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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 | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 386 | 0.0 | 46 | 0.0 | OFF | 386 | 0 | 46 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 39.2 | 39.2 |
| 1-2 AM | 315 | 0.0 | 38 | 0.0 | OFF | 315 | 0 | 38 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 2-3 AM | 341 | 0.0 | 41 | 0.0 | OFF | 341 | 0 | 41 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 3-4 AM | 312 | 0.0 | 38 | 0.0 | OFF | 312 | 0 | 38 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 4-5 AM | 428 | 0.0 | 51 | 0.0 | OFF | 428 | 0 | 51 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 39.1 | 39.1 |
| 5-6 AM | 799 | 0.0 | 97 | 0.0 | OFF | 799 | 0 | 97 | 0.00 | 0 | 64.9 | 64.9 | 64.9 | 38.6 | 38.6 |
| 6-7 AM | 1313 | 0.0 | 159 | 0.0 | OFF | 1313 | 0 | 159 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 37.8 | 37.8 |
| 7-8 AM | 1465 | 0.0 | 177 | 0.0 | OFF | 1465 | 0 | 177 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 37.6 | 37.6 |
| 8-9 AM | 1392 | 0.0 | 169 | 0.0 | OFF | 1392 | 0 | 169 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | 37.6 | 37.6 |
| 9-10 AM | 1497 | 0.0 | 181 | 0.0 | 1499 | 1497 | 0 | 181 | 1.16 | 4 | 63.6 | 57.7 | 31.2 | 37.5 | 37.5 |
| 10-11 AM | 1716 | 0.0 | 208 | 0.0 | 1500 | 1716 | 0 | 208 | 4.96 | 114 | 63.2 | 44.0 | 30.8 | 37.1 | 37.1 |
| 11A-NOON | 1882 | 0.0 | 227 | 0.0 | 1499 | 1645 | 237 | 464 | 13.29 | 336 | 62.9 | 29.1 | 30.8 | 36.9 | 34.0 |
| NOON-1PM | 1927 | 0.0 | 233 | 0.0 | 1499 | 1514 | 413 | 645 | 15.19 | 385 | 62.8 | 27.0 | 30.8 | 36.8 | 31.7 |
| 1-2 PM | 2023 | 0.0 | 245 | 0.0 | 1500 | 1534 | 489 | 734 | 16.11 | 411 | 62.6 | 26.1 | 30.8 | 36.7 | 30.6 |
| 2-3 PM | 2145 | 0.0 | 259 | 0.0 | 1500 | 1547 | 598 | 857 | 17.53 | 451 | 62.4 | 24.8 | 30.8 | 36.5 | 29.1 |
| 3-4 PM | 2344 | 0.0 | 284 | 0.0 | 1500 | 1582 | 762 | 1046 | 20.00 | 520 | 62.0 | 22.8 | 30.8 | 36.2 | 26.8 |
| 4-5 PM | 2461 | 0.0 | 297 | 0.0 | OFF | 2461 | 0 | 297 | 2.71 | 100 | 61.3 | 49.8 | 49.8 | 36.1 | 36.1 |
| 5-6 PM | 2446 | 0.0 | 296 | 0.0 | OFF | 2446 | 0 | 296 | 0.00 | 0 | 61.4 | 61.4 | 61.4 | 36.1 | 36.1 |
| 6-7 PM | 2123 | 0.0 | 256 | 0.0 | OFF | 2123 | 0 | 256 | 0.00 | 0 | 62.4 | 62.4 | 62.4 | 36.6 | 36.6 |
| 7-8 PM | 1906 | 0.0 | 231 | 0.0 | OFF | 1906 | 0 | 231 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 36.9 | 36.9 |
| 8-9 PM | 1667 | 0.0 | 202 | 0.0 | OFF | 1667 | 0 | 202 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | 37.3 | 37.3 |
| 9-10 PM | 1235 | 0.0 | 149 | 0.0 | OFF | 1235 | 0 | 149 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.9 | 37.9 |
| 10-11 PM | 863 | 0.0 | 104 | 0.0 | OFF | 863 | 0 | 104 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 38.4 | 38.4 |
| 11PM-MID | 517 | 0.0 | 63 | 0.0 | OFF | 517 | 0 | 63 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 38.9 | 38.9 |

"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 | 0.0640 |
| MAIN ROUTE WITH WORKS | 0.0585 |
| DIVERSION | 0.1085 |

