

STH 29: CTH H TO STH 73 (CHIPPEWA AND CLARK COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	36	0.0	1500	36	0	0.50	0	63.8	59.1	41.9
1-2 AM	31	0.0	1500	31	0	0.50	0	63.8	59.1	41.9
2-3 AM	39	0.0	1500	39	0	0.50	0	63.8	59.1	41.9
3-4 AM	56	0.0	1500	56	0	0.50	0	63.8	59.1	41.8
4-5 AM	81	0.0	1500	81	0	0.51	0	63.8	59.0	41.7
5-6 AM	159	0.0	1500	159	0	0.51	0	63.6	58.8	41.4
6-7 AM	253	0.0	1500	253	0	0.52	0	63.4	58.6	41.1
7-8 AM	316	0.0	1500	316	0	0.53	0	63.3	58.4	40.9
8-9 AM	333	0.0	1500	333	0	0.53	0	63.3	58.4	40.9
9-10 AM	329	0.0	1500	329	0	0.53	0	63.3	58.4	40.9
10-11 AM	341	0.0	1500	341	0	0.53	0	63.3	58.4	40.8
11AM-NOON	342	0.0	1500	342	0	0.53	0	63.3	58.4	40.8
NOON-1PM	356	0.0	1500	356	0	0.53	0	63.2	58.4	40.8
1-2 PM	369	0.0	1500	369	0	0.53	0	63.2	58.3	40.7
2-3 PM	379	0.0	1500	379	0	0.53	0	63.2	58.3	40.7
3-4 PM	419	0.0	1500	419	0	0.54	0	63.1	58.2	40.6
4-5 PM	443	0.0	1500	443	0	0.54	0	63.1	58.1	40.5
5-6 PM	372	0.0	1500	372	0	0.53	0	63.2	58.3	40.7
6-7 PM	275	0.0	1500	275	0	0.52	0	63.4	58.6	41.0
7-8 PM	201	0.0	1500	201	0	0.52	0	63.5	58.7	41.3
8-9 PM	153	0.0	1500	153	0	0.51	0	63.6	58.8	41.5
9-10 PM	124	0.0	1500	124	0	0.51	0	63.7	58.9	41.5
10-11 PM	84	0.0	1500	84	0	0.51	0	63.7	59.0	41.7
11PM-MID	49	0.0	1500	49	0	0.50	0	63.8	59.1	41.9

----- 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	0.0067
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$592
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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

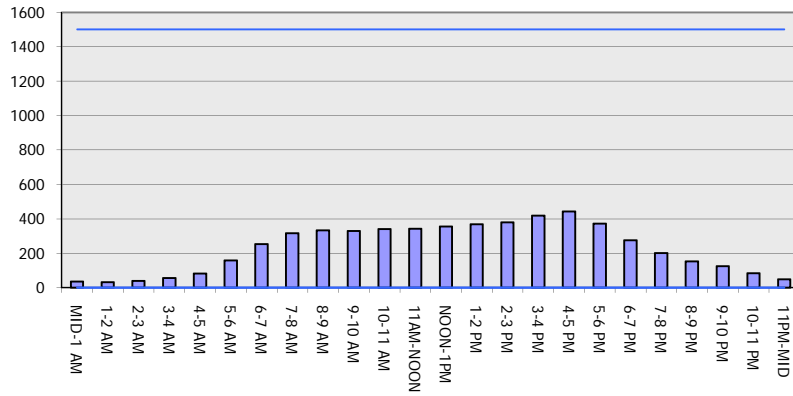
OCTOBER

Analyzed for 2009
Construction Season

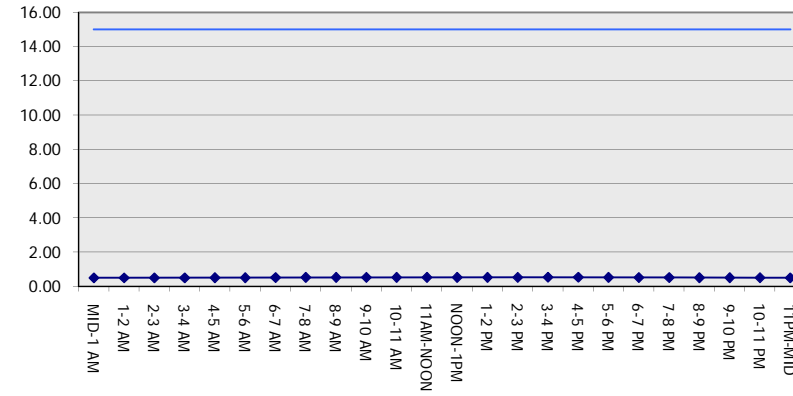
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

