

**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

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	126	0.0	1500	126	0	0.46	0	60.2	50.5	41.5
1-2 AM	71	0.0	1500	71	0	0.45	0	60.2	50.7	41.7
2-3 AM	73	0.0	1500	73	0	0.45	0	60.2	50.7	41.7
3-4 AM	32	0.0	1500	32	0	0.44	0	60.2	50.8	41.9
4-5 AM	41	0.0	1500	41	0	0.45	0	60.2	50.7	41.9
5-6 AM	77	0.0	1500	77	0	0.45	0	60.2	50.7	41.7
6-7 AM	132	0.0	1500	132	0	0.46	0	60.2	50.5	41.5
7-8 AM	187	0.0	1500	187	0	0.46	0	60.2	50.4	41.4
8-9 AM	221	0.0	1500	221	0	0.47	0	60.2	50.4	41.2
9-10 AM	342	0.0	1500	342	0	0.48	0	60.2	50.1	40.8
10-11 AM	451	0.0	1500	451	0	0.50	0	60.2	49.9	40.4
11AM-NOON	572	0.0	1500	572	0	0.51	0	60.2	49.6	40.1
NOON-1PM	623	0.0	1500	623	0	0.52	0	60.2	49.5	39.9
1-2 PM	573	0.0	1500	573	0	0.51	0	60.2	49.6	40.1
2-3 PM	627	0.0	1500	627	0	0.52	0	60.2	49.5	39.9
3-4 PM	1262	0.0	1499	1262	0	0.76	0	60.2	45.6	34.5
4-5 PM	1889	0.0	1499	1889	0	7.00	192	60.2	15.8	29.1
5-6 PM	1338	0.0	1499	1338	0	13.81+	348	60.2	10.1	29.2
6-7 PM	574	0.0	1500	574	0	1.03	31	60.2	42.0	39.9
7-8 PM	431	0.0	1500	431	0	0.49	0	60.2	49.9	40.5
8-9 PM	246	0.0	1500	246	0	0.47	0	60.2	50.3	41.2
9-10 PM	138	0.0	1500	138	0	0.46	0	60.2	50.5	41.5
10-11 PM	109	0.0	1500	109	0	0.45	0	60.2	50.6	41.6
11PM-MID	66	0.0	1500	66	0	0.45	0	60.2	50.7	41.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- 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	0.0040
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$10,437
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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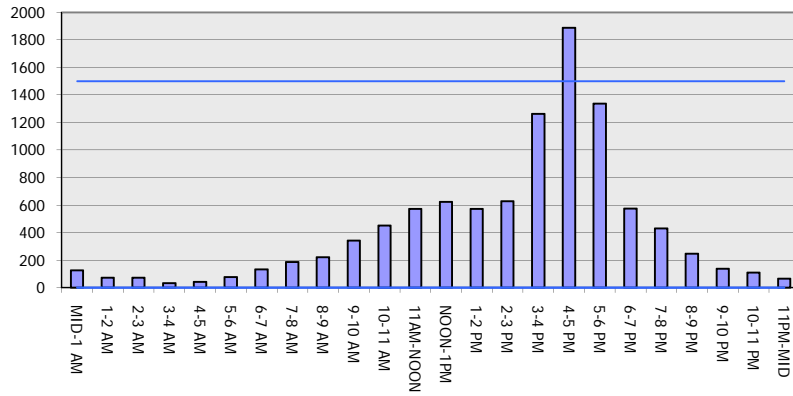
OCTOBER

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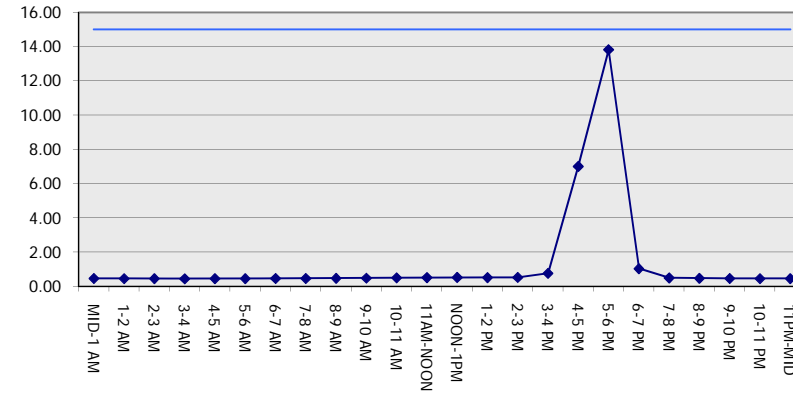
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

