

| | |
|---|--|
| IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: BELTLINE - USH 51 - STH 30 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 655 | 0.0 | 343 | 0.0 | 3000 | 655 | 0 | 343 | 0.36 | 0 | 69.9 | 63.3 | 49.7 | 33.3 | 33.3 |
| 1-2 AM | 431 | 0.0 | 226 | 0.0 | 3000 | 431 | 0 | 226 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.8 | 33.8 |
| 2-3 AM | 354 | 0.0 | 186 | 0.0 | 3000 | 354 | 0 | 186 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.0 | 34.0 |
| 3-4 AM | 323 | 0.0 | 170 | 0.0 | 3000 | 323 | 0 | 170 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.1 | 34.1 |
| 4-5 AM | 363 | 0.0 | 190 | 0.0 | 3000 | 363 | 0 | 190 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.0 | 34.0 |
| 5-6 AM | 632 | 0.0 | 332 | 0.0 | 3000 | 632 | 0 | 332 | 0.36 | 0 | 69.9 | 63.3 | 49.7 | 33.4 | 33.4 |
| 6-7 AM | 1119 | 0.0 | 587 | 0.0 | 3000 | 1119 | 0 | 587 | 0.35 | 0 | 69.4 | 63.0 | 49.7 | 32.4 | 32.4 |
| 7-8 AM | 1767 | 0.0 | 926 | 0.0 | 3000 | 1767 | 0 | 926 | 0.34 | 0 | 68.6 | 62.5 | 49.7 | 30.9 | 30.9 |
| 8-9 AM | 2297 | 0.0 | 1204 | 0.0 | 3000 | 2297 | 0 | 1204+ | 0.33 | 0 | 67.9 | 62.1 | 49.7 | 29.7 | 29.7 |
| 9-10 AM | 2678 | 0.0 | 1404 | 0.0 | 2999 | 2678 | 0 | 1404+ | 0.52 | 0 | 67.4 | 58.9 | 43.0 | 28.9 | 28.9 |
| 10-11 AM | 2989 | 0.0 | 1568 | 0.0 | 2999 | 2989 | 0 | 1568+ | 0.80 | 5 | 67.0 | 54.8 | 37.8 | 28.3 | 28.3 |
| 11A-NOON | 3087 | 0.0 | 1619 | 0.0 | 3000 | 3087 | 0 | 1619+ | 1.82 | 62 | 66.9 | 44.3 | 37.3 | 28.0 | 28.0 |
| NOON-1PM | 3036 | 0.0 | 1592 | 0.0 | 2999 | 3036 | 0 | 1592+ | 3.07 | 129 | 66.9 | 36.1 | 37.3 | 28.1 | 28.1 |
| 1-2 PM | 2950 | 0.0 | 1547 | 0.0 | 2999 | 2950 | 0 | 1547+ | 2.98 | 124 | 67.1 | 36.6 | 37.3 | 28.3 | 28.3 |
| 2-3 PM | 2817 | 0.0 | 1478 | 0.0 | 2999 | 2817 | 0 | 1478+ | 1.06 | 26 | 67.3 | 51.9 | 39.5 | 28.6 | 28.6 |
| 3-4 PM | 2795 | 0.0 | 1465 | 0.0 | 3000 | 2795 | 0 | 1465+ | 0.59 | 0 | 67.3 | 57.6 | 40.7 | 28.7 | 28.7 |
| 4-5 PM | 2613 | 0.0 | 1370 | 0.0 | 3000 | 2613 | 0 | 1370+ | 0.48 | 0 | 67.5 | 59.6 | 44.3 | 29.1 | 29.1 |
| 5-6 PM | 2305 | 0.0 | 1209 | 0.0 | 3000 | 2305 | 0 | 1209+ | 0.33 | 0 | 67.9 | 62.1 | 49.7 | 29.7 | 29.7 |
| 6-7 PM | 1955 | 0.0 | 1024 | 0.0 | 3000 | 1955 | 0 | 1024 | 0.34 | 0 | 68.3 | 62.3 | 49.7 | 30.5 | 30.5 |
| 7-8 PM | 1658 | 0.0 | 870 | 0.0 | 3000 | 1658 | 0 | 870 | 0.34 | 0 | 68.7 | 62.6 | 49.7 | 31.2 | 31.2 |
| 8-9 PM | 1381 | 0.0 | 724 | 0.0 | 3000 | 1381 | 0 | 724 | 0.34 | 0 | 69.0 | 62.8 | 49.7 | 31.7 | 31.7 |
| 9-10 PM | 1215 | 0.0 | 637 | 0.0 | 3000 | 1215 | 0 | 637 | 0.35 | 0 | 69.2 | 62.9 | 49.7 | 32.1 | 32.1 |
| 10-11 PM | 933 | 0.0 | 489 | 0.0 | 3000 | 933 | 0 | 489 | 0.35 | 0 | 69.6 | 63.2 | 49.7 | 32.7 | 32.7 |
| 11PM-MID | 706 | 0.0 | 370 | 0.0 | 3000 | 706 | 0 | 370 | 0.36 | 0 | 69.9 | 63.3 | 49.7 | 33.2 | 33.2 |

