

| | |
|--|--|
| IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: IH 39 - USH 12 - STH 73 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 239 | 0.0 | 52 | 0.0 | 1500 | 239 | 0 | 52 | 0.45 | 0 | 66.0 | 62.9 | 44.5 | 44.0 | 44.0 |
| 1-2 AM | 134 | 0.0 | 29 | 0.0 | 1500 | 134 | 0 | 29 | 0.44 | 0 | 66.1 | 63.2 | 45.0 | 44.3 | 44.3 |
| 2-3 AM | 100 | 0.0 | 22 | 0.0 | 1500 | 100 | 0 | 22 | 0.43 | 0 | 66.2 | 63.2 | 45.1 | 44.4 | 44.4 |
| 3-4 AM | 92 | 0.0 | 20 | 0.0 | 1500 | 92 | 0 | 20 | 0.43 | 0 | 66.2 | 63.2 | 45.1 | 44.4 | 44.4 |
| 4-5 AM | 104 | 0.0 | 23 | 0.0 | 1500 | 104 | 0 | 23 | 0.43 | 0 | 66.2 | 63.2 | 45.1 | 44.4 | 44.4 |
| 5-6 AM | 225 | 0.0 | 49 | 0.0 | 1500 | 225 | 0 | 49 | 0.44 | 0 | 66.0 | 62.9 | 44.6 | 44.0 | 44.0 |
| 6-7 AM | 367 | 0.0 | 80 | 0.0 | 1500 | 367 | 0 | 80 | 0.46 | 0 | 65.7 | 62.6 | 44.0 | 43.6 | 43.6 |
| 7-8 AM | 663 | 0.0 | 144 | 0.0 | 1500 | 663 | 0 | 144 | 0.49 | 0 | 65.1 | 61.9 | 42.9 | 42.7 | 42.7 |
| 8-9 AM | 1013 | 0.0 | 221 | 0.0 | 1499 | 1013 | 0 | 221 | 0.52 | 0 | 64.5 | 61.1 | 41.6 | 41.5 | 41.5 |
| 9-10 AM | 1469 | 0.0 | 320 | 0.0 | 1499 | 1469 | 0 | 320 | 1.25 | 8 | 63.7 | 56.3 | 32.3 | 40.2 | 40.2 |
| 10-11 AM | 1834 | 0.0 | 400 | 0.0 | 1500 | 1834 | 0 | 400 | 7.24 | 185 | 63.0 | 36.0 | 30.8 | 39.0 | 39.0 |
| 11A-NOON | 2025 | 0.0 | 442 | 0.0 | 1500 | 1875 | 150 | 591 | 22.47 | 595 | 62.6 | 18.8 | 30.8 | 38.4 | 36.3 |
| NOON-1PM | 1890 | 0.0 | 412 | 0.0 | 1499 | 1466 | 424 | 836 | 28.03 | 731 | 62.8 | 16.1 | 30.8 | 38.8 | 32.8 |
| 1-2 PM | 1803 | 0.0 | 393 | 0.0 | 1500 | 1458 | 345 | 738 | 26.51 | 690 | 63.0 | 16.8 | 30.8 | 39.1 | 34.2 |
| 2-3 PM | 1712 | 0.0 | 374 | 0.0 | 1500 | 1461 | 251 | 625 | 24.91 | 646 | 63.2 | 17.6 | 30.8 | 39.4 | 35.8 |
| 3-4 PM | 1702 | 0.0 | 371 | 0.0 | 1500 | 1506 | 196 | 568 | 24.15 | 625 | 63.2 | 17.9 | 30.8 | 39.4 | 36.6 |
| 4-5 PM | 1964 | 0.0 | 428 | 0.0 | 1500 | 1622 | 342 | 770 | 26.96 | 703 | 62.7 | 16.5 | 30.8 | 38.6 | 33.7 |
| 5-6 PM | 2034 | 0.0 | 444 | 0.0 | 1500 | 1516 | 518 | 961 | 30.15 | 789 | 62.6 | 15.2 | 30.8 | 38.4 | 31.0 |
| 6-7 PM | 1391 | 0.0 | 303 | 0.0 | 1500 | 1195 | 196 | 499 | 23.09 | 602 | 63.8 | 18.6 | 30.8 | 40.4 | 37.6 |
| 7-8 PM | 1170 | 0.0 | 255 | 0.0 | 1499 | 1170 | 0 | 255 | 12.24 | 318 | 64.2 | 27.9 | 31.9 | 41.0 | 41.0 |
| 8-9 PM | 917 | 0.0 | 200 | 0.0 | 1500 | 917 | 0 | 200 | 1.08 | 18 | 64.7 | 58.0 | 41.9 | 41.9 | 41.9 |
| 9-10 PM | 612 | 0.0 | 134 | 0.0 | 1500 | 612 | 0 | 134 | 0.48 | 0 | 65.3 | 62.0 | 43.1 | 42.8 | 42.8 |
| 10-11 PM | 389 | 0.0 | 85 | 0.0 | 1500 | 389 | 0 | 85 | 0.46 | 0 | 65.6 | 62.5 | 43.9 | 43.5 | 43.5 |
| 11PM-MID | 261 | 0.0 | 57 | 0.0 | 1500 | 261 | 0 | 57 | 0.45 | 0 | 65.9 | 62.8 | 44.5 | 43.9 | 43.9 |

