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| IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: IH 39 - USH 12 - STH 73 | AUGUST |
| | 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 | 412 | 0.0 | 90 | 0.0 | OFF | 412 | 0 | 90 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 43.4 | 43.4 |
| 1-2 AM | 222 | 0.0 | 48 | 0.0 | OFF | 222 | 0 | 48 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 44.0 | 44.0 |
| 2-3 AM | 113 | 0.0 | 24 | 0.0 | OFF | 113 | 0 | 24 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | 44.3 | 44.3 |
| 3-4 AM | 92 | 0.0 | 20 | 0.0 | OFF | 92 | 0 | 20 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | 44.4 | 44.4 |
| 4-5 AM | 94 | 0.0 | 21 | 0.0 | OFF | 94 | 0 | 21 | 0.00 | 0 | 66.2 | 66.2 | 66.2 | 44.4 | 44.4 |
| 5-6 AM | 161 | 0.0 | 36 | 0.0 | OFF | 161 | 0 | 36 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 44.2 | 44.2 |
| 6-7 AM | 307 | 0.0 | 67 | 0.0 | OFF | 307 | 0 | 67 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 43.8 | 43.8 |
| 7-8 AM | 584 | 0.0 | 128 | 0.0 | OFF | 584 | 0 | 128 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 42.9 | 42.9 |
| 8-9 AM | 982 | 0.0 | 214 | 0.0 | OFF | 982 | 0 | 214 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 41.7 | 41.7 |
| 9-10 AM | 1489 | 0.0 | 324 | 0.0 | 1499 | 1489 | 0 | 324 | 1.44 | 15 | 63.6 | 55.2 | 32.4 | 40.1 | 40.1 |
| 10-11 AM | 2047 | 0.0 | 447 | 0.0 | 1500 | 2047 | 0 | 447 | 10.96 | 306 | 62.6 | 29.3 | 30.8 | 38.4 | 38.4 |
| 11A-NOON | 2366 | 0.0 | 516 | 0.0 | 1499 | 1863 | 503 | 1019 | 31.14 | 826 | 62.0 | 14.8 | 30.8 | 37.4 | 30.2 |
| NOON-1PM | 2285 | 0.0 | 499 | 0.0 | 1499 | 1498 | 787 | 1287+ | 37.07 | 978 | 62.1 | 12.9 | 30.8 | 37.6 | 26.4 |
| 1-2 PM | 2125 | 0.0 | 463 | 0.0 | 1499 | 1399 | 726 | 1189 | 34.78 | 916 | 62.4 | 13.6 | 30.8 | 38.1 | 27.8 |
| 2-3 PM | 2074 | 0.0 | 452 | 0.0 | 1499 | 1456 | 618 | 1070 | 32.23 | 846 | 62.5 | 14.5 | 30.8 | 38.3 | 29.5 |
| 3-4 PM | 1979 | 0.0 | 432 | 0.0 | 1499 | 1446 | 533 | 965 | 30.23 | 791 | 62.7 | 15.2 | 30.8 | 38.6 | 31.0 |
| 4-5 PM | 2027 | 0.0 | 443 | 0.0 | 1499 | 1522 | 505 | 947 | 29.90 | 782 | 62.6 | 15.3 | 30.8 | 38.4 | 31.2 |
| 5-6 PM | 2003 | 0.0 | 436 | 0.0 | 1499 | 1472 | 531 | 967 | 30.26 | 792 | 62.7 | 15.2 | 30.8 | 38.5 | 30.9 |
| 6-7 PM | 1558 | 0.0 | 340 | 0.0 | 1499 | 1288 | 270 | 610 | 24.76 | 644 | 63.5 | 17.6 | 30.8 | 39.9 | 36.0 |
| 7-8 PM | 1328 | 0.0 | 290 | 0.0 | OFF | 1328 | 0 | 290 | 1.01 | 57 | 63.9 | 57.8 | 57.8 | 40.6 | 40.6 |
| 8-9 PM | 1106 | 0.0 | 242 | 0.0 | OFF | 1106 | 0 | 242 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 41.3 | 41.3 |
| 9-10 PM | 809 | 0.0 | 177 | 0.0 | OFF | 809 | 0 | 177 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | 42.2 | 42.2 |
| 10-11 PM | 581 | 0.0 | 127 | 0.0 | OFF | 581 | 0 | 127 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 42.9 | 42.9 |
| 11PM-MID | 375 | 0.0 | 82 | 0.0 | OFF | 375 | 0 | 82 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 43.5 | 43.5 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0436 |
| MAIN ROUTE WITH WORKS | 0.0354 |
| DIVERSION | 0.0789 |

