

<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**

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	89	0.0	1500	89	0	0.45	0	60.2	50.7	41.7
1-2 AM	65	0.0	1500	65	0	0.45	0	60.2	50.7	41.8
2-3 AM	59	0.0	1500	59	0	0.45	0	60.2	50.7	41.8
3-4 AM	64	0.0	1500	64	0	0.45	0	60.2	50.7	41.8
4-5 AM	178	0.0	1500	178	0	0.46	0	60.2	50.5	41.4
5-6 AM	271	0.0	1500	271	0	0.47	0	60.2	50.2	41.0
6-7 AM	488	0.0	1500	488	0	0.50	0	60.2	49.8	40.3
7-8 AM	565	0.0	1500	565	0	0.51	0	60.2	49.6	40.1
8-9 AM	528	0.0	1500	528	0	0.51	0	60.2	49.7	40.2
9-10 AM	575	0.0	1500	575	0	0.51	0	60.2	49.6	40.1
10-11 AM	648	0.0	1500	648	0	0.52	0	60.2	49.4	39.8
11AM-NOON	659	0.0	1500	659	0	0.52	0	60.2	49.4	39.8
NOON-1PM	737	0.0	1500	737	0	0.53	0	60.2	49.2	39.6
1-2 PM	808	0.0	1500	808	0	0.54	0	60.2	49.1	39.3
2-3 PM	880	0.0	1500	880	0	0.55	0	60.2	49.0	39.1
3-4 PM	1118	0.0	1500	1118	0	0.58	0	60.2	48.5	38.4
4-5 PM	1335	0.0	1500	1335	0	0.86	0	60.2	44.2	32.5
5-6 PM	1201	0.0	1500	1201	0	0.69	0	60.2	46.8	35.9
6-7 PM	781	0.0	1500	781	0	0.54	0	60.2	49.2	39.4
7-8 PM	536	0.0	1500	536	0	0.51	0	60.2	49.7	40.2
8-9 PM	461	0.0	1500	461	0	0.50	0	60.2	49.9	40.4
9-10 PM	364	0.0	1500	364	0	0.49	0	60.2	50.1	40.7
10-11 PM	248	0.0	1500	248	0	0.47	0	60.2	50.3	41.1
11PM-MID	152	0.0	1500	152	0	0.46	0	60.2	50.5	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	0.0064
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$1,499
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

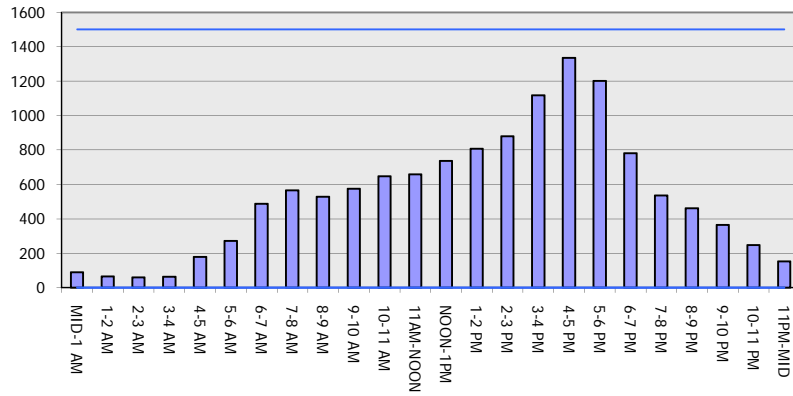
**AUGUST**

Analyzed for 2009  
Construction Season

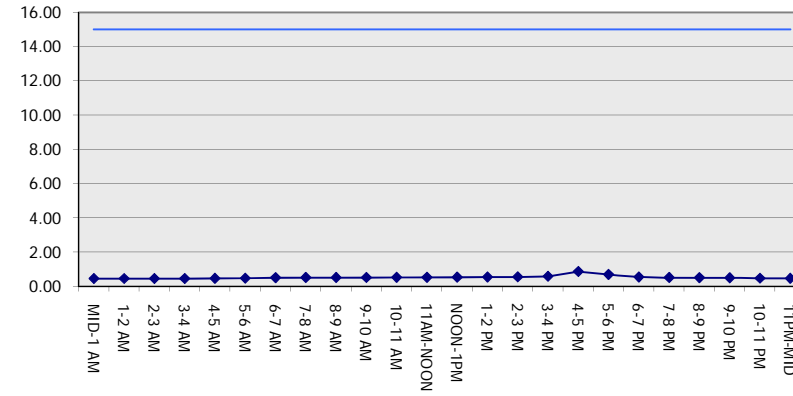
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR SOUTHBOUND DIRECTION**

