

| | |
|--|--|
| IH 94: USH 12/STH 29 TO USH 53 (EAU CLAIRE AND DUNN COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH EE - USH 12 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR WESTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | | |
|-------------|------------------------------|-----------|-----------------|-----------|----------------|-----------------|------------------|-----------------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | MAIN ROUTE | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 258 | 0.0 | 23 | 0.0 | 1500 | 258 | 0 | 23 | 0.45 | 0 | 65.9 | 61.5 | 44.5 | 39.4 | 39.4 |
| 1-2 AM | 224 | 0.0 | 20 | 0.0 | 1500 | 224 | 0 | 20 | 0.44 | 0 | 66.0 | 61.6 | 44.6 | 39.5 | 39.5 |
| 2-3 AM | 226 | 0.0 | 20 | 0.0 | 1500 | 226 | 0 | 20 | 0.44 | 0 | 66.0 | 61.6 | 44.6 | 39.5 | 39.5 |
| 3-4 AM | 316 | 0.0 | 29 | 0.0 | 1500 | 316 | 0 | 29 | 0.45 | 0 | 65.8 | 61.4 | 44.2 | 39.4 | 39.4 |
| 4-5 AM | 579 | 0.0 | 52 | 0.0 | 1500 | 579 | 0 | 52 | 0.48 | 0 | 65.3 | 60.7 | 43.2 | 39.1 | 39.1 |
| 5-6 AM | 904 | 0.0 | 82 | 0.0 | 1500 | 904 | 0 | 82 | 0.51 | 0 | 64.7 | 59.9 | 42.0 | 38.8 | 38.8 |
| 6-7 AM | 1009 | 0.0 | 91 | 0.0 | 1500 | 1009 | 0 | 91 | 0.52 | 0 | 64.5 | 59.7 | 41.7 | 38.6 | 38.6 |
| 7-8 AM | 981 | 0.0 | 88 | 0.0 | 1500 | 981 | 0 | 88 | 0.52 | 0 | 64.6 | 59.7 | 41.7 | 38.6 | 38.6 |
| 8-9 AM | 947 | 0.0 | 86 | 0.0 | 1500 | 947 | 0 | 86 | 0.51 | 0 | 64.6 | 59.8 | 41.9 | 38.7 | 38.7 |
| 9-10 AM | 976 | 0.0 | 88 | 0.0 | 1500 | 976 | 0 | 88 | 0.52 | 0 | 64.6 | 59.7 | 41.8 | 38.6 | 38.6 |
| 10-11 AM | 1026 | 0.0 | 93 | 0.0 | 1500 | 1026 | 0 | 93 | 0.52 | 0 | 64.5 | 59.6 | 41.6 | 38.6 | 38.6 |
| 11A-NOON | 1065 | 0.0 | 97 | 0.0 | 1500 | 1065 | 0 | 97 | 0.53 | 0 | 64.4 | 59.6 | 41.4 | 38.6 | 38.6 |
| NOON-1PM | 1094 | 0.0 | 99 | 0.0 | 1500 | 1094 | 0 | 99 | 0.53 | 0 | 64.3 | 59.4 | 41.4 | 38.5 | 38.5 |
| 1-2 PM | 1189 | 0.0 | 107 | 0.0 | 1500 | 1189 | 0 | 107 | 0.62 | 0 | 64.1 | 58.5 | 38.8 | 38.4 | 38.4 |
| 2-3 PM | 1219 | 0.0 | 111 | 0.0 | 1500 | 1219 | 0 | 111 | 0.66 | 0 | 64.1 | 58.1 | 37.9 | 38.4 | 38.4 |
| 3-4 PM | 1260 | 0.0 | 114 | 0.0 | 1500 | 1260 | 0 | 114 | 0.71 | 0 | 64.0 | 57.7 | 36.6 | 38.3 | 38.3 |
| 4-5 PM | 1281 | 0.0 | 116 | 0.0 | 1500 | 1281 | 0 | 116 | 0.74 | 0 | 64.0 | 57.4 | 36.0 | 38.3 | 38.3 |
| 5-6 PM | 1166 | 0.0 | 105 | 0.0 | 1500 | 1166 | 0 | 105 | 0.59 | 0 | 64.2 | 58.8 | 39.6 | 38.4 | 38.4 |
| 6-7 PM | 995 | 0.0 | 90 | 0.0 | 1500 | 995 | 0 | 90 | 0.52 | 0 | 64.5 | 59.7 | 41.7 | 38.6 | 38.6 |
| 7-8 PM | 846 | 0.0 | 77 | 0.0 | 1500 | 846 | 0 | 77 | 0.50 | 0 | 64.8 | 60.1 | 42.2 | 38.8 | 38.8 |
| 8-9 PM | 734 | 0.0 | 66 | 0.0 | 1500 | 734 | 0 | 66 | 0.49 | 0 | 65.0 | 60.4 | 42.6 | 38.9 | 38.9 |
| 9-10 PM | 605 | 0.0 | 54 | 0.0 | 1500 | 605 | 0 | 54 | 0.48 | 0 | 65.3 | 60.7 | 43.1 | 39.1 | 39.1 |
| 10-11 PM | 453 | 0.0 | 41 | 0.0 | 1500 | 453 | 0 | 41 | 0.47 | 0 | 65.5 | 61.0 | 43.7 | 39.2 | 39.2 |
| 11PM-MID | 307 | 0.0 | 28 | 0.0 | 1500 | 307 | 0 | 28 | 0.45 | 0 | 65.8 | 61.4 | 44.3 | 39.4 | 39.4 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0216 |
| MAIN ROUTE WITH WORKS | 0.0203 |
| DIVERSION | 0.0192 |

