

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

SATURDAY 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	130	0.0	1500	130	0	0.46	0	60.2	50.5	41.5
1-2 AM	87	0.0	1500	87	0	0.45	0	60.2	50.7	41.7
2-3 AM	65	0.0	1500	65	0	0.45	0	60.2	50.7	41.8
3-4 AM	65	0.0	1500	65	0	0.45	0	60.2	50.7	41.8
4-5 AM	68	0.0	1500	68	0	0.45	0	60.2	50.7	41.7
5-6 AM	151	0.0	1500	151	0	0.46	0	60.2	50.5	41.5
6-7 AM	229	0.0	1500	229	0	0.47	0	60.2	50.4	41.2
7-8 AM	421	0.0	1500	421	0	0.49	0	60.2	49.9	40.6
8-9 AM	551	0.0	1500	551	0	0.51	0	60.2	49.7	40.1
9-10 AM	660	0.0	1500	660	0	0.52	0	60.2	49.4	39.8
10-11 AM	784	0.0	1500	784	0	0.54	0	60.2	49.2	39.4
11AM-NOON	834	0.0	1500	834	0	0.54	0	60.2	49.1	39.2
NOON-1PM	819	0.0	1500	819	0	0.54	0	60.2	49.1	39.2
1-2 PM	780	0.0	1500	780	0	0.54	0	60.2	49.2	39.4
2-3 PM	759	0.0	1500	759	0	0.53	0	60.2	49.2	39.4
3-4 PM	770	0.0	1500	770	0	0.54	0	60.2	49.2	39.4
4-5 PM	656	0.0	1500	656	0	0.52	0	60.2	49.4	39.8
5-6 PM	589	0.0	1500	589	0	0.51	0	60.2	49.6	40.0
6-7 PM	574	0.0	1500	574	0	0.51	0	60.2	49.6	40.1
7-8 PM	456	0.0	1500	456	0	0.50	0	60.2	49.9	40.4
8-9 PM	402	0.0	1500	402	0	0.49	0	60.2	50.0	40.6
9-10 PM	331	0.0	1500	331	0	0.48	0	60.2	50.1	40.9
10-11 PM	275	0.0	1500	275	0	0.47	0	60.2	50.2	41.0
11PM-MID	192	0.0	1500	192	0	0.46	0	60.2	50.4	41.3

----- 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	0.0042
MAIN ROUTE WITH WORKS	0.0054
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,416
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

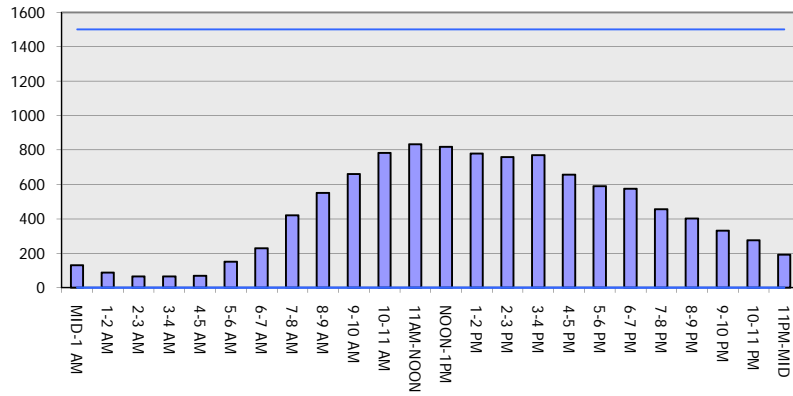
OCTOBER

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Construction Season

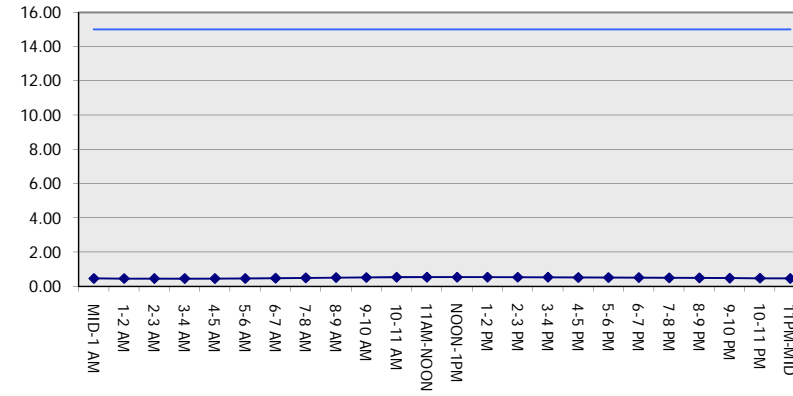
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

