

| | |
|---|--|
| USH 53: CTH OT TO IH 90 (LA CROSSE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 157 - CTH S | AUGUST |
| | 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 | | 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 | 130 | 0.0 | 48 | 0.0 | 1500 | 130 | 0 | 48 | 0.44 | 0 | 66.1 | 46.1 | 45.0 | 19.5 | 19.5 |
| 1-2 AM | 65 | 0.0 | 23 | 0.0 | 1500 | 65 | 0 | 23 | 0.43 | 0 | 66.3 | 46.3 | 45.2 | 19.7 | 19.7 |
| 2-3 AM | 53 | 0.0 | 19 | 0.0 | 1500 | 53 | 0 | 19 | 0.43 | 0 | 66.3 | 46.4 | 45.3 | 19.7 | 19.7 |
| 3-4 AM | 52 | 0.0 | 19 | 0.0 | 1500 | 52 | 0 | 19 | 0.43 | 0 | 66.3 | 46.4 | 45.3 | 19.7 | 19.7 |
| 4-5 AM | 63 | 0.0 | 23 | 0.0 | 1500 | 63 | 0 | 23 | 0.43 | 0 | 66.3 | 46.3 | 45.3 | 19.7 | 19.7 |
| 5-6 AM | 141 | 0.0 | 52 | 0.0 | 1500 | 141 | 0 | 52 | 0.44 | 0 | 66.1 | 46.0 | 44.9 | 19.4 | 19.4 |
| 6-7 AM | 236 | 0.0 | 86 | 0.0 | 1500 | 236 | 0 | 86 | 0.45 | 0 | 66.0 | 45.6 | 44.5 | 19.2 | 19.2 |
| 7-8 AM | 332 | 0.0 | 122 | 0.0 | 1500 | 332 | 0 | 122 | 0.45 | 0 | 65.8 | 45.3 | 44.2 | 18.9 | 18.9 |
| 8-9 AM | 593 | 0.0 | 216 | 0.0 | 1500 | 593 | 0 | 216 | 0.48 | 0 | 65.3 | 44.3 | 43.2 | 18.2 | 18.2 |
| 9-10 AM | 779 | 0.0 | 285 | 0.0 | 1500 | 779 | 0 | 285 | 0.50 | 0 | 65.0 | 43.6 | 42.5 | 17.6 | 17.6 |
| 10-11 AM | 1003 | 0.0 | 366 | 0.0 | 1500 | 1003 | 0 | 366 | 0.52 | 0 | 64.5 | 42.8 | 41.7 | 17.0 | 17.0 |
| 11A-NOON | 1202 | 0.0 | 439 | 0.0 | 1500 | 1202 | 0 | 439 | 0.64 | 0 | 64.1 | 39.6 | 38.4 | 16.4 | 16.4 |
| NOON-1PM | 1179 | 0.0 | 431 | 0.0 | 1500 | 1179 | 0 | 431 | 0.61 | 0 | 64.2 | 40.3 | 39.1 | 16.5 | 16.5 |