PIA: Personal Injury Accidents

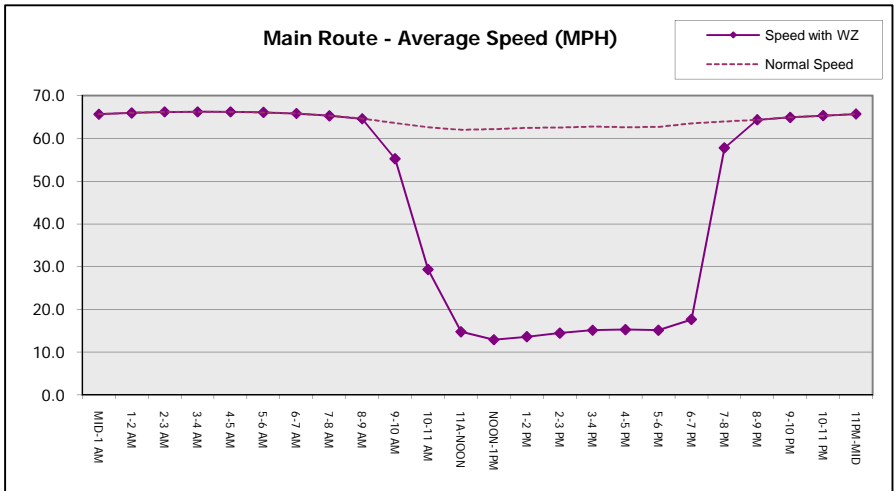
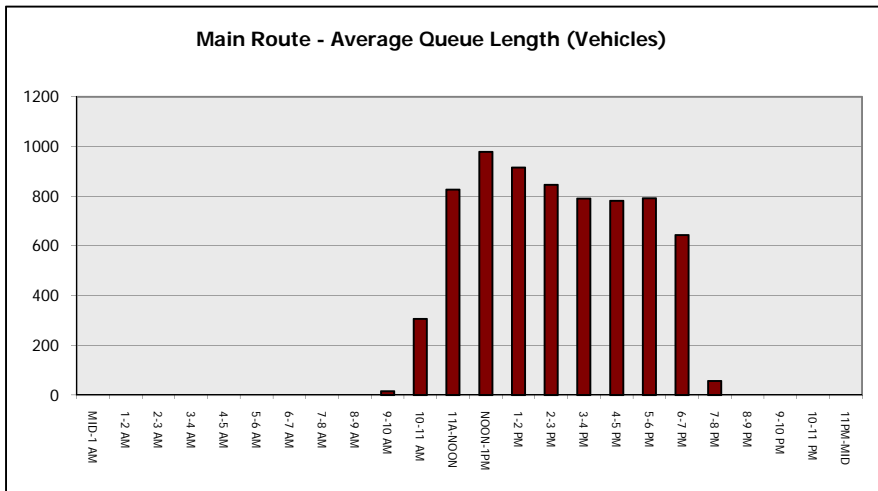
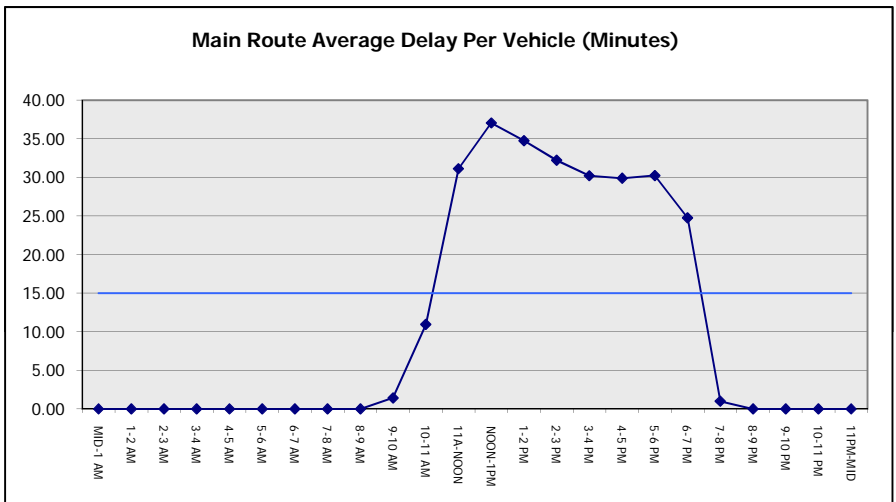
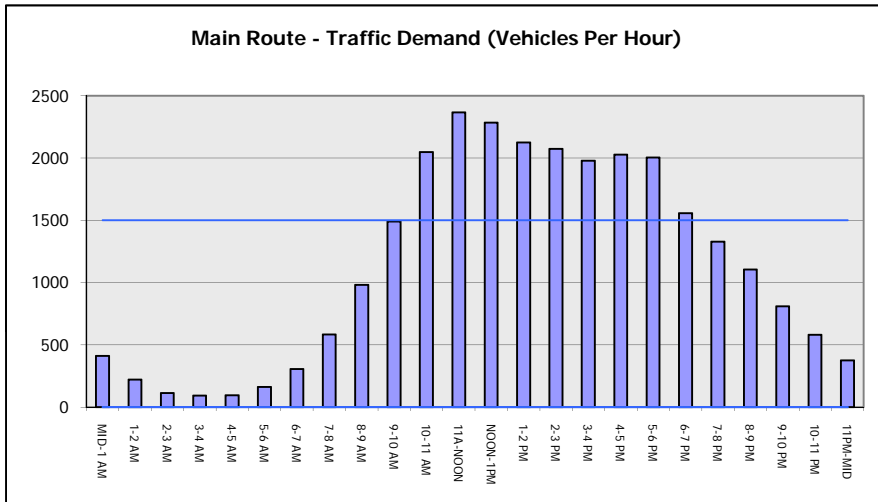
| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$173,555 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding 15 Minutes

IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: IH 39 - USH 12 - STH 73

AUGUST
 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) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: IH 39 - USH 12 - STH 73 | AUGUST 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 | | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | 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 | 468 | 0.0 | 101 | 0.0 | OFF | 468 | 0 | 101 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 43.3 | 43.3 |
| 1-2 AM | 222 | 0.0 | 48 | 0.0 | OFF | 222 | 0 | 48 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 44.0 | 44.0 |
| 2-3 AM | 162 | 0.0 | 36 | 0.0 | OFF | 162 | 0 | 36 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 44.2 | 44.2 |
| 3-4 AM | 133 | 0.0 | 29 | 0.0 | OFF | 133 | 0 | 29 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 44.3 | 44.3 |
| 4-5 AM | 121 | 0.0 | 26 | 0.0 | OFF | 121 | 0 | 26 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 44.3 | 44.3 |
| 5-6 AM | 161 | 0.0 | 36 | 0.0 | OFF | 161 | 0 | 36 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 44.2 | 44.2 |
| 6-7 AM | 238 | 0.0 | 52 | 0.0 | OFF | 238 | 0 | 52 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 44.0 | 44.0 |
| 7-8 AM | 394 | 0.0 | 86 | 0.0 | OFF | 394 | 0 | 86 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 43.5 | 43.5 |
| 8-9 AM | 725 | 0.0 | 158 | 0.0 | OFF | 725 | 0 | 158 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | 42.5 | 42.5 |
| 9-10 AM | 1216 | 0.0 | 265 | 0.0 | 1499 | 1216 | 0 | 265 | 0.68 | 0 | 64.1 | 59.8 | 37.7 | 40.9 | 40.9 |
| 10-11 AM | 1859 | 0.0 | 406 | 0.0 | 1499 | 1859 | 0 | 406 | 5.48 | 142 | 62.9 | 40.1 | 30.8 | 38.9 | 38.9 |
| 11A-NOON | 2412 | 0.0 | 526 | 0.0 | 1500 | 2110 | 302 | 829 | 25.85 | 705 | 61.8 | 17.0 | 30.8 | 37.2 | 32.9 |
| NOON-1PM | 2578 | 0.0 | 563 | 0.0 | 1500 | 1714 | 864 | 1427+ | 40.58 | 1084 | 60.1 | 11.9 | 30.8 | 36.7 | 24.4 |
| 1-2 PM | 2644 | 0.0 | 576 | 0.0 | 1500 | 1618 | 1026 | 1603+ | 46.26 | 1239 | 59.4 | 10.7 | 30.8 | 36.5 | 21.9 |
| 2-3 PM | 2856 | 0.0 | 622 | 0.0 | 1500 | 1500 | 1355 | 1978+ | 49.70 | 1341 | 57.3 | 10.1 | 30.8 | 35.8 | 20.5 |
| 3-4 PM | 2990 | 0.0 | 652 | 0.0 | 1500 | 1500 | 1489 | 2141+ | 49.44 | 1341 | 55.9 | 10.1 | 30.8 | 35.4 | 20.5 |
| 4-5 PM | 2970 | 0.0 | 648 | 0.0 | 1500 | 1500 | 1469 | 2117+ | 49.48 | 1341 | 56.1 | 10.1 | 30.8 | 35.5 | 20.5 |
| 5-6 PM | 3058 | 0.0 | 667 | 0.0 | 1500 | 1500 | 1557 | 2225+ | 49.30 | 1341 | 55.2 | 10.1 | 30.8 | 35.2 | 20.5 |
| 6-7 PM | 2586 | 0.0 | 564 | 0.0 | 1500 | 1474 | 1111 | 1675+ | 49.16 | 1313 | 60.0 | 10.2 | 30.8 | 36.7 | 20.9 |
| 7-8 PM | 2367 | 0.0 | 516 | 0.0 | OFF | 2367 | 0 | 516 | 10.02 | 498 | 62.0 | 30.6 | 30.6 | 37.4 | 37.4 |
| 8-9 PM | 1924 | 0.0 | 420 | 0.0 | OFF | 1924 | 0 | 420 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 38.8 | 38.8 |
| 9-10 PM | 1362 | 0.0 | 297 | 0.0 | OFF | 1362 | 0 | 297 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | 40.5 | 40.5 |
| 10-11 PM | 872 | 0.0 | 190 | 0.0 | OFF | 872 | 0 | 190 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 42.0 | 42.0 |
| 11PM-MID | 449 | 0.0 | 98 | 0.0 | OFF | 449 | 0 | 98 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 43.3 | 43.3 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0559 |
| MAIN ROUTE WITH WORKS | 0.0401 |
| DIVERSION | 0.1272 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$330,945 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding 15 Minutes

IH 94: IH 39/STH 30 TO STH 73 (DANE COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: IH 39 - USH 12 - STH 73

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

