

| | |
|--|--|
| IH 94: STH 35 TO STH 65 (ST CROIX COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 65 - USH 12 | MAY |
| | 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 | 278 | 0.0 | 55 | 0.0 | 1500 | 278 | 0 | 55 | 0.45 | 0 | 65.9 | 60.9 | 44.4 | 39.1 | 39.1 |
| 1-2 AM | 240 | 0.0 | 48 | 0.0 | 1500 | 240 | 0 | 48 | 0.45 | 0 | 66.0 | 61.0 | 44.5 | 39.1 | 39.1 |
| 2-3 AM | 257 | 0.0 | 51 | 0.0 | 1500 | 257 | 0 | 51 | 0.45 | 0 | 65.9 | 60.9 | 44.5 | 39.1 | 39.1 |
| 3-4 AM | 367 | 0.0 | 73 | 0.0 | 1500 | 367 | 0 | 73 | 0.46 | 0 | 65.7 | 60.6 | 44.0 | 38.8 | 38.8 |
| 4-5 AM | 677 | 0.0 | 135 | 0.0 | 1500 | 677 | 0 | 135 | 0.49 | 0 | 65.1 | 59.9 | 42.8 | 38.1 | 38.1 |
| 5-6 AM | 1124 | 0.0 | 225 | 0.0 | 1500 | 1124 | 0 | 225 | 0.54 | 0 | 64.3 | 58.6 | 41.0 | 36.9 | 36.9 |
| 6-7 AM | 1229 | 0.0 | 246 | 0.0 | 1500 | 1229 | 0 | 246 | 0.67 | 0 | 64.1 | 57.3 | 37.6 | 36.7 | 36.7 |
| 7-8 AM | 1207 | 0.0 | 241 | 0.0 | 1500 | 1207 | 0 | 241 | 0.65 | 0 | 64.1 | 57.5 | 38.2 | 36.8 | 36.8 |
| 8-9 AM | 1084 | 0.0 | 217 | 0.0 | 1500 | 1084 | 0 | 217 | 0.53 | 0 | 64.3 | 58.8 | 41.4 | 37.1 | 37.1 |
| 9-10 AM | 1091 | 0.0 | 218 | 0.0 | 1500 | 1091 | 0 | 218 | 0.53 | 0 | 64.3 | 58.8 | 41.4 | 37.0 | 37.0 |
| 10-11 AM | 1132 | 0.0 | 226 | 0.0 | 1500 | 1132 | 0 | 226 | 0.55 | 0 | 64.3 | 58.6 | 40.7 | 36.9 | 36.9 |
| 11A-NOON | 1176 | 0.0 | 234 | 0.0 | 1500 | 1176 | 0 | 234 | 0.61 | 0 | 64.2 | 57.9 | 39.2 | 36.8 | 36.8 |
| NOON-1PM | 1242 | 0.0 | 248 | 0.0 | 1500 | 1242 | 0 | 248 | 0.69 | 0 | 64.1 | 57.1 | 37.1 | 36.6 | 36.6 |
| 1-2 PM | 1359 | 0.0 | 271 | 0.0 | 1500 | 1359 | 0 | 271 | 0.84 | 0 | 63.8 | 55.6 | 34.0 | 36.4 | 36.4 |