PIA: Personal Injury Accidents

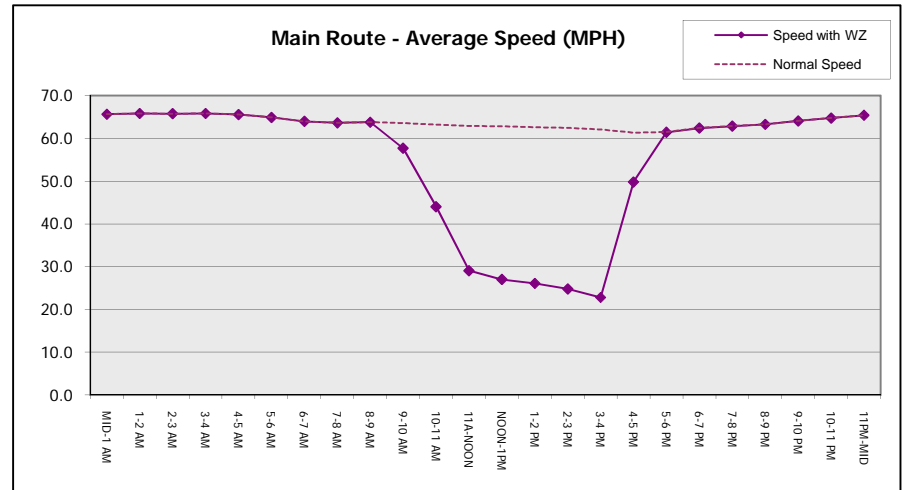
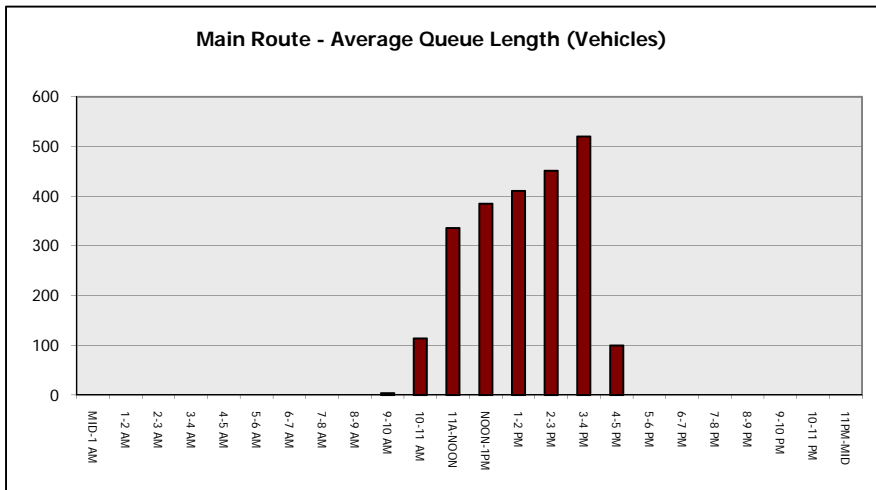
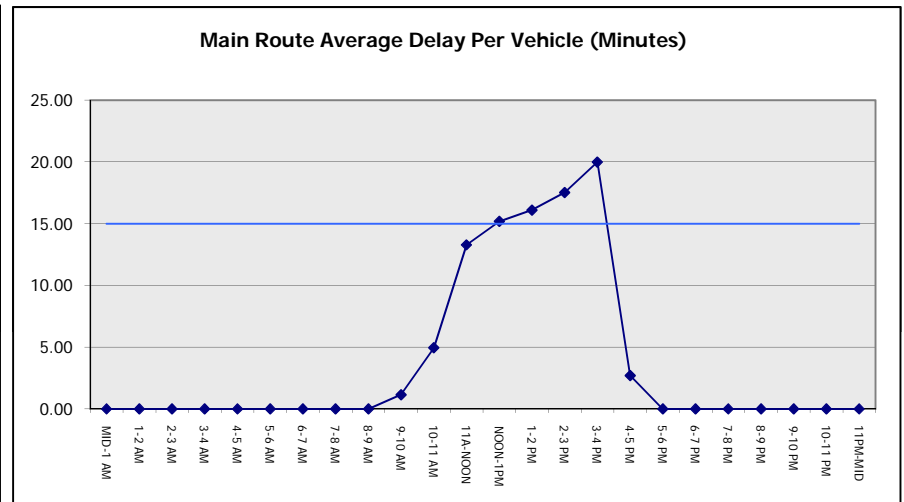
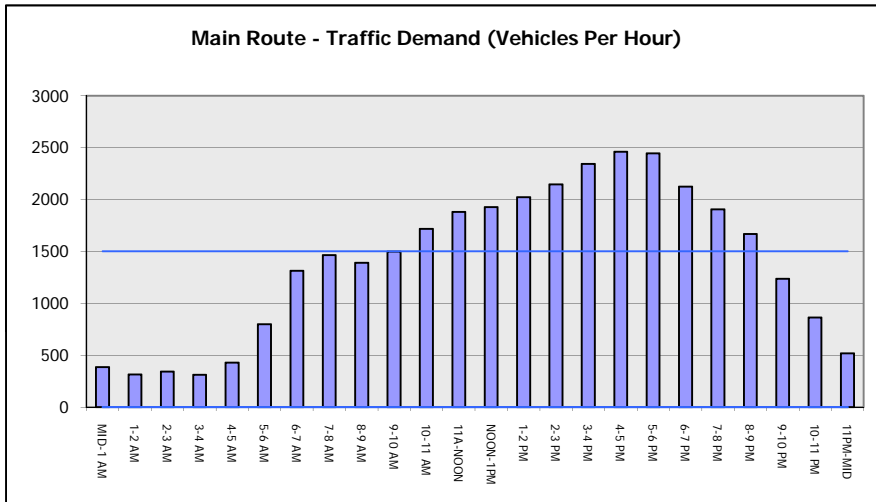
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$41,083 |
| CONGESTED HOURS PER DAY* | 4 |