| 1-2 PM | 1062 | 0.0 | 389 | 0.0 | 1500 | 1062 | 0 | 389 | 0.53 | 0 | 64.4 | 42.6 | 41.5 | 16.8 | 16.8 |
| 2-3 PM | 1099 | 0.0 | 402 | 0.0 | 1500 | 1099 | 0 | 402 | 0.53 | 0 | 64.3 | 42.5 | 41.4 | 16.7 | 16.7 |
| 3-4 PM | 1005 | 0.0 | 367 | 0.0 | 1500 | 1005 | 0 | 367 | 0.52 | 0 | 64.5 | 42.8 | 41.7 | 17.0 | 17.0 |
| 4-5 PM | 974 | 0.0 | 356 | 0.0 | 1500 | 974 | 0 | 356 | 0.52 | 0 | 64.6 | 42.9 | 41.8 | 17.1 | 17.1 |
| 5-6 PM | 899 | 0.0 | 329 | 0.0 | 1500 | 899 | 0 | 329 | 0.51 | 0 | 64.7 | 43.2 | 42.0 | 17.3 | 17.3 |
| 6-7 PM | 732 | 0.0 | 268 | 0.0 | 1500 | 732 | 0 | 268 | 0.49 | 0 | 65.0 | 43.7 | 42.7 | 17.8 | 17.8 |
| 7-8 PM | 549 | 0.0 | 201 | 0.0 | 1500 | 549 | 0 | 201 | 0.48 | 0 | 65.4 | 44.4 | 43.3 | 18.3 | 18.3 |
| 8-9 PM | 463 | 0.0 | 169 | 0.0 | 1500 | 463 | 0 | 169 | 0.47 | 0 | 65.5 | 44.8 | 43.7 | 18.6 | 18.6 |
| 9-10 PM | 321 | 0.0 | 118 | 0.0 | 1500 | 321 | 0 | 118 | 0.45 | 0 | 65.8 | 45.3 | 44.2 | 18.9 | 18.9 |
| 10-11 PM | 209 | 0.0 | 76 | 0.0 | 1500 | 209 | 0 | 76 | 0.44 | 0 | 66.0 | 45.7 | 44.6 | 19.3 | 19.3 |
| 11PM-MID | 110 | 0.0 | 40 | 0.0 | 1500 | 110 | 0 | 40 | 0.43 | 0 | 66.2 | 46.1 | 45.0 | 19.6 | 19.6 |

| *----- 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 | 0.0023 |
| MAIN ROUTE WITH WORKS | 0.0014 |
| DIVERSION | 0.0079 |

PIA: Personal Injury Accidents

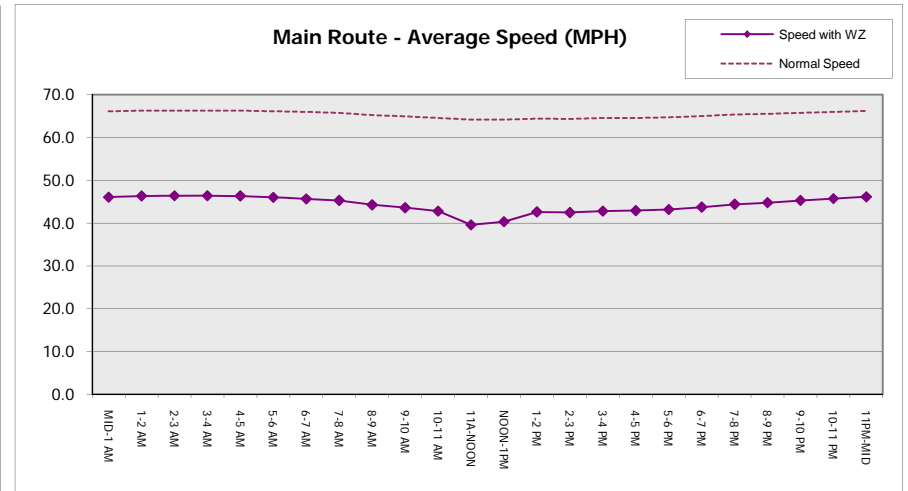
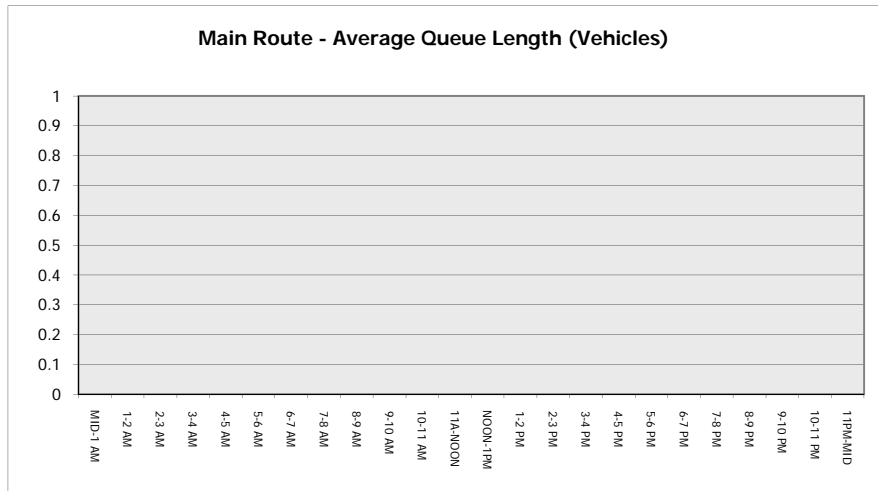
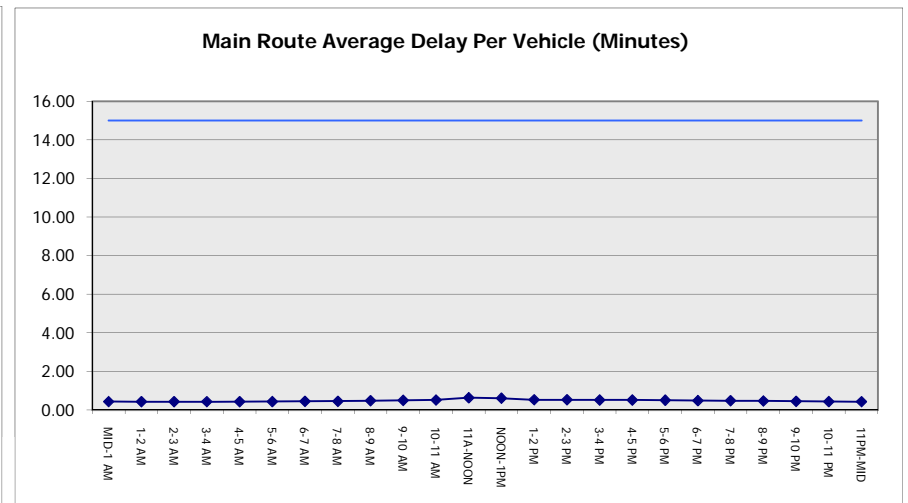
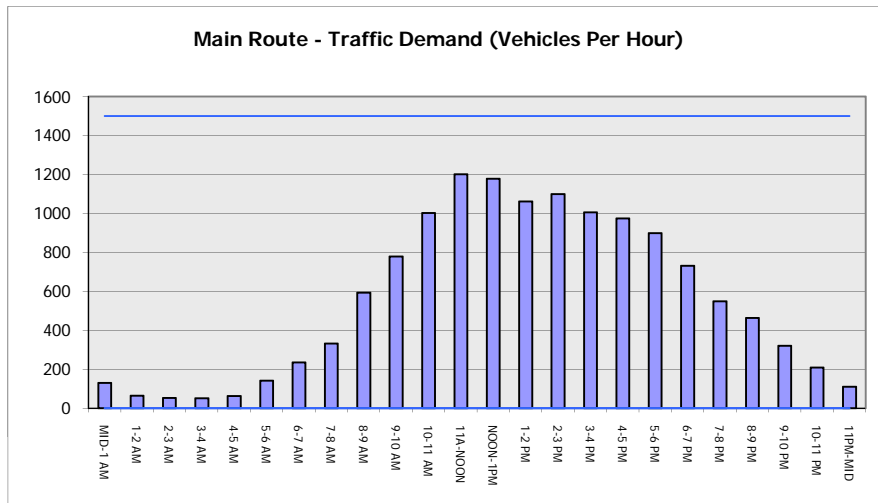
