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| IH 39/90: STH 73 TO USH 14 (ROCK AND DANE COUNTIES) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: USH 14 - USH 51 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 388 | 0.0 | 47 | 0.0 | OFF | 388 | 0 | 47 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 39.2 | 39.2 |
| 1-2 AM | 299 | 0.0 | 37 | 0.0 | OFF | 299 | 0 | 37 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.3 | 39.3 |
| 2-3 AM | 315 | 0.0 | 38 | 0.0 | OFF | 315 | 0 | 38 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 3-4 AM | 308 | 0.0 | 37 | 0.0 | OFF | 308 | 0 | 37 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.3 | 39.3 |
| 4-5 AM | 483 | 0.0 | 59 | 0.0 | OFF | 483 | 0 | 59 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 39.0 | 39.0 |
| 5-6 AM | 898 | 0.0 | 109 | 0.0 | OFF | 898 | 0 | 109 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 38.4 | 38.4 |
| 6-7 AM | 1324 | 0.0 | 161 | 0.0 | OFF | 1324 | 0 | 161 | 0.00 | 0 | 63.9 | 63.9 | 63.9 | 37.8 | 37.8 |
| 7-8 AM | 1450 | 0.0 | 176 | 0.0 | OFF | 1450 | 0 | 176 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 37.6 | 37.6 |
| 8-9 AM | 1334 | 0.0 | 162 | 0.0 | OFF | 1334 | 0 | 162 | 0.00 | 0 | 63.9 | 63.9 | 63.9 | 37.8 | 37.8 |
| 9-10 AM | 1400 | 0.0 | 169 | 0.0 | 1499 | 1400 | 0 | 169 | 0.89 | 0 | 63.8 | 59.1 | 33.0 | 37.6 | 37.6 |
| 10-11 AM | 1588 | 0.0 | 192 | 0.0 | 1499 | 1588 | 0 | 192 | 2.31 | 36 | 63.4 | 52.7 | 30.8 | 37.4 | 37.4 |
| 11A-NOON | 1644 | 0.0 | 199 | 0.0 | 1500 | 1644 | 0 | 199 | 6.73 | 157 | 63.3 | 39.8 | 30.8 | 37.3 | 37.3 |
| NOON-1PM | 1678 | 0.0 | 203 | 0.0 | 1499 | 1586 | 91 | 294 | 11.84 | 294 | 63.3 | 31.0 | 30.8 | 37.2 | 36.1 |
| 1-2 PM | 1679 | 0.0 | 203 | 0.0 | 1499 | 1503 | 176 | 379 | 12.75 | 317 | 63.3 | 29.8 | 30.8 | 37.2 | 35.0 |
| 2-3 PM | 1792 | 0.0 | 216 | 0.0 | 1500 | 1530 | 262 | 478 | 13.60 | 341 | 63.0 | 28.8 | 30.8 | 37.1 | 33.8 |
| 3-4 PM | 1789 | 0.0 | 216 | 0.0 | 1499 | 1495 | 294 | 510 | 13.90 | 349 | 63.0 | 28.4 | 30.8 | 37.1 | 33.4 |
| 4-5 PM | 1728 | 0.0 | 209 | 0.0 | OFF | 1728 | 0 | 209 | 0.51 | 26 | 63.2 | 60.4 | 60.4 | 37.1 | 37.1 |
| 5-6 PM | 1507 | 0.0 | 182 | 0.0 | OFF | 1507 | 0 | 182 | 0.00 | 0 | 63.6 | 63.6 | 63.6 | 37.5 | 37.5 |
| 6-7 PM | 1212 | 0.0 | 146 | 0.0 | OFF | 1212 | 0 | 146 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.9 | 37.9 |
| 7-8 PM | 1050 | 0.0 | 127 | 0.0 | OFF | 1050 | 0 | 127 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 38.2 | 38.2 |
| 8-9 PM | 925 | 0.0 | 112 | 0.0 | OFF | 925 | 0 | 112 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 38.4 | 38.4 |
| 9-10 PM | 790 | 0.0 | 96 | 0.0 | OFF | 790 | 0 | 96 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | 38.6 | 38.6 |
| 10-11 PM | 649 | 0.0 | 78 | 0.0 | OFF | 649 | 0 | 78 | 0.00 | 0 | 65.2 | 65.2 | 65.2 | 38.8 | 38.8 |
| 11PM-MID | 459 | 0.0 | 56 | 0.0 | OFF | 459 | 0 | 56 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 39.1 | 39.1 |

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

| *----- 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 | 0.0510 |
| MAIN ROUTE WITH WORKS | 0.0487 |
| DIVERSION | 0.0671 |