PIA: Personal Injury Accidents

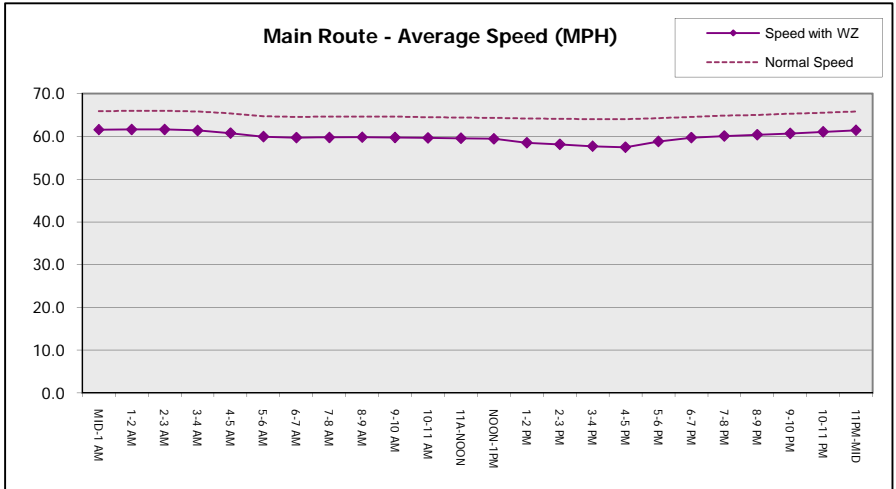
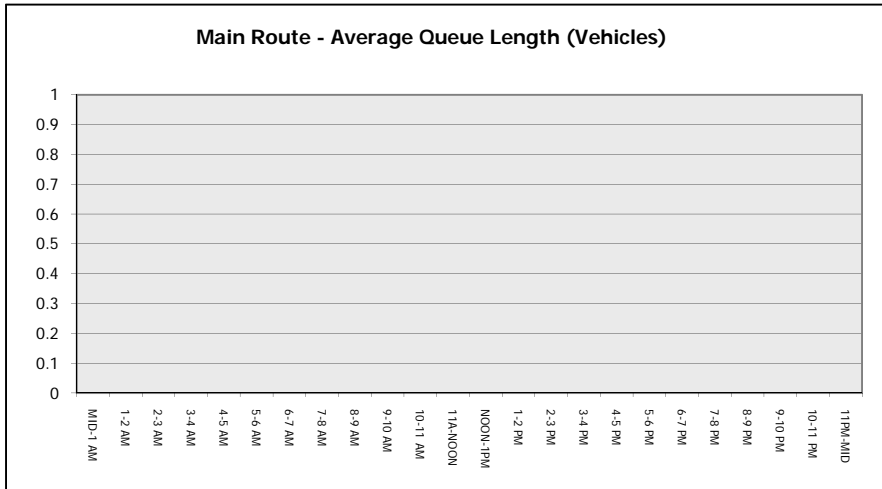
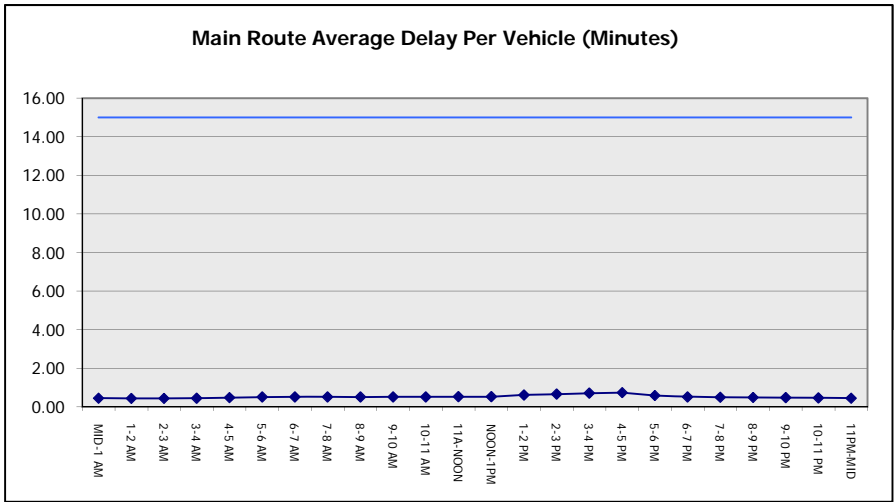
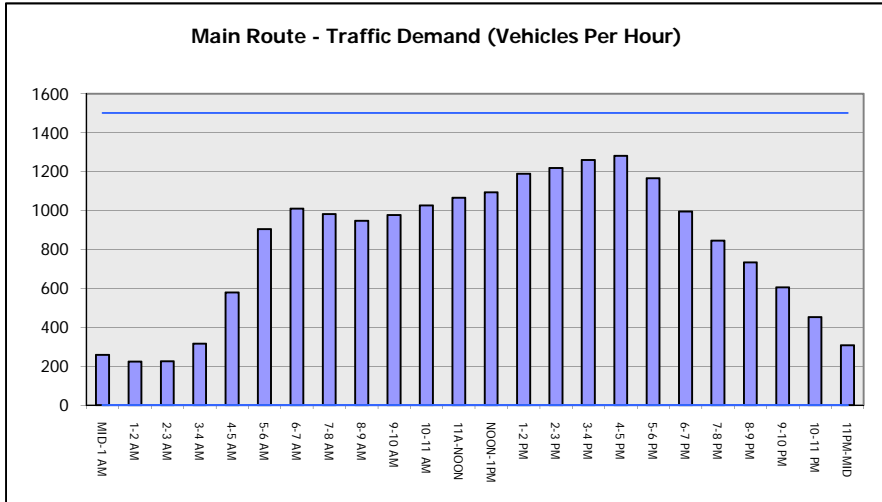
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,229 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 94: USH 12/STH 29 TO USH 53 (EAU CLAIRE AND DUNN COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH EE - USH 12

