

<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**

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	117	0.0	1500	117	0	0.45	0	60.2	50.6	41.6
1-2 AM	68	0.0	1500	68	0	0.45	0	60.2	50.7	41.7
2-3 AM	58	0.0	1500	58	0	0.45	0	60.2	50.7	41.8
3-4 AM	39	0.0	1500	39	0	0.45	0	60.2	50.8	41.9
4-5 AM	50	0.0	1500	50	0	0.45	0	60.2	50.7	41.8
5-6 AM	69	0.0	1500	69	0	0.45	0	60.2	50.7	41.7
6-7 AM	163	0.0	1500	163	0	0.46	0	60.2	50.5	41.4
7-8 AM	240	0.0	1500	240	0	0.47	0	60.2	50.3	41.2
8-9 AM	320	0.0	1500	320	0	0.48	0	60.2	50.2	40.9
9-10 AM	521	0.0	1500	521	0	0.50	0	60.2	49.7	40.2
10-11 AM	699	0.0	1500	699	0	0.53	0	60.2	49.4	39.7
11AM-NOON	860	0.0	1500	860	0	0.55	0	60.2	49.0	39.1
NOON-1PM	939	0.0	1500	939	0	0.56	0	60.2	48.9	38.9
1-2 PM	879	0.0	1500	879	0	0.55	0	60.2	49.0	39.1
2-3 PM	767	0.0	1500	767	0	0.53	0	60.2	49.2	39.4
3-4 PM	769	0.0	1500	769	0	0.54	0	60.2	49.2	39.4
4-5 PM	643	0.0	1500	643	0	0.52	0	60.2	49.5	39.8
5-6 PM	661	0.0	1500	661	0	0.52	0	60.2	49.4	39.7
6-7 PM	596	0.0	1500	596	0	0.51	0	60.2	49.6	40.0
7-8 PM	418	0.0	1500	418	0	0.49	0	60.2	49.9	40.6
8-9 PM	339	0.0	1500	339	0	0.48	0	60.2	50.1	40.8
9-10 PM	277	0.0	1500	277	0	0.47	0	60.2	50.2	41.0
10-11 PM	176	0.0	1500	176	0	0.46	0	60.2	50.5	41.4
11PM-MID	101	0.0	1500	101	0	0.45	0	60.2	50.6	41.7

*----- 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	0.0039
MAIN ROUTE WITH WORKS	0.0049
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,331
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

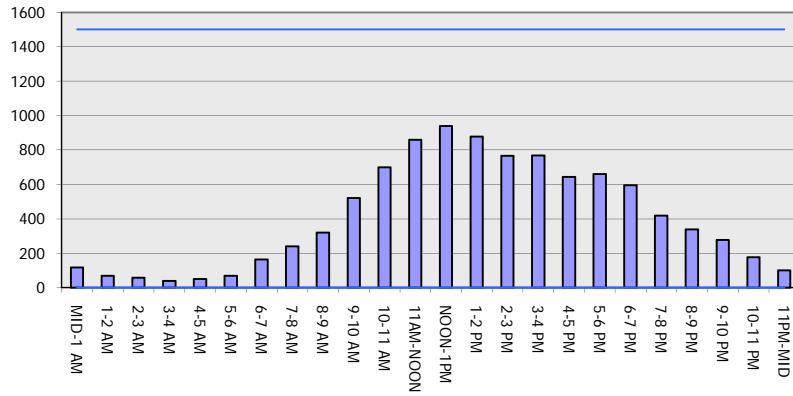
**AUGUST**

Analyzed for 2009  
Construction Season

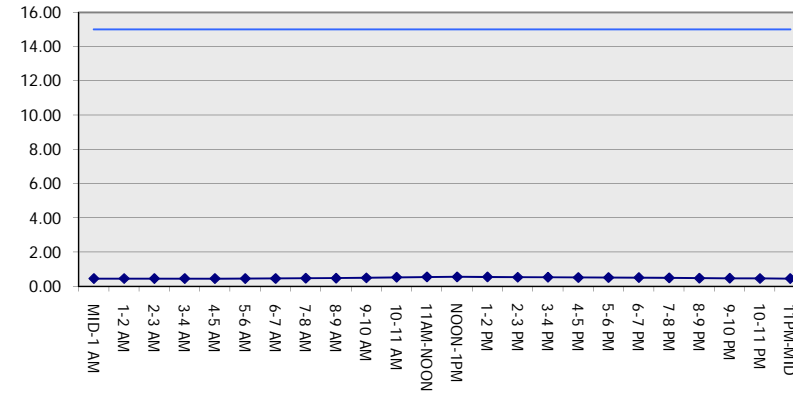
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY SOUTHBOUND DIRECTION**