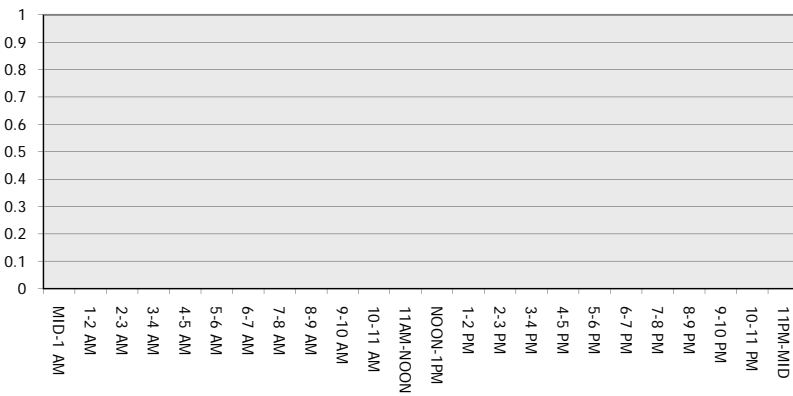
**Main Route - Traffic Demand (Vehicles Per Hour)**



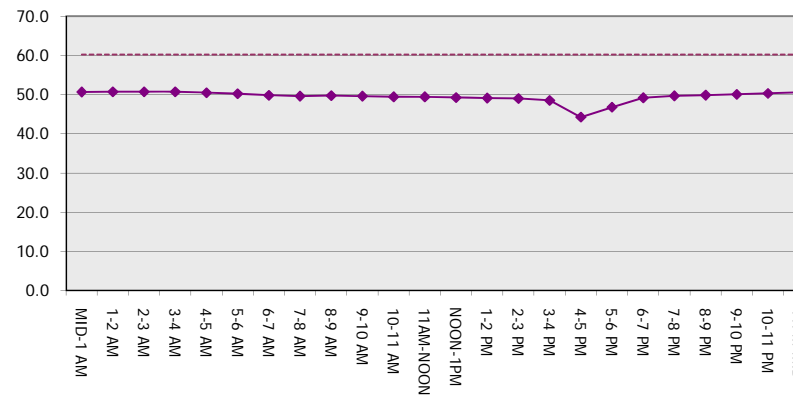
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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**

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	79	0.0	1500	79	0	0.45	0	60.2	50.7	41.7
1-2 AM	59	0.0	1500	59	0	0.45	0	60.2	50.7	41.8
2-3 AM	54	0.0	1500	54	0	0.45	0	60.2	50.7	41.8
3-4 AM	102	0.0	1500	102	0	0.45	0	60.2	50.6	41.7
4-5 AM	234	0.0	1500	234	0	0.47	0	60.2	50.4	41.2
5-6 AM	558	0.0	1500	558	0	0.51	0	60.2	49.6	40.1
6-7 AM	951	0.0	1500	951	0	0.56	0	60.2	48.8	38.9
7-8 AM	1141	0.0	1500	1141	0	0.61	0	60.2	48.0	37.6
8-9 AM	807	0.0	1500	807	0	0.54	0	60.2	49.1	39.3
9-10 AM	726	0.0	1500	726	0	0.53	0	60.2	49.3	39.6
10-11 AM	750	0.0	1500	750	0	0.53	0	60.2	49.2	39.5
11AM-NOON	735	0.0	1500	735	0	0.53	0	60.2	49.3	39.6
NOON-1PM	734	0.0	1500	734	0	0.53	0	60.2	49.3	39.6
1-2 PM	813	0.0	1500	813	0	0.54	0	60.2	49.1	39.3
2-3 PM	848	0.0	1500	848	0	0.55	0	60.2	49.1	39.2
3-4 PM	819	0.0	1500	819	0	0.54	0	60.2	49.1	39.2
4-5 PM	860	0.0	1500	860	0	0.55	0	60.2	49.0	39.1
5-6 PM	821	0.0	1500	821	0	0.54	0	60.2	49.1	39.2
6-7 PM	552	0.0	1500	552	0	0.51	0	60.2	49.7	40.1
7-8 PM	404	0.0	1500	404	0	0.49	0	60.2	50.0	40.6
8-9 PM	346	0.0	1500	346	0	0.48	0	60.2	50.1	40.8
9-10 PM	283	0.0	1500	283	0	0.48	0	60.2	50.2	41.0
10-11 PM	191	0.0	1500	191	0	0.46	0	60.2	50.4	41.4
11PM-MID	120	0.0	1500	120	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	\$1,418
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

