

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| IH 39/90: STH 11 TO STATE LINE (ROCK COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: IH 43 - STH 140 - USH 14 - STH 11 | AUGUST |
| | 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 | 496 | 0.0 | 72 | 0.0 | OFF | 496 | 0 | 72 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 38.9 | 38.9 |
| 1-2 AM | 387 | 0.0 | 57 | 0.0 | OFF | 387 | 0 | 57 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 39.1 | 39.1 |
| 2-3 AM | 375 | 0.0 | 55 | 0.0 | OFF | 375 | 0 | 55 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.1 | 39.1 |
| 3-4 AM | 316 | 0.0 | 46 | 0.0 | OFF | 316 | 0 | 46 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 4-5 AM | 353 | 0.0 | 51 | 0.0 | OFF | 353 | 0 | 51 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.1 | 39.1 |
| 5-6 AM | 554 | 0.0 | 80 | 0.0 | OFF | 554 | 0 | 80 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 38.8 | 38.8 |
| 6-7 AM | 889 | 0.0 | 129 | 0.0 | OFF | 889 | 0 | 129 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 38.1 | 38.1 |
| 7-8 AM | 1363 | 0.0 | 198 | 0.0 | OFF | 1363 | 0 | 198 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | 37.3 | 37.3 |
| 8-9 AM | 1859 | 0.0 | 270 | 0.0 | 1499 | 1859 | 0 | 270 | 5.74 | 149 | 62.9 | 39.2 | 30.8 | 36.4 | 36.4 |
| 9-10 AM | 2339 | 0.0 | 340 | 0.0 | 1500 | 2029 | 309 | 649 | 24.67 | 666 | 62.0 | 17.5 | 30.8 | 35.5 | 31.7 |
| 10-11 AM | 2609 | 0.0 | 379 | 0.0 | 1500 | 1710 | 898 | 1277+ | 37.68 | 1007 | 59.8 | 12.5 | 30.8 | 35.0 | 23.9 |
| 11A-NOON | 2510 | 0.0 | 364 | 0.0 | 1500 | 1473 | 1037 | 1402+ | 41.15 | 1094 | 60.8 | 11.7 | 30.8 | 35.2 | 22.4 |
| NOON-1PM | 2288 | 0.0 | 332 | 0.0 | 1500 | 1354 | 935 | 1267+ | 37.82 | 999 | 62.1 | 12.6 | 30.8 | 35.6 | 24.0 |
| 1-2 PM | 2075 | 0.0 | 302 | 0.0 | 1500 | 1361 | 714 | 1015 | 32.41 | 852 | 62.5 | 14.3 | 30.8 | 36.0 | 27.1 |
| 2-3 PM | 1913 | 0.0 | 278 | 0.0 | 1500 | 1413 | 500 | 778 | 28.33 | 740 | 62.8 | 15.8 | 30.8 | 36.3 | 30.1 |
| 3-4 PM | 1772 | 0.0 | 257 | 0.0 | 1500 | 1437 | 334 | 592 | 25.67 | 667 | 63.1 | 17.0 | 30.8 | 36.6 | 32.4 |
| 4-5 PM | 1598 | 0.0 | 232 | 0.0 | 1500 | 1435 | 163 | 394 | 23.25 | 600 | 63.4 | 18.3 | 30.8 | 36.9 | 34.8 |
| 5-6 PM | 1444 | 0.0 | 210 | 0.0 | 1500 | 1427 | 17 | 227 | 21.03 | 539 | 63.7 | 19.7 | 30.8 | 37.1 | 36.9 |
| 6-7 PM | 1272 | 0.0 | 184 | 0.0 | OFF | 1272 | 0 | 184 | 0.82 | 45 | 64.0 | 58.9 | 58.9 | 37.4 | 37.4 |
| 7-8 PM | 1078 | 0.0 | 156 | 0.0 | OFF | 1078 | 0 | 156 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | 37.8 | 37.8 |
| 8-9 PM | 1004 | 0.0 | 146 | 0.0 | OFF | 1004 | 0 | 146 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 37.9 | 37.9 |
| 9-10 PM | 821 | 0.0 | 119 | 0.0 | OFF | 821 | 0 | 119 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 38.3 | 38.3 |
| 10-11 PM | 603 | 0.0 | 87 | 0.0 | OFF | 603 | 0 | 87 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 38.7 | 38.7 |
| 11PM-MID | 468 | 0.0 | 68 | 0.0 | OFF | 468 | 0 | 68 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 38.9 | 38.9 |

