

| | |
|--|--|
| IH 39: STH 29E TO STH 34/CTH C (MARATHON COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: BUS 51, STH 29 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 154 | 0.0 | 78 | 0.0 | 1500 | 154 | 0 | 78 | 0.44 | 0 | 66.1 | 55.0 | 44.8 | 28.0 | 28.0 |
| 1-2 AM | 84 | 0.0 | 43 | 0.0 | 1500 | 84 | 0 | 43 | 0.43 | 0 | 66.2 | 55.3 | 45.1 | 28.8 | 28.8 |
| 2-3 AM | 66 | 0.0 | 34 | 0.0 | 1500 | 66 | 0 | 34 | 0.43 | 0 | 66.3 | 55.3 | 45.2 | 29.0 | 29.0 |
| 3-4 AM | 74 | 0.0 | 37 | 0.0 | 1500 | 74 | 0 | 37 | 0.43 | 0 | 66.3 | 55.3 | 45.2 | 28.9 | 28.9 |
| 4-5 AM | 109 | 0.0 | 56 | 0.0 | 1500 | 109 | 0 | 56 | 0.43 | 0 | 66.2 | 55.2 | 45.0 | 28.5 | 28.5 |
| 5-6 AM | 215 | 0.0 | 110 | 0.0 | 1500 | 215 | 0 | 110 | 0.44 | 0 | 66.0 | 54.8 | 44.6 | 27.3 | 27.3 |
| 6-7 AM | 334 | 0.0 | 170 | 0.0 | 1500 | 334 | 0 | 170 | 0.45 | 0 | 65.8 | 54.5 | 44.2 | 25.8 | 25.8 |
| 7-8 AM | 543 | 0.0 | 277 | 0.0 | 1500 | 543 | 0 | 277 | 0.48 | 0 | 65.4 | 53.8 | 43.3 | 23.3 | 23.3 |
| 8-9 AM | 823 | 0.0 | 420 | 0.0 | 1500 | 823 | 0 | 420 | 0.50 | 0 | 64.8 | 52.9 | 42.3 | 20.0 | 20.0 |
| 9-10 AM | 1161 | 0.0 | 593 | 0.0 | 1499 | 1161 | 0 | 593 | 0.61 | 0 | 64.2 | 50.4 | 39.1 | 16.8 | 16.8 |
| 10-11 AM | 1572 | 0.0 | 803 | 0.0 | 1499 | 1572 | 0 | 803+ | 1.63 | 19 | 63.5 | 36.9 | 30.8 | 13.1 | 13.1 |
| 11A-NOON | 1694 | 0.0 | 865 | 0.0 | 1500 | 1694 | 0 | 865+ | 6.90 | 169 | 63.2 | 15.7 | 30.8 | 12.2 | 12.2 |
| NOON-1PM | 1569 | 0.0 | 801 | 0.0 | 1499 | 1569 | 0 | 801+ | 12.54 | 311 | 63.5 | 10.6 | 30.8 | 13.2 | 13.7 |
| 1-2 PM | 1359 | 0.0 | 694 | 0.0 | 1499 | 1359 | 0 | 694 | 11.10 | 274 | 63.8 | 11.4 | 30.8 | 15.0 | 15.3 |
