

<b>STH 29: CTH FF TO PACKERLAND (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	122	0.0	1500	122	0	0.46	0	60.2	50.6	41.5
1-2 AM	72	0.0	1500	72	0	0.45	0	60.2	50.7	41.7
2-3 AM	64	0.0	1500	64	0	0.45	0	60.2	50.7	41.8
3-4 AM	71	0.0	1500	71	0	0.45	0	60.2	50.7	41.7
4-5 AM	181	0.0	1500	181	0	0.46	0	60.2	50.5	41.4
5-6 AM	255	0.0	1500	255	0	0.47	0	60.2	50.3	41.1
6-7 AM	469	0.0	1500	469	0	0.50	0	60.2	49.9	40.4
7-8 AM	558	0.0	1500	558	0	0.51	0	60.2	49.6	40.1
8-9 AM	593	0.0	1500	593	0	0.51	0	60.2	49.6	40.0
9-10 AM	730	0.0	1500	730	0	0.53	0	60.2	49.3	39.6
10-11 AM	803	0.0	1500	803	0	0.54	0	60.2	49.1	39.3
11AM-NOON	928	0.0	1500	928	0	0.55	0	60.2	48.9	38.9
NOON-1PM	1046	0.0	1500	1046	0	0.57	0	60.2	48.6	38.6
1-2 PM	1093	0.0	1500	1093	0	0.58	0	60.2	48.6	38.4
2-3 PM	1240	0.0	1499	1240	0	0.74	0	60.2	46.0	34.9
3-4 PM	1507	0.0	1499	1507	0	1.26	5	60.2	39.4	29.4
4-5 PM	1563	0.0	1500	1563	0	3.09	56	60.2	26.3	29.1
5-6 PM	1477	0.0	1499	1477	0	4.41	90	60.2	21.1	29.1
6-7 PM	1071	0.0	1500	1071	0	0.76	5	60.2	45.6	37.6
7-8 PM	759	0.0	1500	759	0	0.53	0	60.2	49.2	39.4
8-9 PM	571	0.0	1500	571	0	0.51	0	60.2	49.6	40.1
9-10 PM	450	0.0	1500	450	0	0.50	0	60.2	49.9	40.5
10-11 PM	350	0.0	1500	350	0	0.48	0	60.2	50.1	40.8
11PM-MID	249	0.0	1500	249	0	0.47	0	60.2	50.3	41.1

*----- 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	0.0064
MAIN ROUTE WITH WORKS	0.0082
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,314
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

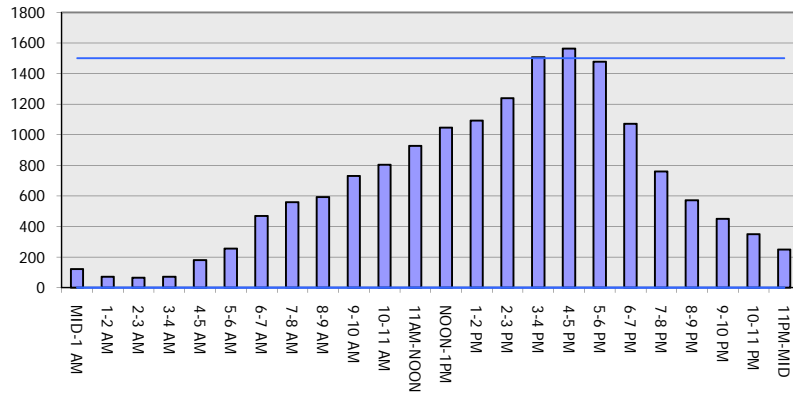
**AUGUST**

Analyzed for 2009  
Construction Season

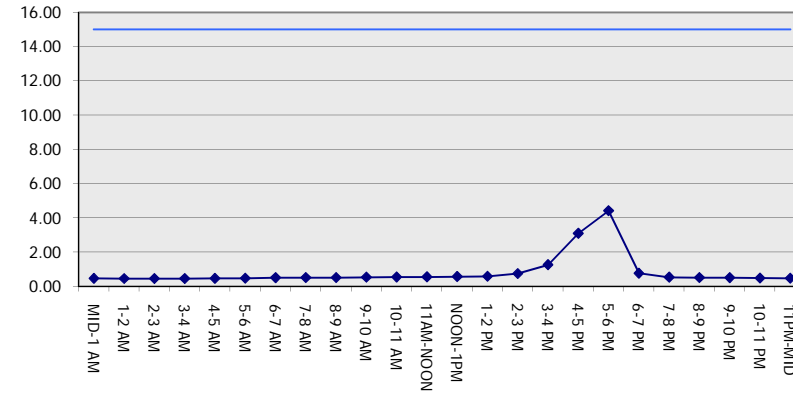
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