| 2-3 PM | 1411 | 0.0 | 282 | 0.0 | 1499 | 1411 | 0 | 282 | 0.91 | 0 | 63.8 | 54.9 | 32.7 | 36.3 | 36.3 |
| 3-4 PM | 1507 | 0.0 | 300 | 0.0 | 1499 | 1507 | 0 | 300 | 1.11 | 2 | 63.6 | 53.2 | 30.9 | 36.0 | 36.0 |
| 4-5 PM | 1522 | 0.0 | 305 | 0.0 | 1500 | 1522 | 0 | 305 | 2.03 | 27 | 63.5 | 46.8 | 30.8 | 36.0 | 36.0 |
| 5-6 PM | 1310 | 0.0 | 262 | 0.0 | 1500 | 1310 | 0 | 262 | 0.91 | 3 | 64.0 | 55.0 | 35.1 | 36.5 | 36.5 |
| 6-7 PM | 1123 | 0.0 | 224 | 0.0 | 1500 | 1123 | 0 | 224 | 0.54 | 0 | 64.3 | 58.7 | 41.0 | 36.9 | 36.9 |
| 7-8 PM | 964 | 0.0 | 193 | 0.0 | 1500 | 964 | 0 | 193 | 0.52 | 0 | 64.6 | 59.1 | 41.8 | 37.3 | 37.3 |
| 8-9 PM | 845 | 0.0 | 169 | 0.0 | 1500 | 845 | 0 | 169 | 0.50 | 0 | 64.8 | 59.4 | 42.2 | 37.6 | 37.6 |
| 9-10 PM | 679 | 0.0 | 136 | 0.0 | 1500 | 679 | 0 | 136 | 0.49 | 0 | 65.1 | 59.9 | 42.8 | 38.1 | 38.1 |
| 10-11 PM | 510 | 0.0 | 102 | 0.0 | 1500 | 510 | 0 | 102 | 0.47 | 0 | 65.5 | 60.2 | 43.5 | 38.5 | 38.5 |
| 11PM-MID | 336 | 0.0 | 67 | 0.0 | 1500 | 336 | 0 | 67 | 0.46 | 0 | 65.8 | 60.7 | 44.2 | 38.9 | 38.9 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 | 0.0217 |
| MAIN ROUTE WITH WORKS | 0.0202 |
| DIVERSION | 0.0532 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$3,688 |
| CONGESTED HOURS PER DAY* | 0 |

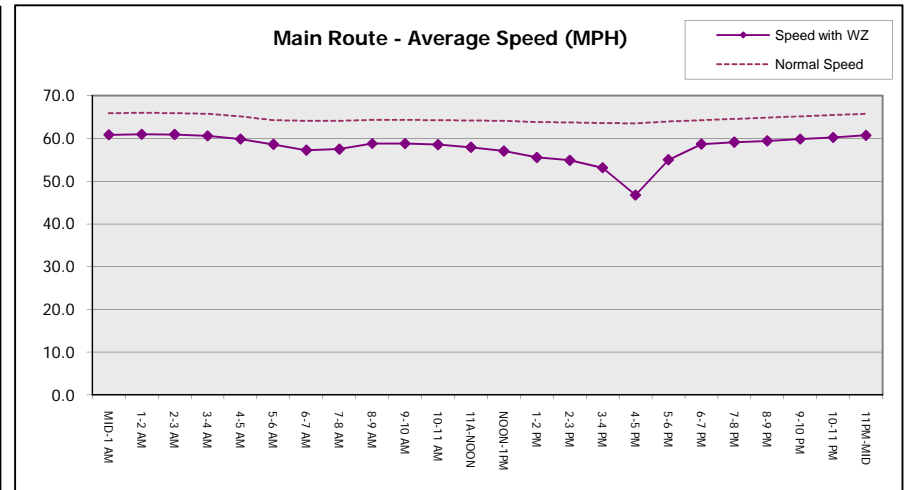
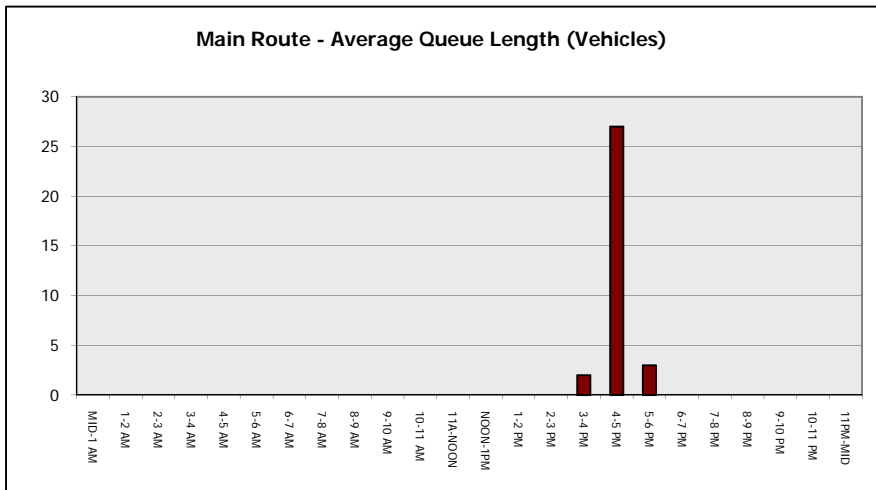
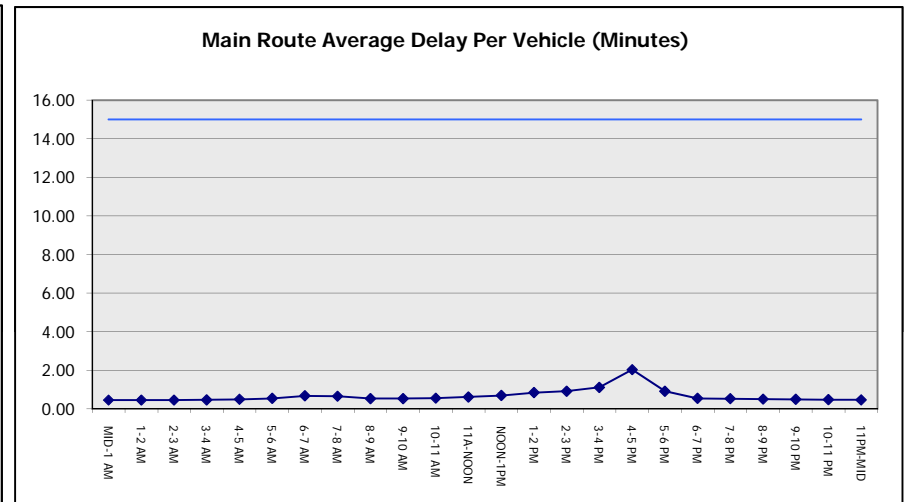
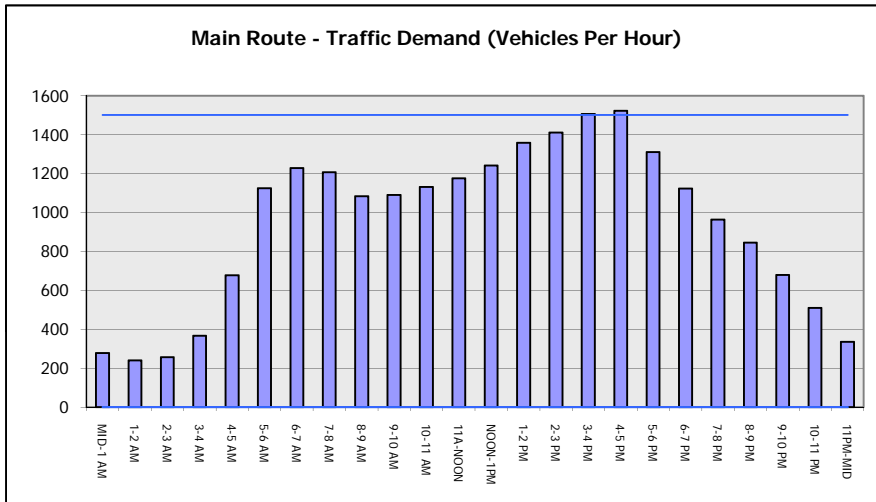
*Delays Exceeding 15 Minutes

