

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

**OCTOBER**

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	102	0.0	1500	102	0	0.45	0	60.2	50.6	41.7
1-2 AM	65	0.0	1500	65	0	0.45	0	60.2	50.7	41.8
2-3 AM	61	0.0	1500	61	0	0.45	0	60.2	50.7	41.8
3-4 AM	62	0.0	1500	62	0	0.45	0	60.2	50.7	41.8
4-5 AM	185	0.0	1500	185	0	0.46	0	60.2	50.4	41.4
5-6 AM	255	0.0	1500	255	0	0.47	0	60.2	50.3	41.1
6-7 AM	479	0.0	1500	479	0	0.50	0	60.2	49.8	40.4
7-8 AM	632	0.0	1500	632	0	0.52	0	60.2	49.5	39.9
8-9 AM	575	0.0	1500	575	0	0.51	0	60.2	49.6	40.1
9-10 AM	606	0.0	1500	606	0	0.52	0	60.2	49.6	39.9
10-11 AM	672	0.0	1500	672	0	0.52	0	60.2	49.4	39.7
11AM-NOON	807	0.0	1500	807	0	0.54	0	60.2	49.1	39.3
NOON-1PM	880	0.0	1500	880	0	0.55	0	60.2	49.0	39.1
1-2 PM	954	0.0	1500	954	0	0.56	0	60.2	48.8	38.9
2-3 PM	1175	0.0	1500	1175	0	0.65	0	60.2	47.3	36.6
3-4 PM	1424	0.0	1499	1424	0	0.98	0	60.2	42.7	30.6
4-5 PM	1575	0.0	1499	1575	0	2.35	37	60.2	30.4	29.1
5-6 PM	1434	0.0	1499	1434	0	3.00	55	60.2	26.7	29.7
6-7 PM	1143	0.0	1500	1143	0	0.66	0	60.2	47.3	36.8
7-8 PM	677	0.0	1500	677	0	0.52	0	60.2	49.4	39.7
8-9 PM	541	0.0	1500	541	0	0.51	0	60.2	49.7	40.2
9-10 PM	477	0.0	1500	477	0	0.50	0	60.2	49.8	40.4
10-11 PM	343	0.0	1500	343	0	0.48	0	60.2	50.1	40.8
11PM-MID	189	0.0	1500	189	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	0.0061
MAIN ROUTE WITH WORKS	0.0077
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$3,314
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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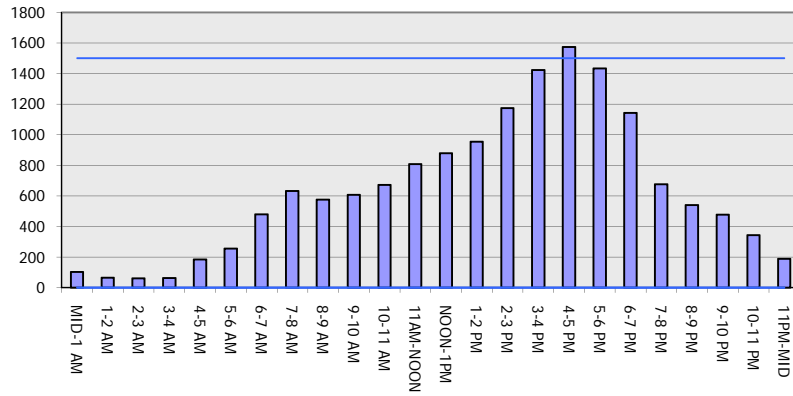
**OCTOBER**

Analyzed for 2009  
Construction Season

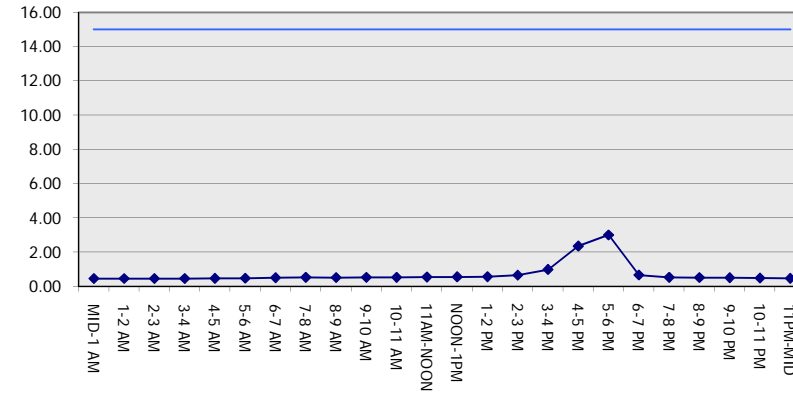
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY SOUTHBOUND DIRECTION**

