.0 | 1500 | 824 | 0 | 0.54 | 0 | 60.2 | 49.1 | 39.2 |
| 6-7 PM | 609 | 0.0 | 1500 | 609 | 0 | 0.52 | 0 | 60.2 | 49.6 | 39.9 |
| 7-8 PM | 452 | 0.0 | 1500 | 452 | 0 | 0.50 | 0 | 60.2 | 49.9 | 40.4 |
| 8-9 PM | 378 | 0.0 | 1500 | 378 | 0 | 0.49 | 0 | 60.2 | 50.1 | 40.7 |
| 9-10 PM | 328 | 0.0 | 1500 | 328 | 0 | 0.48 | 0 | 60.2 | 50.1 | 40.9 |
| 10-11 PM | 230 | 0.0 | 1500 | 230 | 0 | 0.47 | 0 | 60.2 | 50.4 | 41.2 |
| 11PM-MID | 122 | 0.0 | 1500 | 122 | 0 | 0.46 | 0 | 60.2 | 50.6 | 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 | 0.0051 |
| MAIN ROUTE WITH WORKS | 0.0065 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$1,471 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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FRIDAY NORTHBOUND DIRECTION