+ 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 | 0.0261 |
| MAIN ROUTE WITH WORKS | 0.0234 |
| DIVERSION | 0.2256 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$10,371 |
| CONGESTED HOURS PER DAY* | 0 |

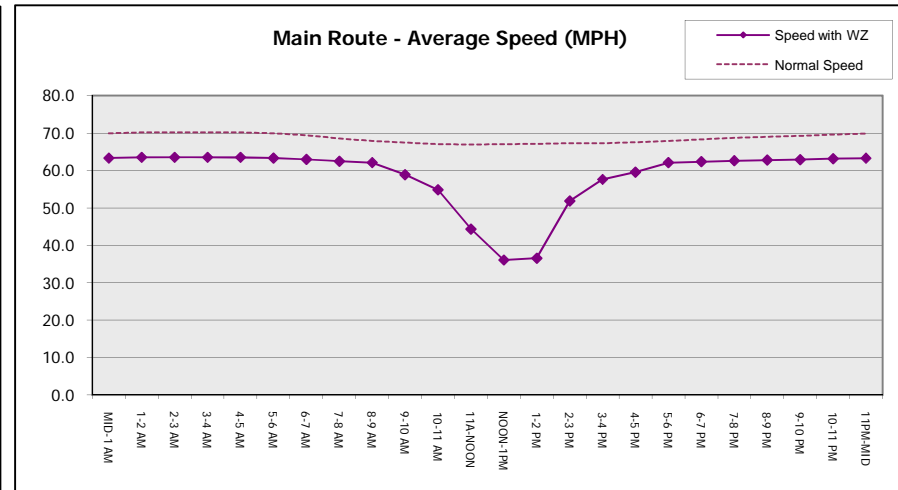