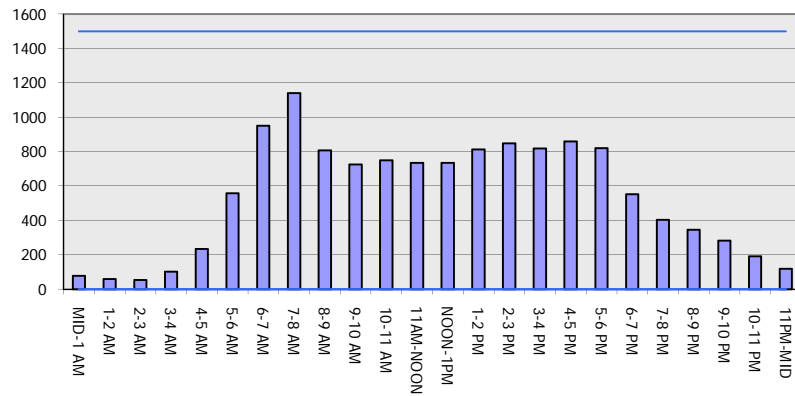
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

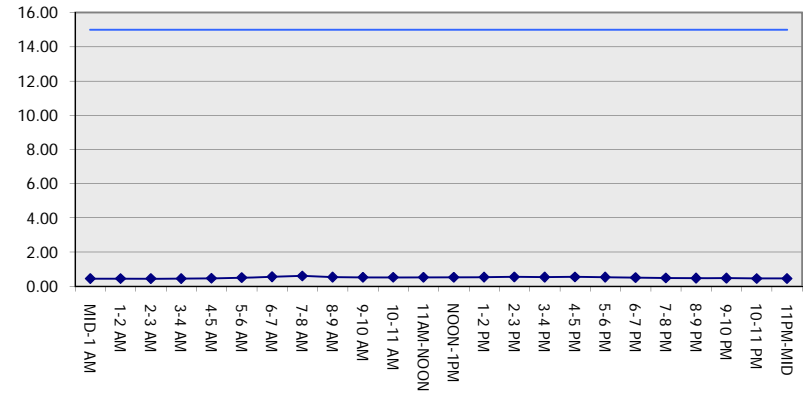
**MON-THUR**

**NORTHBOUND DIRECTION**

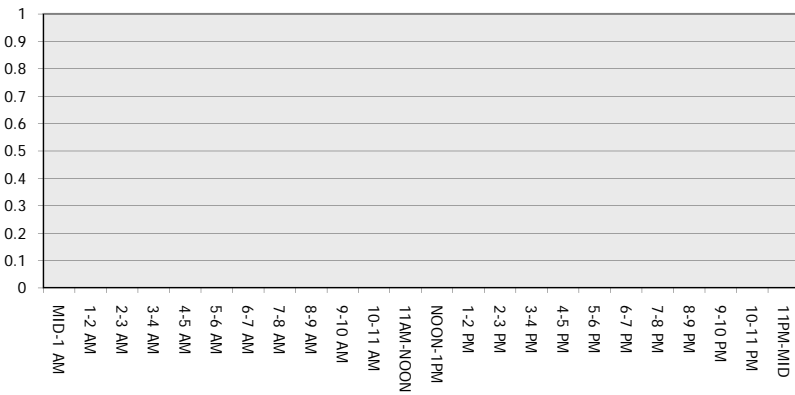
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