PIA: Personal Injury Accidents

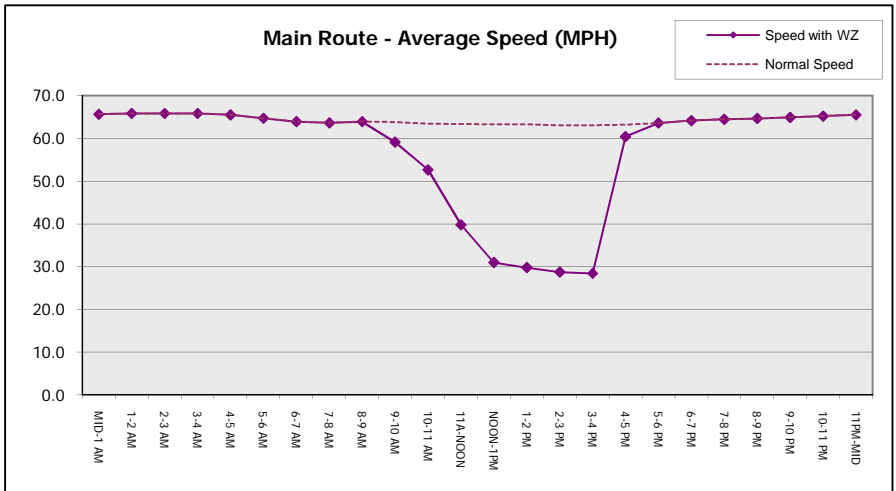
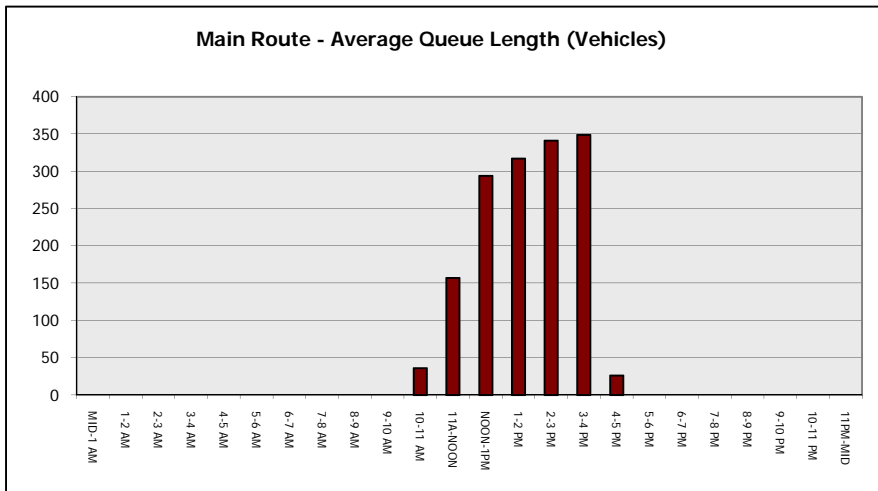
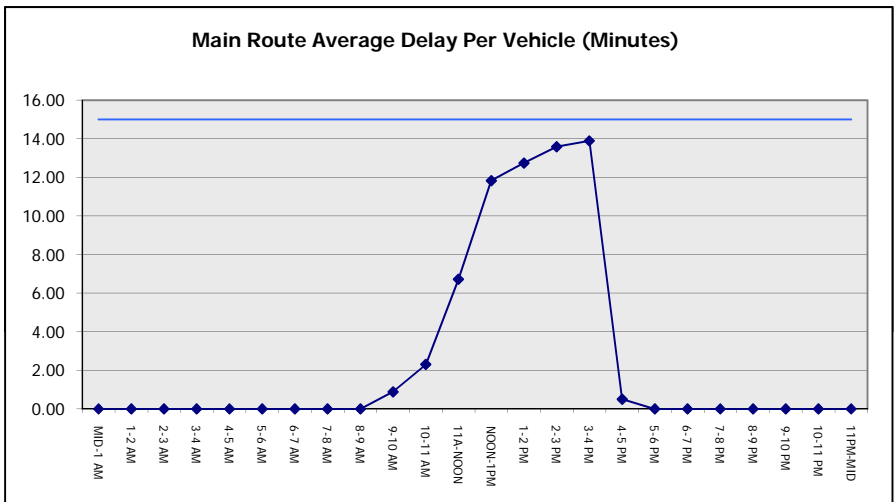
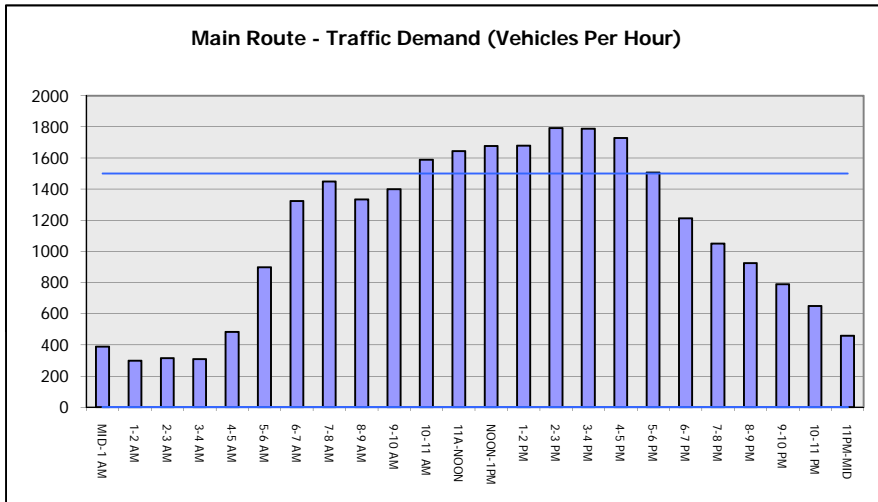
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$22,979 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90: STH 73 TO USH 14 (ROCK AND DANE COUNTIES)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: USH 14 - USH 51