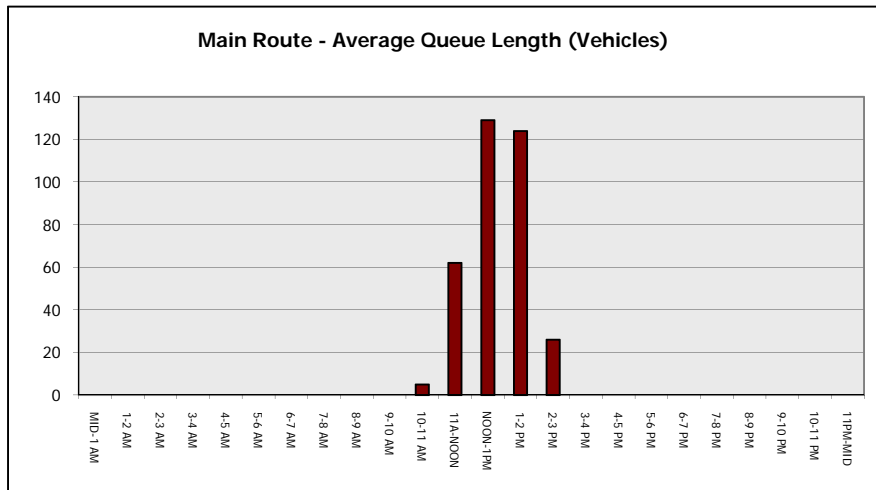
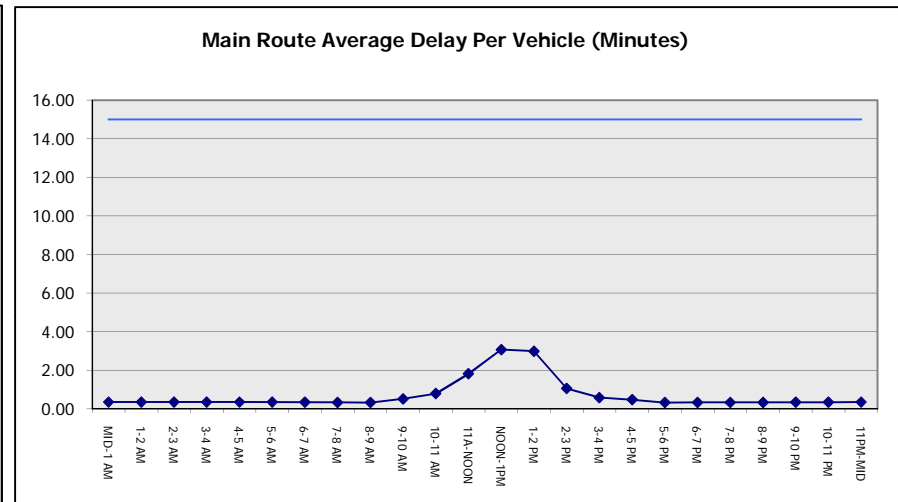
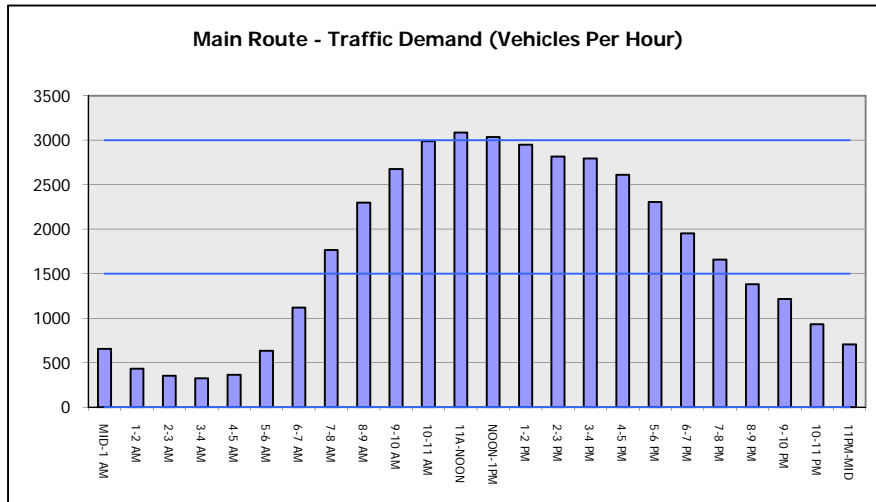
*Delays Exceeding 15 Minutes

IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: BELTLINE - USH 51 - STH 30