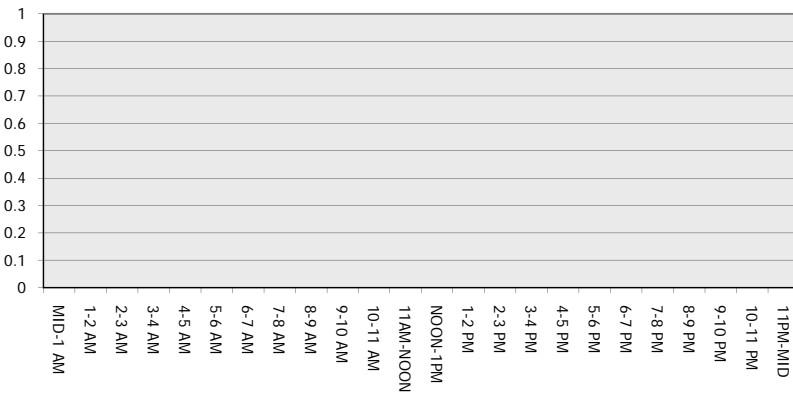
Main Route - Traffic Demand (Vehicles Per Hour)



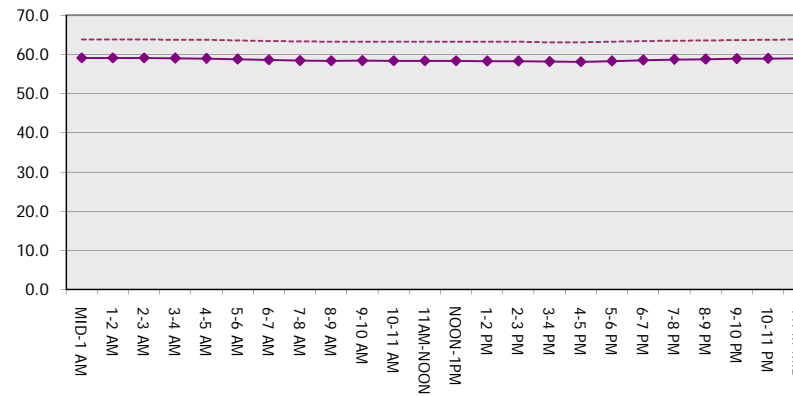
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	52	0.0	1500	52	0	0.50	0	63.8	59.1	41.8
1-2 AM	32	0.0	1500	32	0	0.50	0	63.8	59.1	41.9
2-3 AM	34	0.0	1500	34	0	0.50	0	63.8	59.1	41.9
3-4 AM	45	0.0	1500	45	0	0.50	0	63.8	59.1	41.9
4-5 AM	73	0.0	1500	73	0	0.51	0	63.8	59.1	41.7
5-6 AM	149	0.0	1500	149	0	0.51	0	63.7	58.9	41.5
6-7 AM	222	0.0	1500	222	0	0.52	0	63.5	58.7	41.2
7-8 AM	331	0.0	1500	331	0	0.53	0	63.3	58.4	40.9
8-9 AM	325	0.0	1500	325	0	0.53	0	63.3	58.4	40.9
9-10 AM	334	0.0	1500	334	0	0.53	0	63.3	58.4	40.9
10-11 AM	342	0.0	1500	342	0	0.53	0	63.3	58.4	40.8
11AM-NOON	361	0.0	1500	361	0	0.53	0	63.2	58.3	40.7
NOON-1PM	355	0.0	1500	355	0	0.53	0	63.2	58.4	40.8
1-2 PM	368	0.0	1500	368	0	0.53	0	63.2	58.3	40.7
2-3 PM	408	0.0	1500	408	0	0.54	0	63.2	58.2	40.6
3-4 PM	425	0.0	1500	425	0	0.54	0	63.1	58.2	40.6
4-5 PM	446	0.0	1500	446	0	0.54	0	63.1	58.1	40.5
5-6 PM	387	0.0	1500	387	0	0.54	0	63.2	58.2	40.7
6-7 PM	307	0.0	1500	307	0	0.53	0	63.3	58.4	40.9
7-8 PM	247	0.0	1500	247	0	0.52	0	63.5	58.6	41.1
8-9 PM	195	0.0	1500	195	0	0.52	0	63.5	58.7	41.3
9-10 PM	166	0.0	1500	166	0	0.51	0	63.6	58.8	41.4
10-11 PM	118	0.0	1500	118	0	0.51	0	63.7	58.9	41.6
11PM-MID	83	0.0	1500	83	0	0.51	0	63.8	59.0	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	0.0064
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$623
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