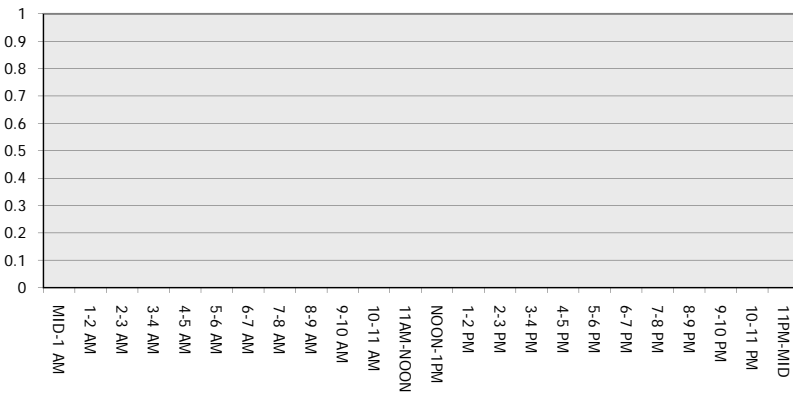
**Main Route - Traffic Demand (Vehicles Per Hour)**



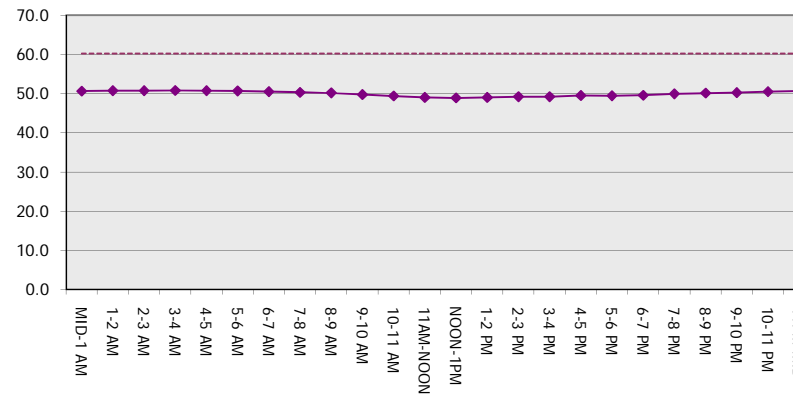
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	135	0.0	1500	135	0	0.46	0	60.2	50.5	41.5
1-2 AM	78	0.0	1500	78	0	0.45	0	60.2	50.7	41.7
2-3 AM	67	0.0	1500	67	0	0.45	0	60.2	50.7	41.8
3-4 AM	61	0.0	1500	61	0	0.45	0	60.2	50.7	41.8
4-5 AM	66	0.0	1500	66	0	0.45	0	60.2	50.7	41.8
5-6 AM	150	0.0	1500	150	0	0.46	0	60.2	50.5	41.5
6-7 AM	130	0.0	1500	130	0	0.46	0	60.2	50.5	41.5
7-8 AM	206	0.0	1500	206	0	0.47	0	60.2	50.4	41.3
8-9 AM	310	0.0	1500	310	0	0.48	0	60.2	50.2	40.9
9-10 AM	520	0.0	1500	520	0	0.50	0	60.2	49.7	40.2
10-11 AM	779	0.0	1500	779	0	0.54	0	60.2	49.2	39.4
11AM-NOON	913	0.0	1500	913	0	0.55	0	60.2	48.9	39.0
NOON-1PM	898	0.0	1500	898	0	0.55	0	60.2	48.9	39.0
1-2 PM	1042	0.0	1500	1042	0	0.57	0	60.2	48.6	38.6
2-3 PM	975	0.0	1500	975	0	0.56	0	60.2	48.8	38.8
3-4 PM	1209	0.0	1500	1209	0	0.70	0	60.2	46.6	35.6
4-5 PM	1241	0.0	1500	1241	0	0.74	0	60.2	46.0	34.8
5-6 PM	1068	0.0	1500	1068	0	0.57	0	60.2	48.6	38.5
6-7 PM	996	0.0	1500	996	0	0.56	0	60.2	48.7	38.8
7-8 PM	784	0.0	1500	784	0	0.54	0	60.2	49.2	39.4
8-9 PM	569	0.0	1500	569	0	0.51	0	60.2	49.6	40.1
9-10 PM	421	0.0	1500	421	0	0.49	0	60.2	49.9	40.6
10-11 PM	243	0.0	1500	243	0	0.47	0	60.2	50.3	41.2
11PM-MID	142	0.0	1500	142	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	0.0065
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,946
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**  
**SUNDAY NORTHBOUND DIRECTION**