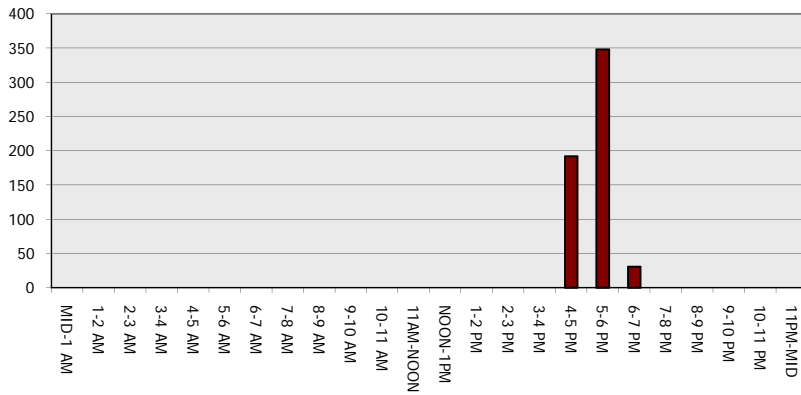
Main Route - Traffic Demand (Vehicles Per Hour)



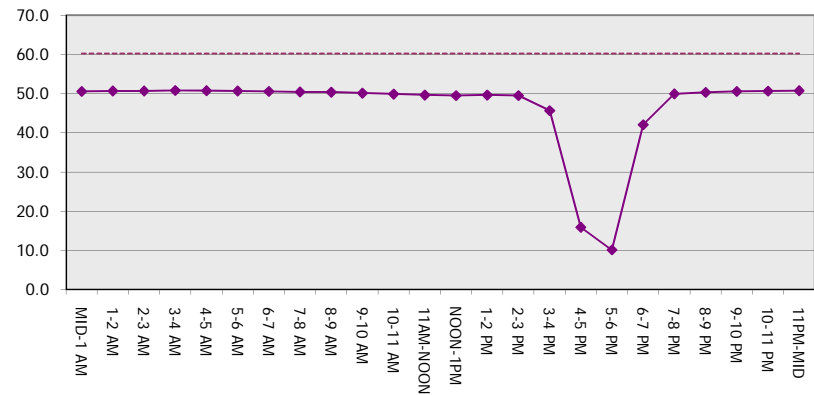
Main Route Average Delay Per Vehicle (Minutes)