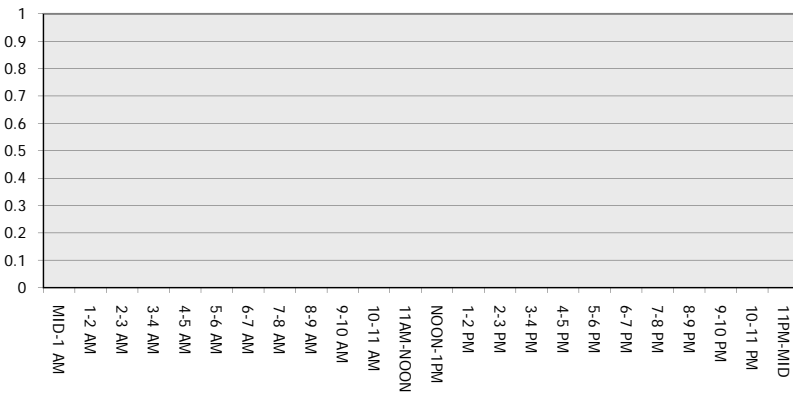
Main Route - Traffic Demand (Vehicles Per Hour)



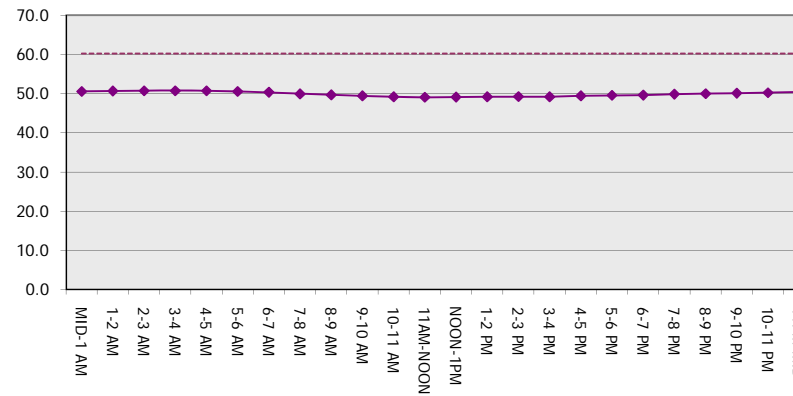
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	68	0.0	1500	68	0	0.45	0	60.2	50.7	41.7
2-3 AM	39	0.0	1500	39	0	0.45	0	60.2	50.8	41.9
3-4 AM	58	0.0	1500	58	0	0.45	0	60.2	50.7	41.8
4-5 AM	107	0.0	1500	107	0	0.45	0	60.2	50.6	41.6
5-6 AM	187	0.0	1500	187	0	0.46	0	60.2	50.4	41.4
6-7 AM	286	0.0	1500	286	0	0.48	0	60.2	50.2	41.0
7-8 AM	405	0.0	1500	405	0	0.49	0	60.2	50.0	40.6
8-9 AM	592	0.0	1500	592	0	0.51	0	60.2	49.6	40.0
9-10 AM	761	0.0	1500	761	0	0.53	0	60.2	49.2	39.4
10-11 AM	836	0.0	1500	836	0	0.54	0	60.2	49.1	39.2
11AM-NOON	870	0.0	1500	870	0	0.55	0	60.2	49.0	39.1
NOON-1PM	868	0.0	1500	868	0	0.55	0	60.2	49.0	39.1
1-2 PM	762	0.0	1500	762	0	0.53	0	60.2	49.2	39.4
2-3 PM	756	0.0	1500	756	0	0.53	0	60.2	49.2	39.5
3-4 PM	807	0.0	1500	807	0	0.54	0	60.2	49.1	39.3
4-5 PM	805	0.0	1500	805	0	0.54	0	60.2	49.1	39.3
5-6 PM	850	0.0	1500	850	0	0.55	0	60.2	49.1	39.2
6-7 PM	631	0.0	1500	631	0	0.52	0	60.2	49.5	39.9
7-8 PM	567	0.0	1500	567	0	0.51	0	60.2	49.6	40.1
8-9 PM	440	0.0	1500	440	0	0.49	0	60.2	49.9	40.5
9-10 PM	296	0.0	1500	296	0	0.48	0	60.2	50.2	41.0
10-11 PM	209	0.0	1500	209	0	0.47	0	60.2	50.4	41.3
11PM-MID	134	0.0	1500	134	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	0.0045
MAIN ROUTE WITH WORKS	0.0057
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,540
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