AUGUST
 Analyzed for 2009
 Construction Season

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



| | |
|--|--|
| IH 94: USH 12/STH 29 TO USH 53 (EAU CLAIRE AND DUNN COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH EE - USH 12 | AUGUST |
| | Analyzed for 2009 Construction Season |

| | |
|--|---------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| MON-THUR | EASTBOUND DIRECTION |

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 239 | 0.0 | 21 | 0.0 | 1500 | 239 | 0 | 21 | 0.45 | 0 | 66.0 | 61.5 | 44.5 | 39.5 | 39.5 |
| 1-2 AM | 161 | 0.0 | 15 | 0.0 | 1500 | 161 | 0 | 15 | 0.44 | 0 | 66.1 | 61.8 | 44.8 | 39.6 | 39.6 |
| 2-3 AM | 141 | 0.0 | 13 | 0.0 | 1500 | 141 | 0 | 13 | 0.44 | 0 | 66.1 | 61.8 | 44.9 | 39.6 | 39.6 |
| 3-4 AM | 162 | 0.0 | 15 | 0.0 | 1500 | 162 | 0 | 15 | 0.44 | 0 | 66.1 | 61.8 | 44.8 | 39.6 | 39.6 |
| 4-5 AM | 234 | 0.0 | 21 | 0.0 | 1500 | 234 | 0 | 21 | 0.45 | 0 | 66.0 | 61.6 | 44.5 | 39.5 | 39.5 |
| 5-6 AM | 396 | 0.0 | 36 | 0.0 | 1500 | 396 | 0 | 36 | 0.46 | 0 | 65.6 | 61.2 | 43.9 | 39.3 | 39.3 |
| 6-7 AM | 695 | 0.0 | 63 | 0.0 | 1500 | 695 | 0 | 63 | 0.49 | 0 | 65.1 | 60.4 | 42.8 | 38.9 | 38.9 |
| 7-8 AM | 871 | 0.0 | 79 | 0.0 | 1500 | 871 | 0 | 79 | 0.51 | 0 | 64.8 | 60.0 | 42.2 | 38.8 | 38.8 |
| 8-9 AM | 961 | 0.0 | 87 | 0.0 | 1500 | 961 | 0 | 87 | 0.52 | 0 | 64.6 | 59.8 | 41.8 | 38.7 | 38.7 |
| 9-10 AM | 1167 | 0.0 | 105 | 0.0 | 1500 | 1167 | 0 | 105 | 0.59 | 0 | 64.2 | 58.8 | 39.5 | 38.4 | 38.4 |
| 10-11 AM | 1262 | 0.0 | 114 | 0.0 | 1500 | 1262 | 0 | 114 | 0.72 | 0 | 64.0 | 57.6 | 36.6 | 38.3 | 38.3 |
| 11A-NOON | 1232 | 0.0 | 112 | 0.0 | 1500 | 1232 | 0 | 112 | 0.68 | 0 | 64.1 | 58.0 | 37.4 | 38.4 | 38.4 |
| NOON-1PM | 1208 | 0.0 | 110 | 0.0 | 1500 | 1208 | 0 | 110 | 0.65 | 0 | 64.1 | 58.3 | 38.2 | 38.4 | 38.4 |
| 1-2 PM | 1256 | 0.0 | 114 | 0.0 | 1500 | 1256 | 0 | 114 | 0.71 | 0 | 64.0 | 57.7 | 36.8 | 38.3 | 38.3 |
| 2-3 PM | 1345 | 0.0 | 121 | 0.0 | 1500 | 1345 | 0 | 121 | 0.82 | 0 | 63.9 | 56.6 | 34.3 | 38.3 | 38.3 |
| 3-4 PM | 1412 | 0.0 | 128 | 0.0 | 1500 | 1412 | 0 | 128 | 0.91 | 0 | 63.8 | 55.9 | 32.7 | 38.1 | 38.1 |
| 4-5 PM | 1389 | 0.0 | 125 | 0.0 | 1500 | 1389 | 0 | 125 | 0.88 | 0 | 63.8 | 56.1 | 33.2 | 38.2 | 38.2 |
| 5-6 PM | 1192 | 0.0 | 107 | 0.0 | 1500 | 1192 | 0 | 107 | 0.63 | 0 | 64.1 | 58.5 | 38.7 | 38.4 | 38.4 |
| 6-7 PM | 1038 | 0.0 | 94 | 0.0 | 1500 | 1038 | 0 | 94 | 0.52 | 0 | 64.5 | 59.6 | 41.5 | 38.6 | 38.6 |
| 7-8 PM | 833 | 0.0 | 75 | 0.0 | 1500 | 833 | 0 | 75 | 0.50 | 0 | 64.8 | 60.1 | 42.3 | 38.8 | 38.8 |
| 8-9 PM | 706 | 0.0 | 64 | 0.0 | 1500 | 706 | 0 | 64 | 0.49 | 0 | 65.1 | 60.4 | 42.7 | 38.9 | 38.9 |
| 9-10 PM | 587 | 0.0 | 53 | 0.0 | 1500 | 587 | 0 | 53 | 0.48 | 0 | 65.3 | 60.7 | 43.2 | 39.1 | 39.1 |
| 10-11 PM | 494 | 0.0 | 45 | 0.0 | 1500 | 494 | 0 | 45 | 0.47 | 0 | 65.5 | 60.9 | 43.5 | 39.2 | 39.2 |
| 11PM-MID | 325 | 0.0 | 30 | 0.0 | 1500 | 325 | 0 | 30 | 0.45 | 0 | 65.8 | 61.4 | 44.2 | 39.4 | 39.4 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0212 |
| MAIN ROUTE WITH WORKS | 0.0199 |
| DIVERSION | 0.0189 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,516 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 94: USH 12/STH 29 TO USH 53 (EAU CLAIRE AND DUNN COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH EE - USH 12

AUGUST
 Analyzed for 2009
 Construction Season

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