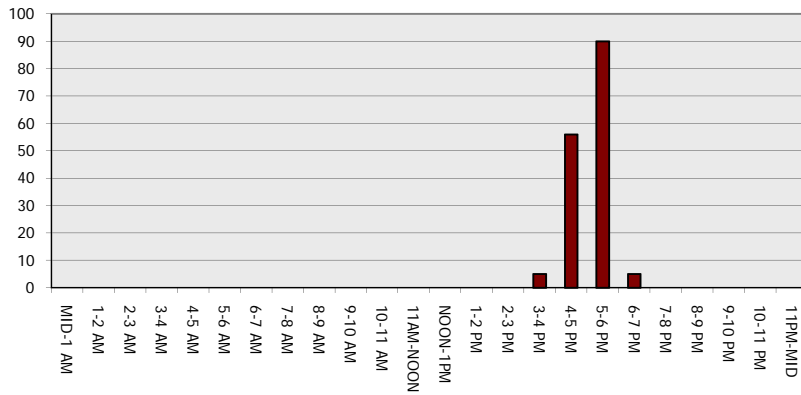
**Main Route - Traffic Demand (Vehicles Per Hour)**



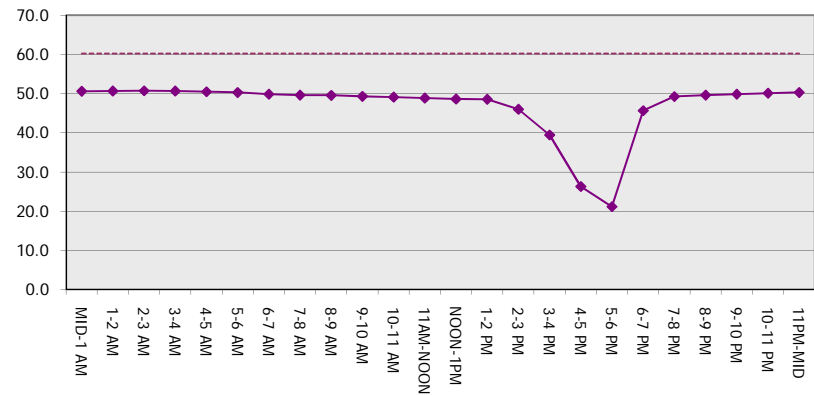
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>STH 29: CTH FF TO PACKERLAND (BROWN COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	80	0.0	1500	80	0	0.45	0	60.2	50.7	41.7
1-2 AM	61	0.0	1500	61	0	0.45	0	60.2	50.7	41.8
2-3 AM	69	0.0	1500	69	0	0.45	0	60.2	50.7	41.7
3-4 AM	104	0.0	1500	104	0	0.45	0	60.2	50.6	41.6
4-5 AM	205	0.0	1500	205	0	0.47	0	60.2	50.4	41.3
5-6 AM	523	0.0	1500	523	0	0.50	0	60.2	49.7	40.2
6-7 AM	842	0.0	1500	842	0	0.54	0	60.2	49.1	39.2
7-8 AM	1038	0.0	1500	1038	0	0.57	0	60.2	48.6	38.6
8-9 AM	756	0.0	1500	756	0	0.53	0	60.2	49.2	39.5
9-10 AM	737	0.0	1500	737	0	0.53	0	60.2	49.2	39.6
10-11 AM	811	0.0	1500	811	0	0.54	0	60.2	49.1	39.3
11AM-NOON	801	0.0	1500	801	0	0.54	0	60.2	49.1	39.3
NOON-1PM	848	0.0	1500	848	0	0.55	0	60.2	49.1	39.2
1-2 PM	903	0.0	1500	903	0	0.55	0	60.2	48.9	39.0
2-3 PM	983	0.0	1500	983	0	0.56	0	60.2	48.7	38.8
3-4 PM	897	0.0	1500	897	0	0.55	0	60.2	48.9	39.1
4-5 PM	979	0.0	1500	979	0	0.56	0	60.2	48.7	38.8
5-6 PM	985	0.0	1500	985	0	0.56	0	60.2	48.7	38.8
6-7 PM	721	0.0	1500	721	0	0.53	0	60.2	49.3	39.6
7-8 PM	563	0.0	1500	563	0	0.51	0	60.2	49.6	40.1
8-9 PM	431	0.0	1500	431	0	0.49	0	60.2	49.9	40.5
9-10 PM	389	0.0	1500	389	0	0.49	0	60.2	50.0	40.7
10-11 PM	248	0.0	1500	248	0	0.47	0	60.2	50.3	41.1
11PM-MID	182	0.0	1500	182	0	0.46	0	60.2	50.4	41.4