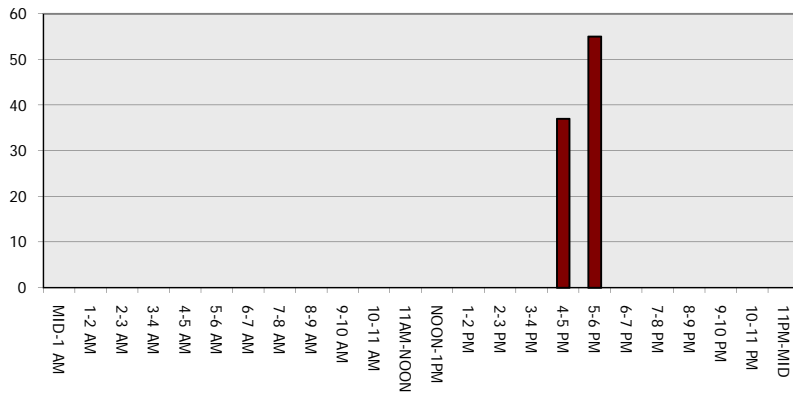
**Main Route - Traffic Demand (Vehicles Per Hour)**



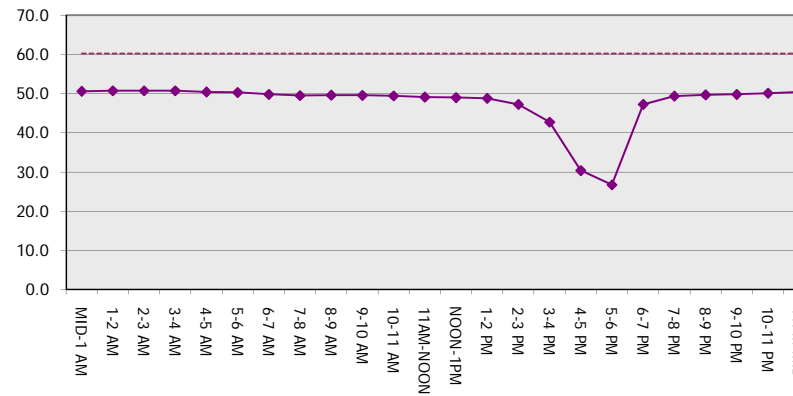
**Main Route Average Delay Per Vehicle (Minutes)**