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,779 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 53: CTH OT TO IH 90 (LA CROSSE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 157 - CTH S**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| USH 53: CTH OT TO IH 90 (LA CROSSE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 157 - CTH S | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY NORTHBOUND 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 | 181 | 0.0 | 66 | 0.0 | 1500 | 181 | 0 | 66 | 0.44 | 0 | 66.1 | 45.8 | 44.8 | 19.4 | 19.4 |
| 1-2 AM | 118 | 0.0 | 44 | 0.0 | 1500 | 118 | 0 | 44 | 0.43 | 0 | 66.1 | 46.1 | 45.0 | 19.5 | 19.5 |
| 2-3 AM | 90 | 0.0 | 32 | 0.0 | 1500 | 90 | 0 | 32 | 0.43 | 0 | 66.2 | 46.2 | 45.1 | 19.6 | 19.6 |
| 3-4 AM | 50 | 0.0 | 18 | 0.0 | 1500 | 50 | 0 | 18 | 0.43 | 0 | 66.3 | 46.4 | 45.3 | 19.7 | 19.7 |
| 4-5 AM | 43 | 0.0 | 16 | 0.0 | 1500 | 43 | 0 | 16 | 0.43 | 0 | 66.3 | 46.4 | 45.3 | 19.7 | 19.7 |
| 5-6 AM | 55 | 0.0 | 20 | 0.0 | 1500 | 55 | 0 | 20 | 0.43 | 0 | 66.3 | 46.3 | 45.3 | 19.7 | 19.7 |
| 6-7 AM | 118 | 0.0 | 43 | 0.0 | 1500 | 118 | 0 | 43 | 0.43 | 0 | 66.1 | 46.1 | 45.0 | 19.6 | 19.6 |
| 7-8 AM | 254 | 0.0 | 92 | 0.0 | 1500 | 254 | 0 | 92 | 0.45 | 0 | 65.9 | 45.6 | 44.5 | 19.1 | 19.1 |
| 8-9 AM | 348 | 0.0 | 128 | 0.0 | 1500 | 348 | 0 | 128 | 0.46 | 0 | 65.8 | 45.2 | 44.1 | 18.9 | 18.9 |
| 9-10 AM | 518 | 0.0 | 190 | 0.0 | 1500 | 518 | 0 | 190 | 0.47 | 0 | 65.4 | 44.5 | 43.4 | 18.4 | 18.4 |
| 10-11 AM | 745 | 0.0 | 272 | 0.0 | 1500 | 745 | 0 | 272 | 0.49 | 0 | 65.0 | 43.7 | 42.6 | 17.8 | 17.8 |
| 11A-NOON | 903 | 0.0 | 331 | 0.0 | 1500 | 903 | 0 | 331 | 0.51 | 0 | 64.7 | 43.2 | 42.0 | 17.3 | 17.3 |