| 2-3 PM | 1256 | 0.0 | 641 | 0.0 | 1499 | 1256 | 0 | 641 | 2.86 | 80 | 64.0 | 28.2 | 34.0 | 15.9 | 15.9 |
| 3-4 PM | 1238 | 0.0 | 632 | 0.0 | 1500 | 1238 | 0 | 632 | 0.69 | 0 | 64.1 | 49.1 | 37.3 | 16.1 | 16.1 |
| 4-5 PM | 1025 | 0.0 | 524 | 0.0 | 1500 | 1025 | 0 | 524 | 0.52 | 0 | 64.5 | 52.3 | 41.6 | 18.1 | 18.1 |
| 5-6 PM | 931 | 0.0 | 475 | 0.0 | 1500 | 931 | 0 | 475 | 0.51 | 0 | 64.6 | 52.5 | 41.9 | 18.9 | 18.9 |
| 6-7 PM | 775 | 0.0 | 395 | 0.0 | 1500 | 775 | 0 | 395 | 0.50 | 0 | 65.0 | 53.0 | 42.5 | 20.6 | 20.6 |
| 7-8 PM | 652 | 0.0 | 332 | 0.0 | 1500 | 652 | 0 | 332 | 0.49 | 0 | 65.1 | 53.4 | 42.9 | 22.0 | 22.0 |
| 8-9 PM | 573 | 0.0 | 292 | 0.0 | 1500 | 573 | 0 | 292 | 0.48 | 0 | 65.3 | 53.7 | 43.2 | 23.0 | 23.0 |
| 9-10 PM | 564 | 0.0 | 288 | 0.0 | 1500 | 564 | 0 | 288 | 0.48 | 0 | 65.3 | 53.7 | 43.3 | 23.0 | 23.0 |
| 10-11 PM | 352 | 0.0 | 180 | 0.0 | 1500 | 352 | 0 | 180 | 0.46 | 0 | 65.7 | 54.4 | 44.1 | 25.6 | 25.6 |
| 11PM-MID | 273 | 0.0 | 139 | 0.0 | 1500 | 273 | 0 | 139 | 0.45 | 0 | 65.9 | 54.6 | 44.4 | 26.6 | 26.6 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0066 |
| MAIN ROUTE WITH WORKS | 0.0055 |
| DIVERSION | 0.0511 |

PIA: Personal Injury Accidents

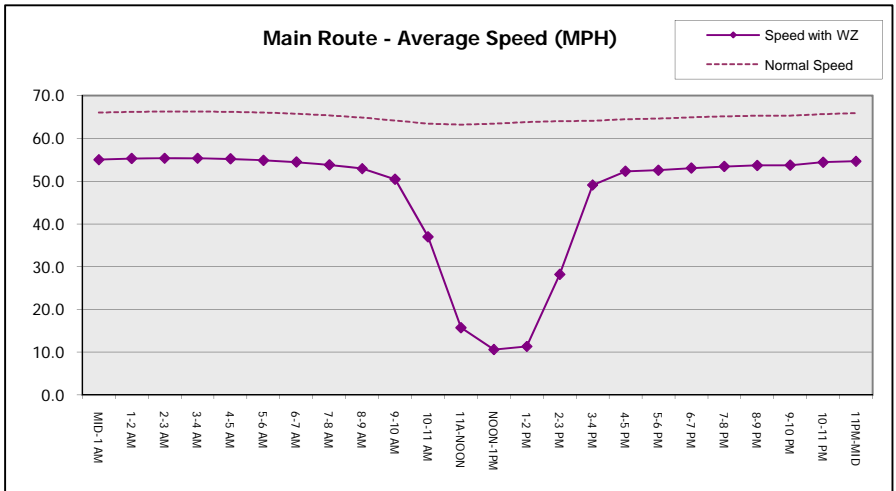
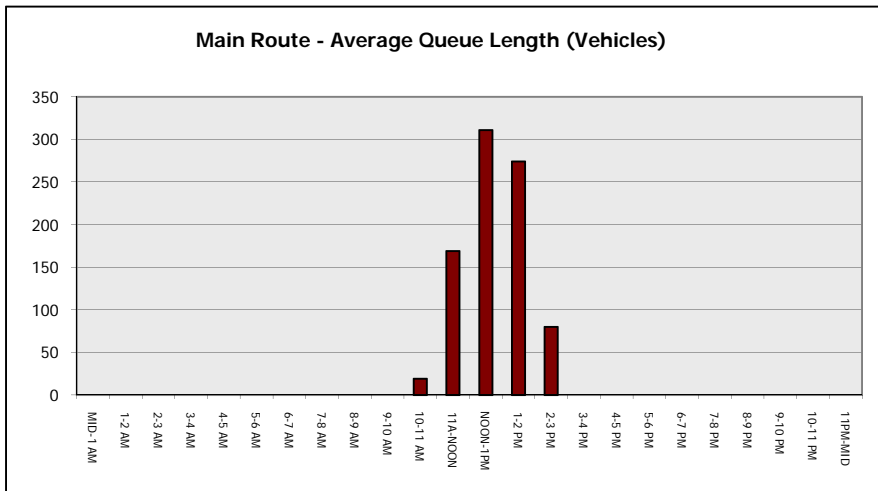
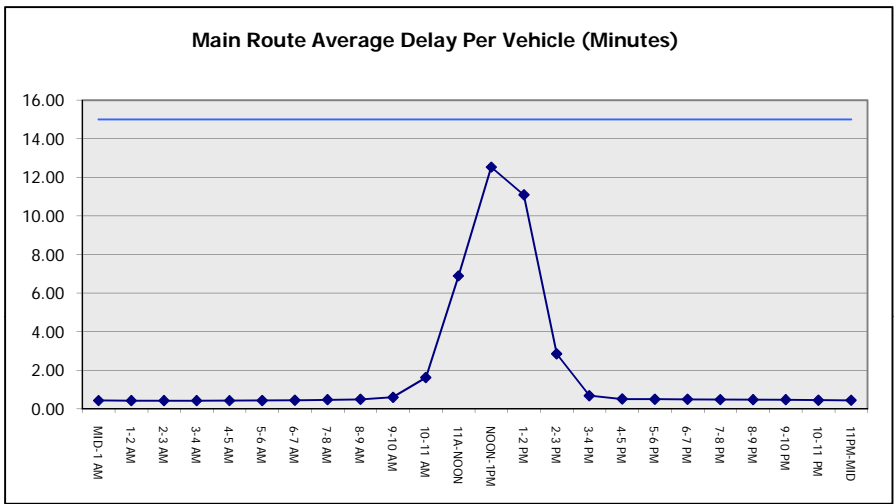
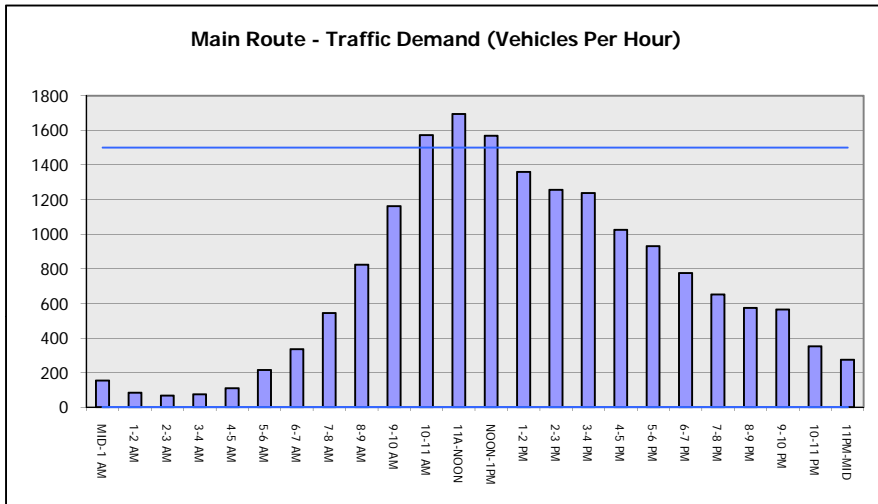
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$16,422 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39: STH 29E TO STH 34/CTH C (MARATHON COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: BUS 51, STH 29