**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>OCTOBER</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	64	0.0	1500	64	0	0.45	0	60.2	50.7	41.8
1-2 AM	62	0.0	1500	62	0	0.45	0	60.2	50.7	41.8
2-3 AM	56	0.0	1500	56	0	0.45	0	60.2	50.7	41.8
3-4 AM	100	0.0	1500	100	0	0.45	0	60.2	50.6	41.7
4-5 AM	198	0.0	1500	198	0	0.46	0	60.2	50.4	41.3
5-6 AM	548	0.0	1500	548	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	1171	0.0	1500	1171	0	0.65	0	60.2	47.4	36.8
8-9 AM	811	0.0	1500	811	0	0.54	0	60.2	49.1	39.3
9-10 AM	690	0.0	1500	690	0	0.53	0	60.2	49.4	39.7
10-11 AM	674	0.0	1500	674	0	0.52	0	60.2	49.4	39.7
11AM-NOON	719	0.0	1500	719	0	0.53	0	60.2	49.3	39.6
NOON-1PM	762	0.0	1500	762	0	0.53	0	60.2	49.2	39.4
1-2 PM	875	0.0	1500	875	0	0.55	0	60.2	49.0	39.1
2-3 PM	825	0.0	1500	825	0	0.54	0	60.2	49.1	39.2
3-4 PM	957	0.0	1500	957	0	0.56	0	60.2	48.8	38.9
4-5 PM	1033	0.0	1500	1033	0	0.57	0	60.2	48.7	38.6
5-6 PM	899	0.0	1500	899	0	0.55	0	60.2	48.9	39.0
6-7 PM	745	0.0	1500	745	0	0.53	0	60.2	49.2	39.5
7-8 PM	524	0.0	1500	524	0	0.51	0	60.2	49.7	40.2
8-9 PM	437	0.0	1500	437	0	0.49	0	60.2	49.9	40.5
9-10 PM	598	0.0	1500	598	0	0.51	0	60.2	49.6	40.0
10-11 PM	273	0.0	1500	273	0	0.47	0	60.2	50.2	41.0
11PM-MID	143	0.0	1500	143	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	0.0055
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,641
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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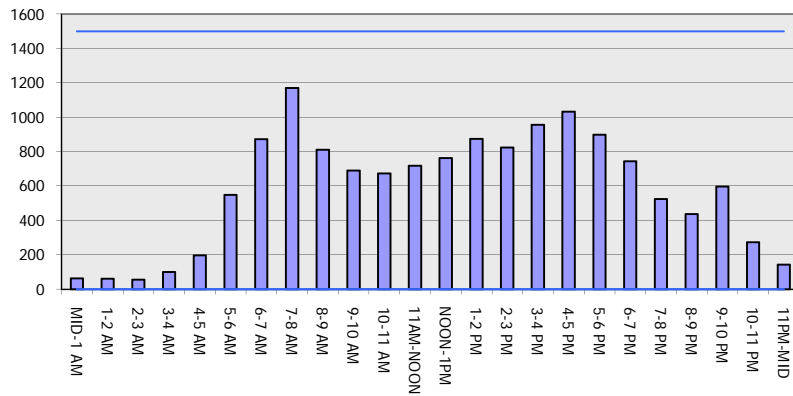
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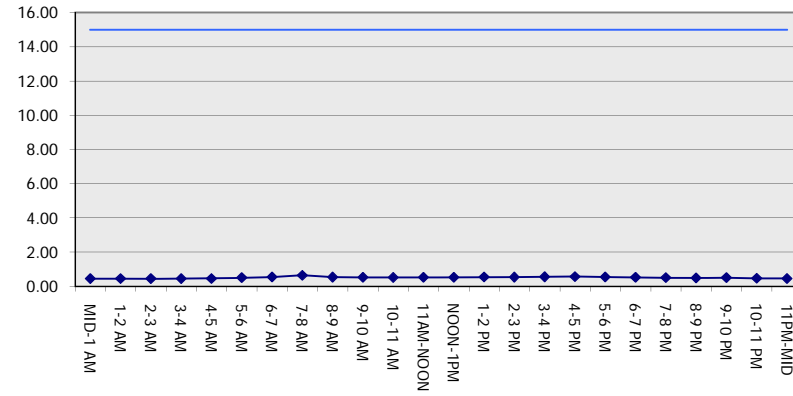
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**FRIDAY NORTHBOUND DIRECTION**

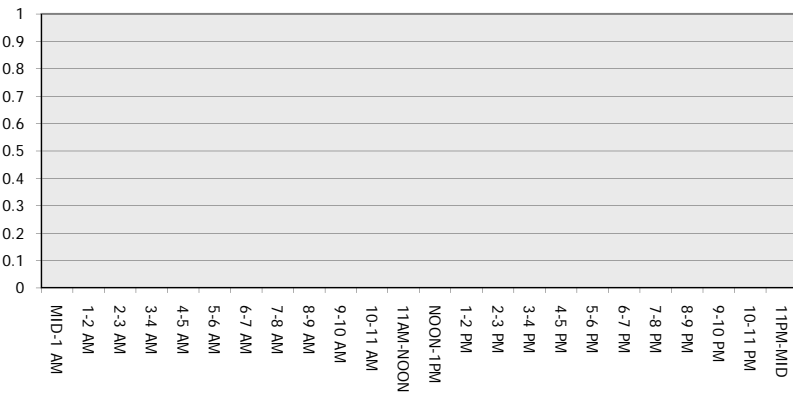
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