*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

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



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

| | |
|--|---------------------|
| SUMMARY OF TRAFFIC MODEL OUTPUT | |
| FRIDAY | 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 | 339 | 0.0 | 41 | 0.0 | OFF | 339 | 0 | 41 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 1-2 AM | 291 | 0.0 | 35 | 0.0 | OFF | 291 | 0 | 35 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.3 | 39.3 |
| 2-3 AM | 285 | 0.0 | 34 | 0.0 | OFF | 285 | 0 | 34 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.3 | 39.3 |
| 3-4 AM | 345 | 0.0 | 42 | 0.0 | OFF | 345 | 0 | 42 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 4-5 AM | 398 | 0.0 | 48 | 0.0 | OFF | 398 | 0 | 48 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 39.1 | 39.1 |
| 5-6 AM | 493 | 0.0 | 60 | 0.0 | OFF | 493 | 0 | 60 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 39.0 | 39.0 |
| 6-7 AM | 778 | 0.0 | 94 | 0.0 | OFF | 778 | 0 | 94 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | 38.6 | 38.6 |
| 7-8 AM | 1076 | 0.0 | 130 | 0.0 | OFF | 1076 | 0 | 130 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | 38.1 | 38.1 |
| 8-9 AM | 1215 | 0.0 | 147 | 0.0 | OFF | 1215 | 0 | 147 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.9 | 37.9 |
| 9-10 AM | 1337 | 0.0 | 162 | 0.0 | 1500 | 1337 | 0 | 162 | 0.81 | 0 | 63.9 | 59.6 | 34.5 | 37.8 | 37.8 |
| 10-11 AM | 1445 | 0.0 | 175 | 0.0 | 1499 | 1445 | 0 | 175 | 0.95 | 0 | 63.7 | 58.7 | 32.0 | 37.6 | 37.6 |
| 11A-NOON | 1584 | 0.0 | 191 | 0.0 | 1499 | 1584 | 0 | 191 | 2.17 | 32 | 63.4 | 53.2 | 30.8 | 37.4 | 37.4 |
| NOON-1PM | 1750 | 0.0 | 212 | 0.0 | 1500 | 1750 | 0 | 212 | 8.06 | 199 | 63.2 | 36.9 | 30.8 | 37.1 | 37.1 |
| 1-2 PM | 1893 | 0.0 | 229 | 0.0 | 1499 | 1551 | 341 | 570 | 14.44 | 365 | 62.8 | 27.8 | 30.8 | 36.9 | 32.7 |
| 2-3 PM | 2005 | 0.0 | 243 | 0.0 | 1499 | 1537 | 468 | 711 | 15.86 | 404 | 62.7 | 26.3 | 30.8 | 36.7 | 30.9 |
| 3-4 PM | 2166 | 0.0 | 262 | 0.0 | 1500 | 1558 | 608 | 871 | 17.68 | 455 | 62.3 | 24.6 | 30.8 | 36.5 | 28.9 |
| 4-5 PM | 2273 | 0.0 | 275 | 0.0 | OFF | 2273 | 0 | 275 | 1.77 | 66 | 62.2 | 53.9 | 53.9 | 36.3 | 36.3 |
| 5-6 PM | 2164 | 0.0 | 261 | 0.0 | OFF | 2164 | 0 | 261 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 36.5 | 36.5 |
| 6-7 PM | 1729 | 0.0 | 209 | 0.0 | OFF | 1729 | 0 | 209 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 37.1 | 37.1 |
| 7-8 PM | 1371 | 0.0 | 166 | 0.0 | OFF | 1371 | 0 | 166 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | 37.7 | 37.7 |
| 8-9 PM | 1050 | 0.0 | 127 | 0.0 | OFF | 1050 | 0 | 127 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 38.2 | 38.2 |
| 9-10 PM | 932 | 0.0 | 112 | 0.0 | OFF | 932 | 0 | 112 | 0.00 | 0 | 64.6 | 64.6 | 64.6 | 38.4 | 38.4 |
| 10-11 PM | 748 | 0.0 | 91 | 0.0 | OFF | 748 | 0 | 91 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | 38.6 | 38.6 |
| 11PM-MID | 520 | 0.0 | 63 | 0.0 | OFF | 520 | 0 | 63 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 38.9 | 38.9 |

"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 | 0.0538 |
| MAIN ROUTE WITH WORKS | 0.0504 |
| DIVERSION | 0.0799 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$26,501 |
| 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

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