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY SOUTHBOUND DIRECTION



| | |
|--|--|
| IH 39: STH 29E TO STH 34/CTH C (MARATHON COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: BUS 51, STH 29 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 231 | 0.0 | 117 | 0.0 | 1500 | 231 | 0 | 117 | 0.44 | 0 | 66.0 | 54.8 | 44.6 | 27.1 | 27.1 |
| 1-2 AM | 132 | 0.0 | 67 | 0.0 | 1500 | 132 | 0 | 67 | 0.44 | 0 | 66.1 | 55.1 | 45.0 | 28.3 | 28.3 |
| 2-3 AM | 113 | 0.0 | 58 | 0.0 | 1500 | 113 | 0 | 58 | 0.43 | 0 | 66.2 | 55.1 | 45.0 | 28.4 | 28.4 |
| 3-4 AM | 92 | 0.0 | 46 | 0.0 | 1500 | 92 | 0 | 46 | 0.43 | 0 | 66.2 | 55.3 | 45.1 | 28.8 | 28.8 |
| 4-5 AM | 106 | 0.0 | 55 | 0.0 | 1500 | 106 | 0 | 55 | 0.43 | 0 | 66.2 | 55.2 | 45.1 | 28.5 | 28.5 |
| 5-6 AM | 197 | 0.0 | 100 | 0.0 | 1500 | 197 | 0 | 100 | 0.44 | 0 | 66.0 | 54.9 | 44.7 | 27.4 | 27.4 |
| 6-7 AM | 337 | 0.0 | 172 | 0.0 | 1500 | 337 | 0 | 172 | 0.46 | 0 | 65.8 | 54.5 | 44.2 | 25.8 | 25.8 |
| 7-8 AM | 498 | 0.0 | 254 | 0.0 | 1500 | 498 | 0 | 254 | 0.47 | 0 | 65.5 | 53.9 | 43.5 | 23.8 | 23.8 |
| 8-9 AM | 761 | 0.0 | 388 | 0.0 | 1500 | 761 | 0 | 388 | 0.50 | 0 | 65.0 | 53.1 | 42.5 | 20.7 | 20.7 |
| 9-10 AM | 1052 | 0.0 | 537 | 0.0 | 1500 | 1052 | 0 | 537 | 0.52 | 0 | 64.4 | 52.2 | 41.5 | 17.8 | 17.8 |
| 10-11 AM | 1357 | 0.0 | 693 | 0.0 | 1499 | 1357 | 0 | 693 | 0.84 | 0 | 63.8 | 46.6 | 34.1 | 15.0 | 15.0 |
| 11A-NOON | 1520 | 0.0 | 776 | 0.0 | 1499 | 1520 | 0 | 776+ | 1.23 | 6 | 63.5 | 41.1 | 30.9 | 13.5 | 13.5 |
| NOON-1PM | 1596 | 0.0 | 814 | 0.0 | 1500 | 1596 | 0 | 814+ | 3.59 | 73 | 63.4 | 24.5 | 30.8 | 12.9 | 12.9 |