| NOON-1PM | 1000 | 0.0 | 365 | 0.0 | 1500 | 1000 | 0 | 365 | 0.52 | 0 | 64.5 | 42.8 | 41.7 | 17.0 | 17.0 |
| 1-2 PM | 1042 | 0.0 | 381 | 0.0 | 1500 | 1042 | 0 | 381 | 0.52 | 0 | 64.5 | 42.7 | 41.5 | 16.9 | 16.9 |
| 2-3 PM | 1006 | 0.0 | 368 | 0.0 | 1500 | 1006 | 0 | 368 | 0.52 | 0 | 64.5 | 42.8 | 41.7 | 17.0 | 17.0 |
| 3-4 PM | 1037 | 0.0 | 379 | 0.0 | 1500 | 1037 | 0 | 379 | 0.52 | 0 | 64.5 | 42.7 | 41.5 | 16.9 | 16.9 |
| 4-5 PM | 1049 | 0.0 | 383 | 0.0 | 1500 | 1049 | 0 | 383 | 0.52 | 0 | 64.5 | 42.6 | 41.5 | 16.8 | 16.8 |
| 5-6 PM | 946 | 0.0 | 346 | 0.0 | 1500 | 946 | 0 | 346 | 0.51 | 0 | 64.6 | 43.0 | 41.9 | 17.1 | 17.1 |
| 6-7 PM | 889 | 0.0 | 325 | 0.0 | 1500 | 889 | 0 | 325 | 0.51 | 0 | 64.7 | 43.2 | 42.0 | 17.3 | 17.3 |
| 7-8 PM | 682 | 0.0 | 250 | 0.0 | 1500 | 682 | 0 | 250 | 0.49 | 0 | 65.1 | 43.9 | 42.8 | 17.9 | 17.9 |
| 8-9 PM | 591 | 0.0 | 216 | 0.0 | 1500 | 591 | 0 | 216 | 0.48 | 0 | 65.3 | 44.3 | 43.2 | 18.2 | 18.2 |
| 9-10 PM | 400 | 0.0 | 146 | 0.0 | 1500 | 400 | 0 | 146 | 0.46 | 0 | 65.6 | 45.0 | 43.9 | 18.7 | 18.7 |
| 10-11 PM | 269 | 0.0 | 98 | 0.0 | 1500 | 269 | 0 | 98 | 0.45 | 0 | 65.9 | 45.5 | 44.4 | 19.1 | 19.1 |
| 11PM-MID | 162 | 0.0 | 59 | 0.0 | 1500 | 162 | 0 | 59 | 0.44 | 0 | 66.1 | 45.9 | 44.8 | 19.4 | 19.4 |

| *----- 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 | 0.0022 |
| MAIN ROUTE WITH WORKS | 0.0014 |
| DIVERSION | 0.0074 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,601 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 53: CTH OT TO IH 90 (LA CROSSE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 157 - CTH S**

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