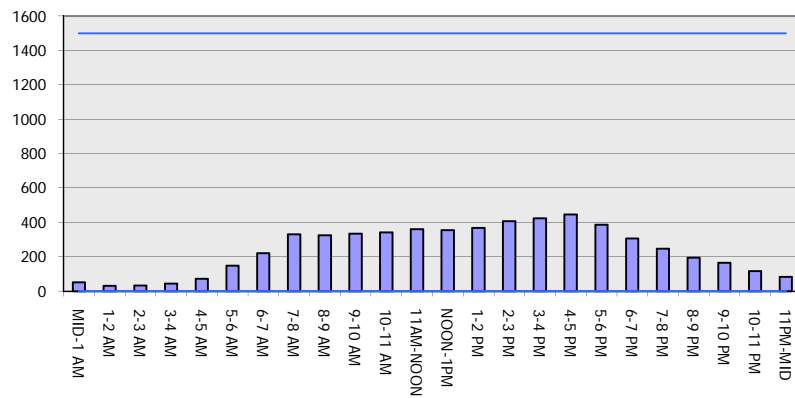
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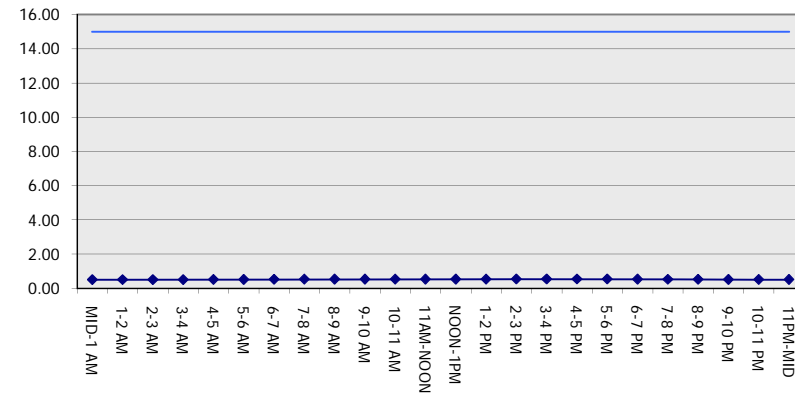
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

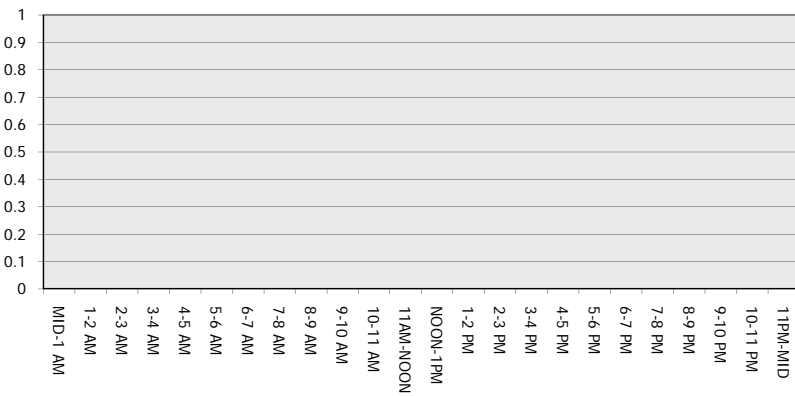
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