| 1-2 PM | 1512 | 0.0 | 772 | 0.0 | 1499 | 1512 | 0 | 772+ | 5.98 | 133 | 63.6 | 17.5 | 30.8 | 13.5 | 13.6 |
| 2-3 PM | 1370 | 0.0 | 699 | 0.0 | 1499 | 1370 | 0 | 699 | 3.53 | 77 | 63.8 | 24.8 | 31.7 | 14.8 | 14.8 |
| 3-4 PM | 1222 | 0.0 | 624 | 0.0 | 1500 | 1222 | 0 | 624 | 0.66 | 0 | 64.1 | 49.4 | 37.8 | 16.3 | 16.2 |
| 4-5 PM | 1035 | 0.0 | 528 | 0.0 | 1500 | 1035 | 0 | 528 | 0.52 | 0 | 64.5 | 52.2 | 41.5 | 18.0 | 18.0 |
| 5-6 PM | 921 | 0.0 | 470 | 0.0 | 1500 | 921 | 0 | 470 | 0.51 | 0 | 64.6 | 52.6 | 42.0 | 19.1 | 19.1 |
| 6-7 PM | 800 | 0.0 | 408 | 0.0 | 1500 | 800 | 0 | 408 | 0.50 | 0 | 64.9 | 53.0 | 42.4 | 20.3 | 20.3 |
| 7-8 PM | 603 | 0.0 | 308 | 0.0 | 1500 | 603 | 0 | 308 | 0.48 | 0 | 65.3 | 53.6 | 43.1 | 22.6 | 22.6 |
| 8-9 PM | 527 | 0.0 | 269 | 0.0 | 1500 | 527 | 0 | 269 | 0.47 | 0 | 65.4 | 53.8 | 43.4 | 23.5 | 23.5 |
| 9-10 PM | 493 | 0.0 | 252 | 0.0 | 1500 | 493 | 0 | 252 | 0.47 | 0 | 65.5 | 53.9 | 43.5 | 23.9 | 23.9 |
| 10-11 PM | 349 | 0.0 | 178 | 0.0 | 1500 | 349 | 0 | 178 | 0.46 | 0 | 65.8 | 54.4 | 44.1 | 25.6 | 25.6 |
| 11PM-MID | 259 | 0.0 | 132 | 0.0 | 1500 | 259 | 0 | 132 | 0.45 | 0 | 65.9 | 54.7 | 44.5 | 26.7 | 26.7 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0065 |
| MAIN ROUTE WITH WORKS | 0.0054 |
| DIVERSION | 0.0502 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$7,829 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39: STH 29E TO STH 34/CTH C (MARATHON COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: BUS 51, STH 29

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