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



| | |
|--|--|
| IH 39/90: STH 73 TO USH 14 (ROCK AND DANE COUNTIES) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: USH 14 - USH 51 | AUGUST |
| | Analyzed for 2009 Construction Season |

| | |
|--|---------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| MON-THUR | 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 | 383 | 0.0 | 46 | 0.0 | OFF | 383 | 0 | 46 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.2 | 39.2 |
| 1-2 AM | 311 | 0.0 | 38 | 0.0 | OFF | 311 | 0 | 38 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 2-3 AM | 327 | 0.0 | 40 | 0.0 | OFF | 327 | 0 | 40 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 3-4 AM | 378 | 0.0 | 46 | 0.0 | OFF | 378 | 0 | 46 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.2 | 39.2 |
| 4-5 AM | 469 | 0.0 | 57 | 0.0 | OFF | 469 | 0 | 57 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 39.1 | 39.1 |
| 5-6 AM | 616 | 0.0 | 74 | 0.0 | OFF | 616 | 0 | 74 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 38.8 | 38.8 |
| 6-7 AM | 901 | 0.0 | 109 | 0.0 | OFF | 901 | 0 | 109 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 38.4 | 38.4 |
| 7-8 AM | 1215 | 0.0 | 147 | 0.0 | OFF | 1215 | 0 | 147 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.9 | 37.9 |
| 8-9 AM | 1293 | 0.0 | 156 | 0.0 | OFF | 1293 | 0 | 156 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 37.8 | 37.8 |
| 9-10 AM | 1428 | 0.0 | 173 | 0.0 | 1499 | 1428 | 0 | 173 | 0.93 | 0 | 63.7 | 58.9 | 32.4 | 37.6 | 37.6 |
| 10-11 AM | 1576 | 0.0 | 190 | 0.0 | 1499 | 1576 | 0 | 190 | 2.05 | 29 | 63.5 | 53.7 | 30.8 | 37.4 | 37.4 |
| 11A-NOON | 1716 | 0.0 | 208 | 0.0 | 1500 | 1716 | 0 | 208 | 7.35 | 178 | 63.2 | 38.4 | 30.8 | 37.1 | 37.1 |
| NOON-1PM | 1763 | 0.0 | 213 | 0.0 | 1499 | 1552 | 211 | 424 | 13.12 | 328 | 63.1 | 29.3 | 30.8 | 37.1 | 34.5 |
| 1-2 PM | 1833 | 0.0 | 222 | 0.0 | 1499 | 1523 | 310 | 532 | 14.09 | 355 | 63.0 | 28.2 | 30.8 | 37.0 | 33.2 |
| 2-3 PM | 1979 | 0.0 | 240 | 0.0 | 1500 | 1548 | 432 | 672 | 15.45 | 393 | 62.7 | 26.7 | 30.8 | 36.8 | 31.4 |
| 3-4 PM | 2131 | 0.0 | 257 | 0.0 | 1500 | 1550 | 581 | 838 | 17.29 | 444 | 62.4 | 25.0 | 30.8 | 36.6 | 29.3 |
| 4-5 PM | 2166 | 0.0 | 262 | 0.0 | OFF | 2166 | 0 | 262 | 1.43 | 58 | 62.3 | 55.5 | 55.5 | 36.5 | 36.5 |
| 5-6 PM | 2001 | 0.0 | 242 | 0.0 | OFF | 2001 | 0 | 242 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 36.8 | 36.8 |
| 6-7 PM | 1544 | 0.0 | 187 | 0.0 | OFF | 1544 | 0 | 187 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | 37.4 | 37.4 |
| 7-8 PM | 1253 | 0.0 | 151 | 0.0 | OFF | 1253 | 0 | 151 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 37.9 | 37.9 |
| 8-9 PM | 1091 | 0.0 | 132 | 0.0 | OFF | 1091 | 0 | 132 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 38.1 | 38.1 |
| 9-10 PM | 907 | 0.0 | 109 | 0.0 | OFF | 907 | 0 | 109 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 38.4 | 38.4 |
| 10-11 PM | 695 | 0.0 | 83 | 0.0 | OFF | 695 | 0 | 83 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | 38.7 | 38.7 |
| 11PM-MID | 467 | 0.0 | 57 | 0.0 | OFF | 467 | 0 | 57 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 39.1 | 39.1 |

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

| *----- 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 | 0.0543 |
| MAIN ROUTE WITH WORKS | 0.0507 |
| DIVERSION | 0.0824 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$29,245 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding 15 Minutes

IH 39/90: STH 73 TO USH 14 (ROCK AND DANE COUNTIES)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: USH 14 - USH 51

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