"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 | 0.0483 |
| MAIN ROUTE WITH WORKS | 0.0395 |
| DIVERSION | 0.2080 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$182,515 |
| CONGESTED HOURS PER DAY* | 9 |

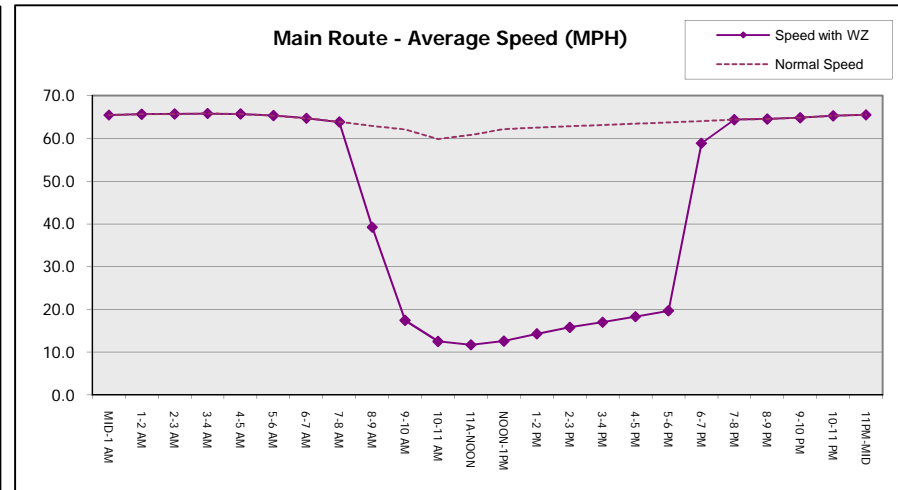
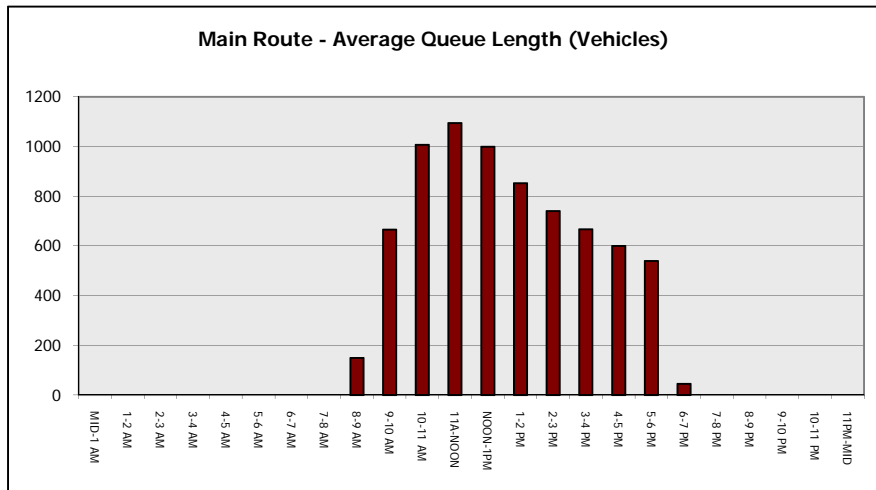
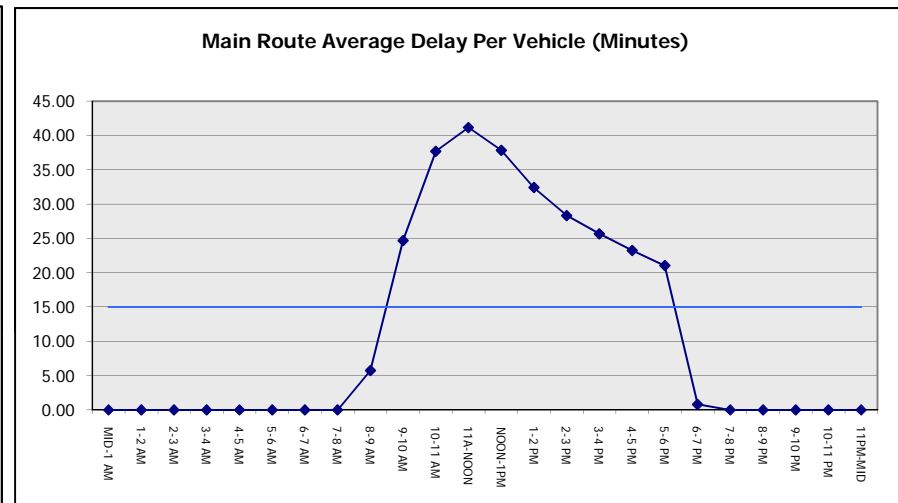
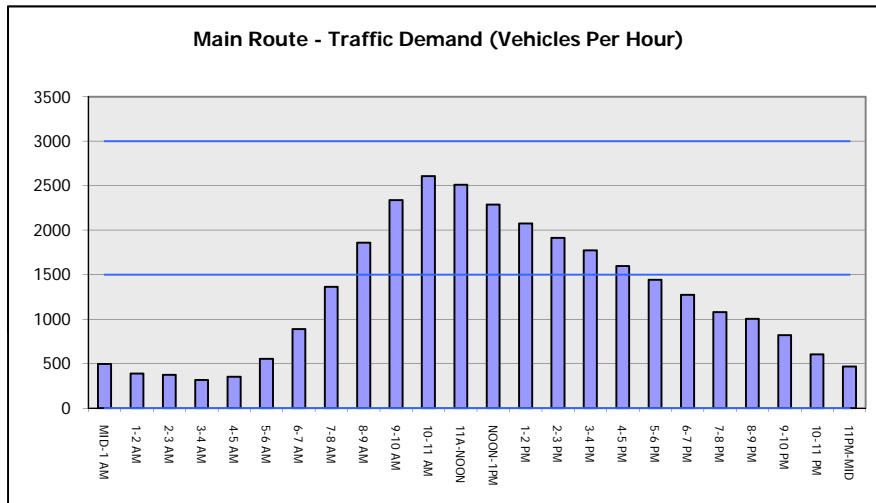
*Delays Exceeding 15 Minutes