**IH 94: STH 35 TO STH 65 (ST CROIX COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 65 - USH 12**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: STH 35 TO STH 65 (ST CROIX COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 65 - USH 12 | MAY |
| | 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 | 258 | 0.0 | 51 | 0.0 | 1500 | 258 | 0 | 51 | 0.45 | 0 | 65.9 | 60.9 | 44.5 | 39.1 | 39.1 |
| 1-2 AM | 184 | 0.0 | 37 | 0.0 | 1500 | 184 | 0 | 37 | 0.44 | 0 | 66.0 | 61.1 | 44.8 | 39.3 | 39.3 |
| 2-3 AM | 160 | 0.0 | 32 | 0.0 | 1500 | 160 | 0 | 32 | 0.44 | 0 | 66.1 | 61.2 | 44.8 | 39.4 | 39.4 |
| 3-4 AM | 185 | 0.0 | 37 | 0.0 | 1500 | 185 | 0 | 37 | 0.44 | 0 | 66.0 | 61.1 | 44.8 | 39.3 | 39.3 |
| 4-5 AM | 278 | 0.0 | 55 | 0.0 | 1500 | 278 | 0 | 55 | 0.45 | 0 | 65.9 | 60.9 | 44.4 | 39.1 | 39.1 |
| 5-6 AM | 484 | 0.0 | 96 | 0.0 | 1500 | 484 | 0 | 96 | 0.47 | 0 | 65.5 | 60.4 | 43.6 | 38.6 | 38.6 |
| 6-7 AM | 813 | 0.0 | 162 | 0.0 | 1500 | 813 | 0 | 162 | 0.50 | 0 | 64.9 | 59.5 | 42.4 | 37.8 | 37.8 |
| 7-8 AM | 959 | 0.0 | 192 | 0.0 | 1500 | 959 | 0 | 192 | 0.52 | 0 | 64.6 | 59.1 | 41.8 | 37.4 | 37.4 |
| 8-9 AM | 1062 | 0.0 | 212 | 0.0 | 1500 | 1062 | 0 | 212 | 0.53 | 0 | 64.4 | 58.9 | 41.5 | 37.1 | 37.1 |
| 9-10 AM | 1257 | 0.0 | 251 | 0.0 | 1500 | 1257 | 0 | 251 | 0.71 | 0 | 64.0 | 56.9 | 36.7 | 36.6 | 36.6 |
| 10-11 AM | 1315 | 0.0 | 263 | 0.0 | 1500 | 1315 | 0 | 263 | 0.79 | 0 | 64.0 | 56.1 | 35.1 | 36.5 | 36.5 |
| 11A-NOON | 1307 | 0.0 | 261 | 0.0 | 1500 | 1307 | 0 | 261 | 0.77 | 0 | 64.0 | 56.2 | 35.3 | 36.5 | 36.5 |
| NOON-1PM | 1322 | 0.0 | 264 | 0.0 | 1500 | 1322 | 0 | 264 | 0.79 | 0 | 63.9 | 56.0 | 34.9 | 36.5 | 36.5 |