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	120	0.0	1500	120	0	0.46	0	60.2	50.6	41.5
1-2 AM	93	0.0	1500	93	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	48	0.0	1500	48	0	0.45	0	60.2	50.7	41.9
4-5 AM	78	0.0	1500	78	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	150	0.0	1500	150	0	0.46	0	60.2	50.5	41.5
7-8 AM	293	0.0	1500	293	0	0.48	0	60.2	50.2	41.0
8-9 AM	733	0.0	1500	733	0	0.53	0	60.2	49.3	39.6
9-10 AM	1586	0.0	1499	1586	0	1.76	23	60.2	34.7	29.3
10-11 AM	1555	0.0	1499	1555	0	6.29	142	60.2	16.6	29.1
11AM-NOON	941	0.0	1500	941	0	1.08	24	60.2	41.5	38.4
NOON-1PM	773	0.0	1500	773	0	0.54	0	60.2	49.2	39.4
1-2 PM	708	0.0	1500	708	0	0.53	0	60.2	49.3	39.6
2-3 PM	784	0.0	1500	784	0	0.54	0	60.2	49.2	39.4
3-4 PM	622	0.0	1500	622	0	0.52	0	60.2	49.5	39.9
4-5 PM	776	0.0	1500	776	0	0.54	0	60.2	49.2	39.4
5-6 PM	712	0.0	1500	712	0	0.53	0	60.2	49.3	39.6
6-7 PM	637	0.0	1500	637	0	0.52	0	60.2	49.5	39.9
7-8 PM	477	0.0	1500	477	0	0.50	0	60.2	49.8	40.4
8-9 PM	373	0.0	1500	373	0	0.49	0	60.2	50.1	40.7
9-10 PM	237	0.0	1500	237	0	0.47	0	60.2	50.4	41.2
10-11 PM	132	0.0	1500	132	0	0.46	0	60.2	50.5	41.5
11PM-MID	84	0.0	1500	84	0	0.45	0	60.2	50.7	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	0.0048
MAIN ROUTE WITH WORKS	0.0061
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,174
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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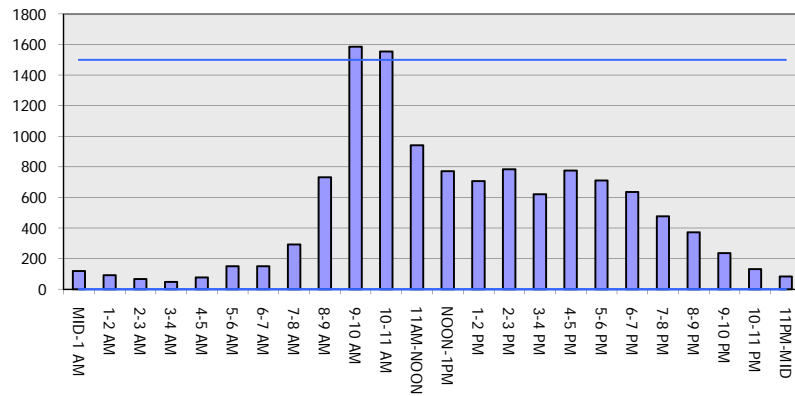
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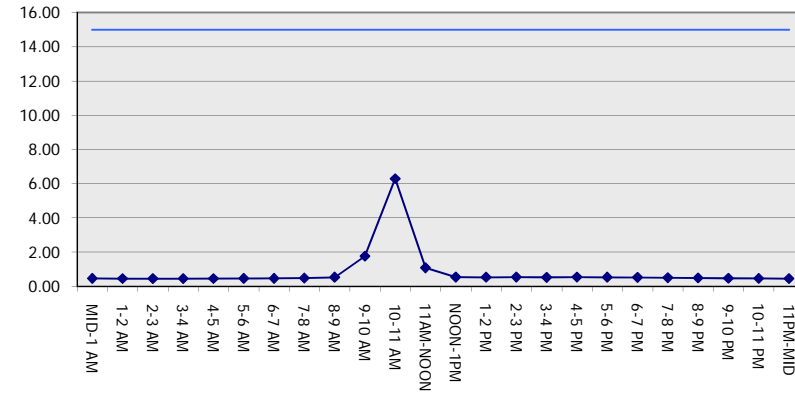
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY NORTHBOUND DIRECTION

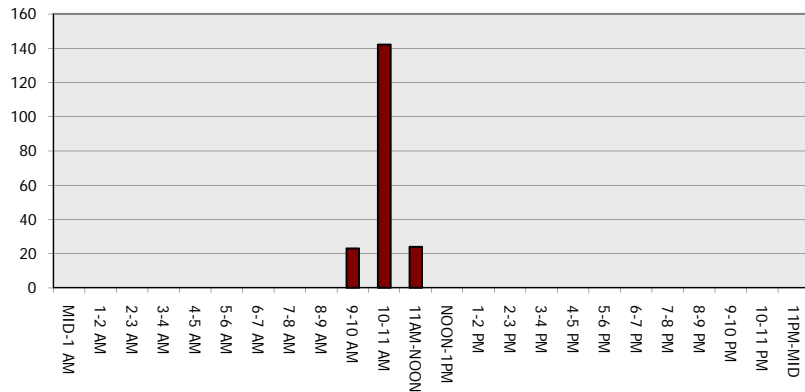
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