IH 39/90: STH 11 TO STATE LINE (ROCK COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: IH 43 - STH 140 - USH 14 - STH 11

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| IH 39/90: STH 11 TO STATE LINE (ROCK COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: IH 43 - STH 140 - USH 14 - STH 11 | AUGUST |
| | 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 | 517 | 0.0 | 75 | 0.0 | OFF | 517 | 0 | 75 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 38.8 | 38.8 |
| 1-2 AM | 356 | 0.0 | 51 | 0.0 | OFF | 356 | 0 | 51 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.1 | 39.1 |
| 2-3 AM | 340 | 0.0 | 49 | 0.0 | OFF | 340 | 0 | 49 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.1 | 39.1 |
| 3-4 AM | 326 | 0.0 | 47 | 0.0 | OFF | 326 | 0 | 47 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.2 | 39.2 |
| 4-5 AM | 346 | 0.0 | 50 | 0.0 | OFF | 346 | 0 | 50 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 39.1 | 39.1 |
| 5-6 AM | 355 | 0.0 | 51 | 0.0 | OFF | 355 | 0 | 51 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 39.1 | 39.1 |
| 6-7 AM | 539 | 0.0 | 78 | 0.0 | OFF | 539 | 0 | 78 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 38.8 | 38.8 |
| 7-8 AM | 883 | 0.0 | 129 | 0.0 | OFF | 883 | 0 | 129 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 38.1 | 38.1 |
| 8-9 AM | 1230 | 0.0 | 179 | 0.0 | 1499 | 1230 | 0 | 179 | 0.67 | 0 | 64.1 | 59.8 | 37.7 | 37.5 | 37.5 |
| 9-10 AM | 1600 | 0.0 | 233 | 0.0 | 1499 | 1600 | 0 | 233 | 1.87 | 25 | 63.4 | 53.0 | 30.8 | 36.8 | 36.8 |
| 10-11 AM | 2021 | 0.0 | 293 | 0.0 | 1500 | 2021 | 0 | 293 | 12.35 | 340 | 62.6 | 27.3 | 30.8 | 36.1 | 36.1 |
| 11A-NOON | 2239 | 0.0 | 325 | 0.0 | 1499 | 1742 | 496 | 822 | 28.94 | 761 | 62.2 | 15.5 | 30.8 | 35.7 | 29.6 |
| NOON-1PM | 2468 | 0.0 | 358 | 0.0 | 1499 | 1648 | 820 | 1178 | 35.58 | 942 | 61.2 | 13.2 | 30.8 | 35.3 | 25.1 |
| 1-2 PM | 2498 | 0.0 | 363 | 0.0 | 1499 | 1538 | 961 | 1324+ | 39.06 | 1037 | 60.9 | 12.2 | 30.8 | 35.2 | 23.3 |
| 2-3 PM | 2355 | 0.0 | 342 | 0.0 | 1499 | 1420 | 936 | 1278+ | 38.05 | 1005 | 62.0 | 12.5 | 30.8 | 35.5 | 23.8 |
| 3-4 PM | 2371 | 0.0 | 344 | 0.0 | 1499 | 1491 | 880 | 1224+ | 36.74 | 970 | 62.0 | 12.9 | 30.8 | 35.5 | 24.5 |
| 4-5 PM | 2155 | 0.0 | 313 | 0.0 | 1499 | 1374 | 780 | 1093 | 33.93 | 893 | 62.3 | 13.8 | 30.8 | 35.8 | 26.1 |
| 5-6 PM | 2062 | 0.0 | 300 | 0.0 | 1499 | 1433 | 629 | 929 | 30.81 | 808 | 62.5 | 14.8 | 30.8 | 36.0 | 28.2 |
| 6-7 PM | 1692 | 0.0 | 246 | 0.0 | OFF | 1692 | 0 | 246 | 2.21 | 127 | 63.2 | 51.3 | 51.3 | 36.7 | 36.7 |
| 7-8 PM | 1425 | 0.0 | 207 | 0.0 | OFF | 1425 | 0 | 207 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 37.2 | 37.2 |
| 8-9 PM | 1262 | 0.0 | 183 | 0.0 | OFF | 1262 | 0 | 183 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 37.4 | 37.4 |
| 9-10 PM | 1071 | 0.0 | 155 | 0.0 | OFF | 1071 | 0 | 155 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | 37.8 | 37.8 |
| 10-11 PM | 849 | 0.0 | 124 | 0.0 | OFF | 849 | 0 | 124 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 38.2 | 38.2 |
| 11PM-MID | 599 | 0.0 | 87 | 0.0 | OFF | 599 | 0 | 87 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 38.7 | 38.7 |

"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 | 0.0502 |
| MAIN ROUTE WITH WORKS | 0.0404 |
| DIVERSION | 0.2251 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$183,768 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding 15 Minutes

IH 39/90: STH 11 TO STATE LINE (ROCK COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: IH 43 - STH 140 - USH 14 - STH 11

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