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: BELTLINE - USH 51 - STH 30 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 536 | 0.0 | 280 | 0.0 | 3000 | 536 | 0 | 280 | 0.36 | 0 | 70.0 | 63.5 | 49.7 | 33.6 | 33.6 |
| 1-2 AM | 345 | 0.0 | 181 | 0.0 | 3000 | 345 | 0 | 181 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.0 | 34.0 |
| 2-3 AM | 304 | 0.0 | 159 | 0.0 | 3000 | 304 | 0 | 159 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.1 | 34.1 |
| 3-4 AM | 289 | 0.0 | 152 | 0.0 | 3000 | 289 | 0 | 152 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.2 | 34.2 |
| 4-5 AM | 324 | 0.0 | 170 | 0.0 | 3000 | 324 | 0 | 170 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 34.1 | 34.1 |
| 5-6 AM | 447 | 0.0 | 234 | 0.0 | 3000 | 447 | 0 | 234 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.8 | 33.8 |
| 6-7 AM | 803 | 0.0 | 421 | 0.0 | 3000 | 803 | 0 | 421 | 0.35 | 0 | 69.7 | 63.2 | 49.7 | 33.0 | 33.0 |
| 7-8 AM | 1321 | 0.0 | 693 | 0.0 | 3000 | 1321 | 0 | 693 | 0.35 | 0 | 69.1 | 62.8 | 49.7 | 31.9 | 31.9 |
| 8-9 AM | 1804 | 0.0 | 946 | 0.0 | 3000 | 1804 | 0 | 946 | 0.34 | 0 | 68.5 | 62.5 | 49.7 | 30.9 | 30.9 |
| 9-10 AM | 2139 | 0.0 | 1122 | 0.0 | 3000 | 2139 | 0 | 1122 | 0.33 | 0 | 68.1 | 62.2 | 49.7 | 30.1 | 30.1 |
| 10-11 AM | 2441 | 0.0 | 1280 | 0.0 | 3000 | 2441 | 0 | 1280+ | 0.36 | 0 | 67.7 | 61.4 | 48.3 | 29.4 | 29.4 |
| 11A-NOON | 2588 | 0.0 | 1357 | 0.0 | 3000 | 2588 | 0 | 1357+ | 0.46 | 0 | 67.5 | 59.8 | 44.8 | 29.1 | 29.1 |
| NOON-1PM | 2681 | 0.0 | 1405 | 0.0 | 3000 | 2681 | 0 | 1405+ | 0.52 | 0 | 67.4 | 58.8 | 42.8 | 28.9 | 28.9 |
| 1-2 PM | 2595 | 0.0 | 1360 | 0.0 | 3000 | 2595 | 0 | 1360+ | 0.46 | 0 | 67.5 | 59.7 | 44.6 | 29.1 | 29.1 |
| 2-3 PM | 2545 | 0.0 | 1334 | 0.0 | 3000 | 2545 | 0 | 1334+ | 0.43 | 0 | 67.6 | 60.2 | 45.8 | 29.2 | 29.2 |
| 3-4 PM | 2499 | 0.0 | 1310 | 0.0 | 3000 | 2499 | 0 | 1310+ | 0.40 | 0 | 67.6 | 60.7 | 46.8 | 29.3 | 29.3 |
| 4-5 PM | 2470 | 0.0 | 1295 | 0.0 | 3000 | 2470 | 0 | 1295+ | 0.38 | 0 | 67.7 | 61.0 | 47.5 | 29.4 | 29.4 |
| 5-6 PM | 2251 | 0.0 | 1180 | 0.0 | 3000 | 2251 | 0 | 1180 | 0.33 | 0 | 67.9 | 62.1 | 49.7 | 29.9 | 29.9 |
| 6-7 PM | 1880 | 0.0 | 986 | 0.0 | 3000 | 1880 | 0 | 986 | 0.34 | 0 | 68.4 | 62.4 | 49.7 | 30.7 | 30.7 |
| 7-8 PM | 1607 | 0.0 | 842 | 0.0 | 3000 | 1607 | 0 | 842 | 0.34 | 0 | 68.7 | 62.6 | 49.7 | 31.2 | 31.2 |
| 8-9 PM | 1460 | 0.0 | 765 | 0.0 | 3000 | 1460 | 0 | 765 | 0.34 | 0 | 68.9 | 62.7 | 49.7 | 31.6 | 31.6 |
| 9-10 PM | 1289 | 0.0 | 675 | 0.0 | 3000 | 1289 | 0 | 675 | 0.35 | 0 | 69.1 | 62.8 | 49.7 | 32.0 | 32.0 |
| 10-11 PM | 1059 | 0.0 | 556 | 0.0 | 3000 | 1059 | 0 | 556 | 0.35 | 0 | 69.4 | 63.0 | 49.7 | 32.5 | 32.5 |
| 11PM-MID | 728 | 0.0 | 381 | 0.0 | 3000 | 728 | 0 | 381 | 0.35 | 0 | 69.8 | 63.3 | 49.7 | 33.2 | 33.2 |

+ 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 | 0.0232 |
| MAIN ROUTE WITH WORKS | 0.0208 |
| DIVERSION | 0.2000 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$3,682 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: BELTLINE - USH 51 - STH 30

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