| *----- 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 | 0.0387 |
| MAIN ROUTE WITH WORKS | 0.0334 |
| DIVERSION | 0.0583 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$130,760 |
| CONGESTED HOURS PER DAY* | 8 |

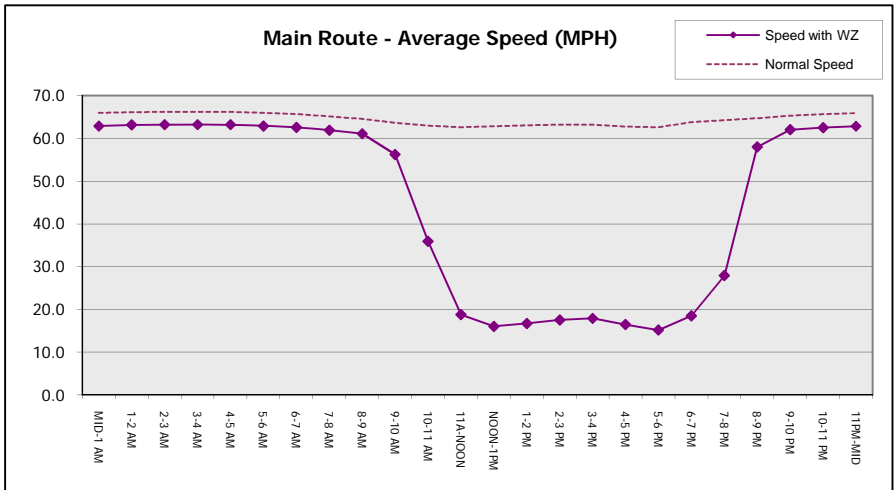
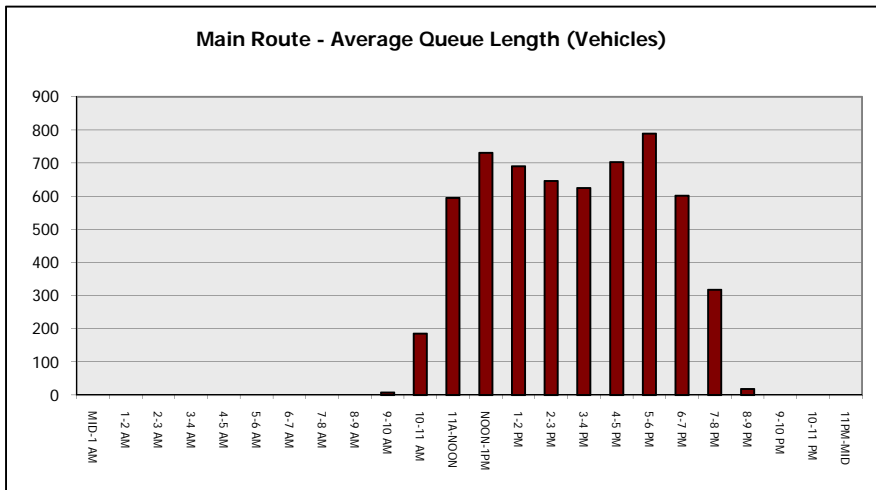
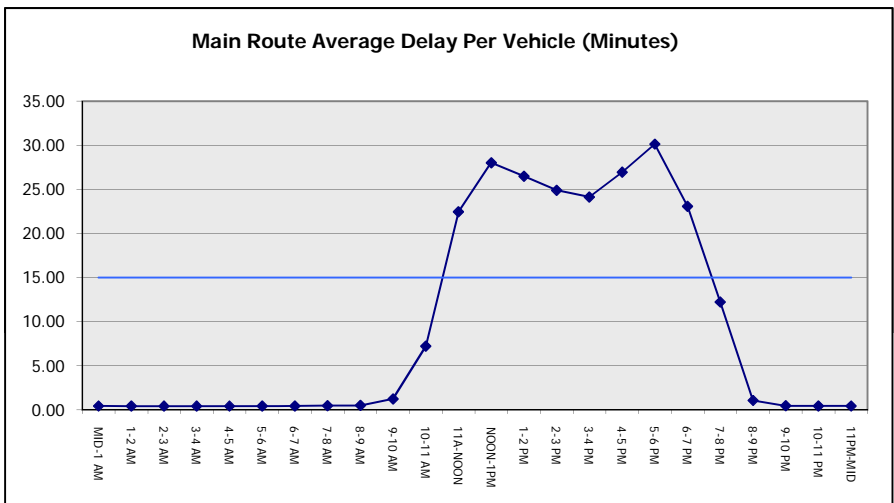
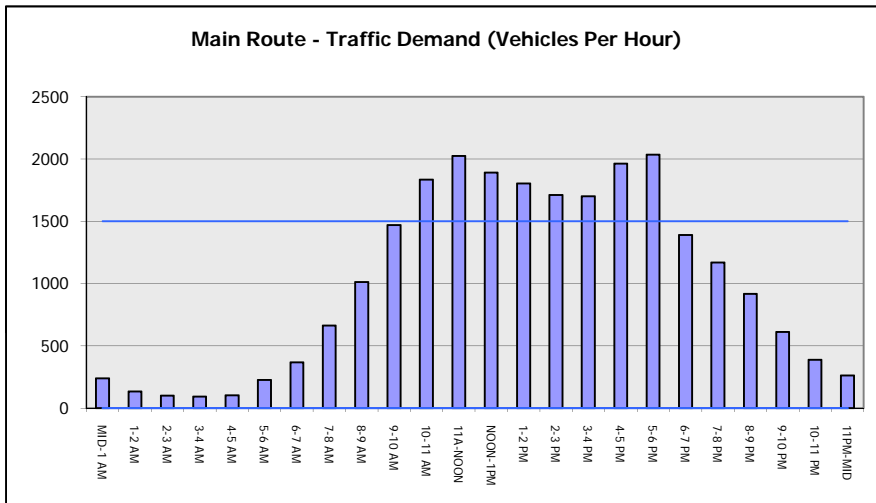
*Delays Exceeding 15 Minutes

**IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: IH 39 - USH 12 - STH 73**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: IH 39 - USH 12 - STH 73 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | AVERAGE SPEEDS IN MPH | | | 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 | | 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 | 232 | 0.0 | 50 | 0.0 | 1500 | 232 | 0 | 50 | 0.45 | 0 | 66.0 | 62.9 | 44.5 | 44.0 | 44.0 |
| 1-2 AM | 143 | 0.0 | 31 | 0.0 | 1500 | 143 | 0 | 31 | 0.44 | 0 | 66.1 | 63.1 | 44.9 | 44.3 | 44.3 |
| 2-3 AM | 113 | 0.0 | 25 | 0.0 | 1500 | 113 | 0 | 25 | 0.43 | 0 | 66.2 | 63.2 | 45.0 | 44.3 | 44.3 |
| 3-4 AM | 85 | 0.0 | 19 | 0.0 | 1500 | 85 | 0 | 19 | 0.43 | 0 | 66.2 | 63.2 | 45.1 | 44.5 | 44.5 |
| 4-5 AM | 108 | 0.0 | 23 | 0.0 | 1500 | 108 | 0 | 23 | 0.43 | 0 | 66.2 | 63.2 | 45.1 | 44.4 | 44.4 |
| 5-6 AM | 156 | 0.0 | 33 | 0.0 | 1500 | 156 | 0 | 33 | 0.44 | 0 | 66.1 | 63.1 | 44.8 | 44.2 | 44.2 |
| 6-7 AM | 252 | 0.0 | 55 | 0.0 | 1500 | 252 | 0 | 55 | 0.45 | 0 | 65.9 | 62.8 | 44.5 | 43.9 | 43.9 |
| 7-8 AM | 443 | 0.0 | 96 | 0.0 | 1500 | 443 | 0 | 96 | 0.47 | 0 | 65.6 | 62.4 | 43.7 | 43.3 | 43.3 |
| 8-9 AM | 760 | 0.0 | 165 | 0.0 | 1500 | 760 | 0 | 165 | 0.50 | 0 | 65.0 | 61.7 | 42.5 | 42.4 | 42.4 |
| 9-10 AM | 1302 | 0.0 | 284 | 0.0 | 1499 | 1302 | 0 | 284 | 0.76 | 0 | 64.0 | 59.2 | 35.9 | 40.7 | 40.7 |
| 10-11 AM | 1894 | 0.0 | 413 | 0.0 | 1499 | 1894 | 0 | 413 | 6.20 | 164 | 62.8 | 38.3 | 30.8 | 38.8 | 38.8 |
| 11A-NOON | 2330 | 0.0 | 509 | 0.0 | 1500 | 2021 | 309 | 817 | 26.20 | 705 | 62.0 | 16.8 | 30.8 | 37.4 | 33.0 |
| NOON-1PM | 2193 | 0.0 | 478 | 0.0 | 1500 | 1489 | 705 | 1183 | 34.62 | 911 | 62.3 | 13.7 | 30.8 | 37.9 | 27.9 |
| 1-2 PM | 2251 | 0.0 | 491 | 0.0 | 1500 | 1540 | 711 | 1202+ | 35.04 | 923 | 62.2 | 13.5 | 30.8 | 37.7 | 27.6 |
| 2-3 PM | 2304 | 0.0 | 502 | 0.0 | 1500 | 1539 | 765 | 1267+ | 36.59 | 965 | 62.1 | 13.0 | 30.8 | 37.6 | 26.6 |
| 3-4 PM | 2280 | 0.0 | 497 | 0.0 | 1500 | 1497 | 783 | 1280+ | 36.90 | 973 | 62.2 | 13.0 | 30.8 | 37.6 | 26.5 |
| 4-5 PM | 2488 | 0.0 | 543 | 0.0 | 1500 | 1636 | 852 | 1395+ | 39.81 | 1057 | 61.0 | 12.2 | 30.8 | 36.9 | 24.8 |
| 5-6 PM | 2305 | 0.0 | 503 | 0.0 | 1500 | 1394 | 912 | 1415+ | 40.55 | 1073 | 62.1 | 12.0 | 30.8 | 37.6 | 24.5 |
| 6-7 PM | 1992 | 0.0 | 434 | 0.0 | 1500 | 1279 | 713 | 1148 | 33.89 | 893 | 62.7 | 13.9 | 30.8 | 38.5 | 28.4 |
| 7-8 PM | 1837 | 0.0 | 401 | 0.0 | 1498 | 1384 | 452 | 852 | 28.35 | 739 | 63.0 | 16.0 | 30.7 | 39.0 | 32.5 |
| 8-9 PM | 1333 | 0.0 | 291 | 0.0 | 1500 | 1234 | 99 | 390 | 20.99 | 543 | 63.9 | 19.9 | 30.8 | 40.6 | 39.2 |
| 9-10 PM | 870 | 0.0 | 189 | 0.0 | 1499 | 870 | 0 | 189 | 4.54 | 149 | 64.8 | 43.6 | 38.9 | 42.0 | 42.0 |
| 10-11 PM | 586 | 0.0 | 128 | 0.0 | 1500 | 586 | 0 | 128 | 0.48 | 0 | 65.3 | 62.1 | 43.2 | 42.9 | 42.9 |
| 11PM-MID | 358 | 0.0 | 78 | 0.0 | 1500 | 358 | 0 | 78 | 0.46 | 0 | 65.7 | 62.6 | 44.0 | 43.6 | 43.6 |

+ 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 | 0.0460 |
| MAIN ROUTE WITH WORKS | 0.0344 |
| DIVERSION | 0.0952 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$237,490 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding 15 Minutes

IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: IH 39 - USH 12 - STH 73

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