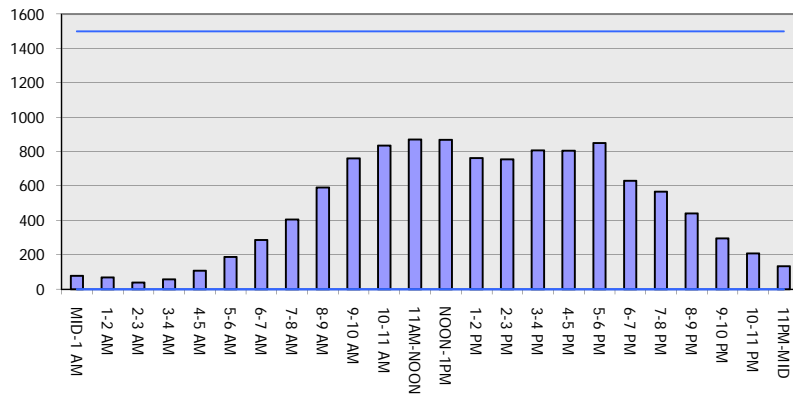
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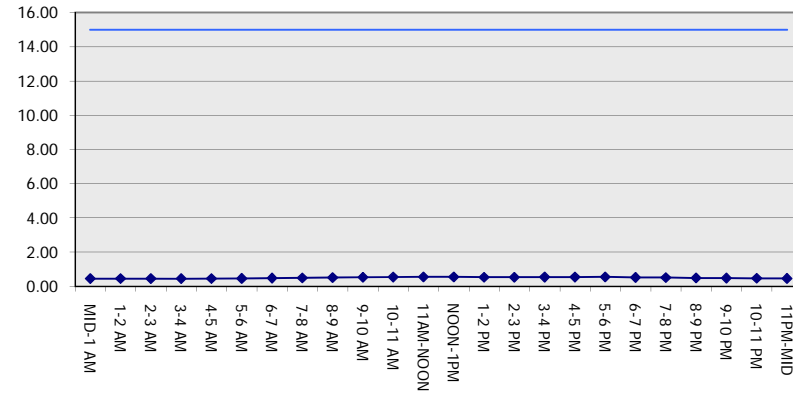
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

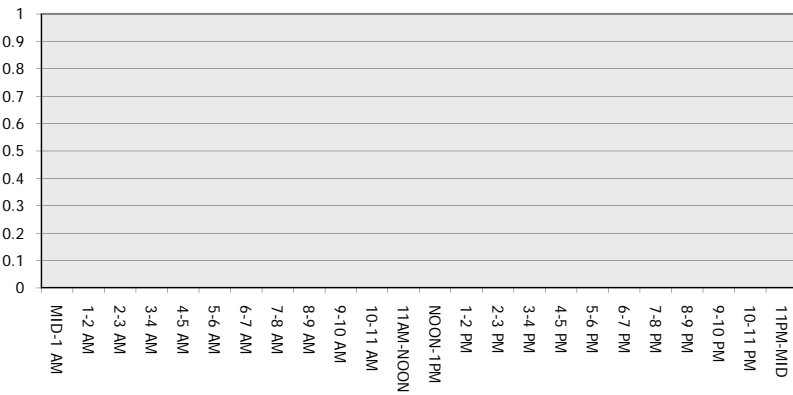
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