| 1-2 PM | 1395 | 0.0 | 278 | 0.0 | 1499 | 1395 | 0 | 278 | 0.89 | 0 | 63.8 | 55.1 | 33.1 | 36.3 | 36.3 |
| 2-3 PM | 1516 | 0.0 | 302 | 0.0 | 1499 | 1516 | 0 | 302 | 1.25 | 6 | 63.6 | 52.1 | 31.0 | 36.0 | 36.0 |
| 3-4 PM | 1705 | 0.0 | 340 | 0.0 | 1500 | 1705 | 0 | 340 | 5.36 | 126 | 63.2 | 32.5 | 30.8 | 35.5 | 35.5 |
| 4-5 PM | 1601 | 0.0 | 319 | 0.0 | 1499 | 1548 | 53 | 373 | 11.21 | 275 | 63.4 | 21.3 | 30.8 | 35.8 | 35.1 |
| 5-6 PM | 1342 | 0.0 | 268 | 0.0 | 1499 | 1339 | 3 | 271 | 8.67 | 211 | 63.9 | 25.2 | 30.9 | 36.4 | 36.4 |
| 6-7 PM | 1169 | 0.0 | 233 | 0.0 | 1500 | 1169 | 0 | 233 | 1.36 | 24 | 64.2 | 51.7 | 38.3 | 36.8 | 36.8 |
| 7-8 PM | 966 | 0.0 | 193 | 0.0 | 1500 | 966 | 0 | 193 | 0.52 | 0 | 64.6 | 59.1 | 41.8 | 37.3 | 37.3 |
| 8-9 PM | 757 | 0.0 | 151 | 0.0 | 1500 | 757 | 0 | 151 | 0.50 | 0 | 65.0 | 59.6 | 42.5 | 37.9 | 37.9 |
| 9-10 PM | 648 | 0.0 | 130 | 0.0 | 1500 | 648 | 0 | 130 | 0.49 | 0 | 65.2 | 59.9 | 43.0 | 38.1 | 38.1 |
| 10-11 PM | 518 | 0.0 | 104 | 0.0 | 1500 | 518 | 0 | 104 | 0.47 | 0 | 65.4 | 60.2 | 43.4 | 38.4 | 38.4 |
| 11PM-MID | 332 | 0.0 | 66 | 0.0 | 1500 | 332 | 0 | 66 | 0.45 | 0 | 65.8 | 60.7 | 44.2 | 38.9 | 38.9 |

| *----- 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 | 0.0206 |
| MAIN ROUTE WITH WORKS | 0.0191 |
| DIVERSION | 0.0511 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$11,072 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 94: STH 35 TO STH 65 (ST CROIX COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 65 - USH 12**

MAY
 Analyzed for 2009
 Construction Season

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