*----- 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	0.0071
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,644
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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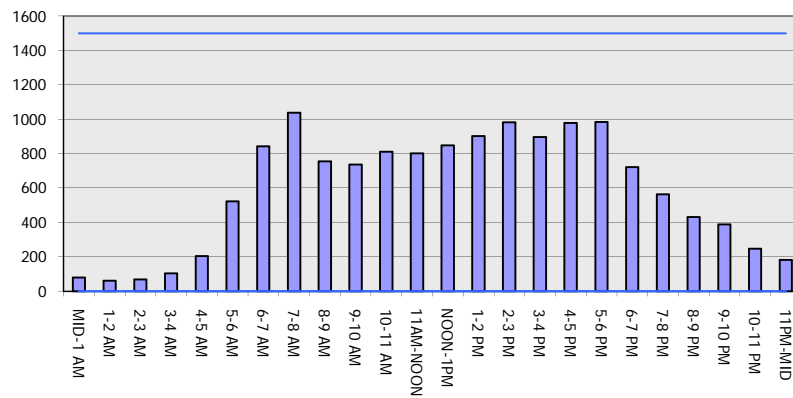
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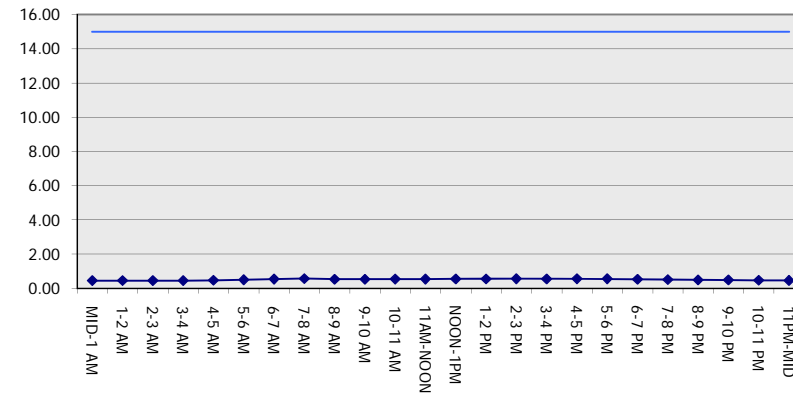
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**FRIDAY NORTHBOUND DIRECTION**

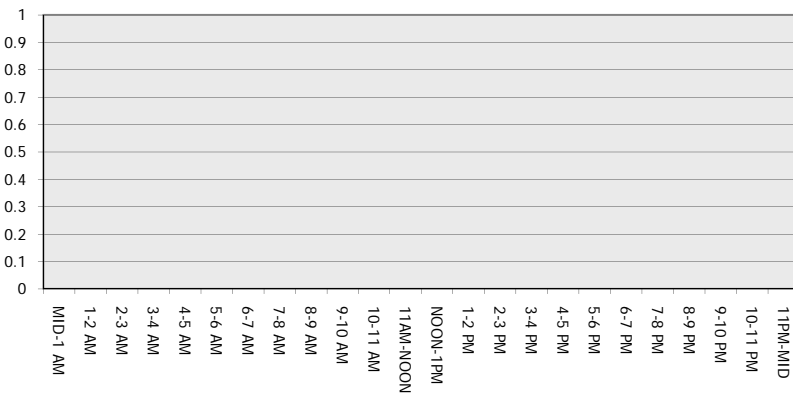
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

