

**IH 39/90/94: STH 60 TO USH 51 (DANE AND COLUMBIA COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: USH 51 - STH 60**

OCTOBER
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 | 218 | 0.0 | 58 | 0.0 | 3000 | 218 | 0 | 58 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.0 | 39.0 |
| 1-2 AM | 166 | 0.0 | 44 | 0.0 | 3000 | 166 | 0 | 44 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.2 | 39.2 |
| 2-3 AM | 118 | 0.0 | 31 | 0.0 | 3000 | 118 | 0 | 31 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.4 | 39.4 |
| 3-4 AM | 114 | 0.0 | 30 | 0.0 | 3000 | 114 | 0 | 30 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.4 | 39.4 |
| 4-5 AM | 116 | 0.0 | 30 | 0.0 | 3000 | 116 | 0 | 30 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.4 | 39.4 |
| 5-6 AM | 182 | 0.0 | 48 | 0.0 | 3000 | 182 | 0 | 48 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.1 | 39.1 |
| 6-7 AM | 271 | 0.0 | 71 | 0.0 | 3000 | 271 | 0 | 71 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.9 | 38.9 |
| 7-8 AM | 492 | 0.0 | 129 | 0.0 | 3000 | 492 | 0 | 129 | 0.36 | 0 | 70.1 | 67.9 | 49.7 | 38.1 | 38.1 |
| 8-9 AM | 808 | 0.0 | 212 | 0.0 | 3000 | 808 | 0 | 212 | 0.35 | 0 | 69.7 | 67.6 | 49.7 | 37.1 | 37.1 |
| 9-10 AM | 1219 | 0.0 | 320 | 0.0 | OFF | 1219 | 0 | 320 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 35.8 | 35.8 |
| 10-11 AM | 1612 | 0.0 | 424 | 0.0 | OFF | 1612 | 0 | 424 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 34.5 | 34.5 |
| 11A-NOON | 1876 | 0.0 | 493 | 0.0 | OFF | 1876 | 0 | 493 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 33.6 | 33.6 |
| NOON-1PM | 1959 | 0.0 | 514 | 0.0 | OFF | 1959 | 0 | 514 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | 33.3 | 33.3 |
| 1-2 PM | 2043 | 0.0 | 537 | 0.0 | OFF | 2043 | 0 | 537 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 33.1 | 33.1 |
| 2-3 PM | 2037 | 0.0 | 535 | 0.0 | OFF | 2037 | 0 | 535 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 33.1 | 33.1 |
| 3-4 PM | 1983 | 0.0 | 520 | 0.0 | OFF | 1983 | 0 | 520 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 33.3 | 33.3 |
| 4-5 PM | 1911 | 0.0 | 501 | 0.0 | OFF | 1911 | 0 | 501 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 33.5 | 33.5 |
| 5-6 PM | 1682 | 0.0 | 442 | 0.0 | OFF | 1682 | 0 | 442 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 34.3 | 34.3 |
| 6-7 PM | 1374 | 0.0 | 361 | 0.0 | OFF | 1374 | 0 | 361 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 35.3 | 35.3 |
| 7-8 PM | 1095 | 0.0 | 288 | 0.0 | 3000 | 1095 | 0 | 288 | 0.35 | 0 | 69.4 | 67.3 | 49.7 | 36.1 | 36.1 |
| 8-9 PM | 804 | 0.0 | 211 | 0.0 | 3000 | 804 | 0 | 211 | 0.35 | 0 | 69.7 | 67.6 | 49.7 | 37.1 | 37.1 |
| 9-10 PM | 581 | 0.0 | 153 | 0.0 | 3000 | 581 | 0 | 153 | 0.36 | 0 | 70.0 | 67.8 | 49.7 | 37.8 | 37.8 |
| 10-11 PM | 422 | 0.0 | 111 | 0.0 | 3000 | 422 | 0 | 111 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.4 | 38.4 |
| 11PM-MID | 296 | 0.0 | 77 | 0.0 | 3000 | 296 | 0 | 77 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.8 | 38.8 |

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

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (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 | 0.0476 |
| MAIN ROUTE WITH WORKS | 0.0472 |
| DIVERSION | 0.1327 |

PIA: Personal Injury Accidents

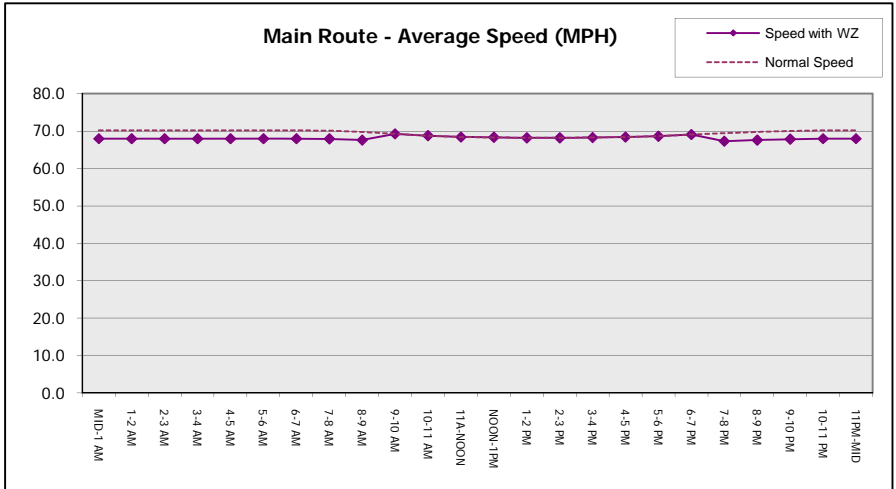
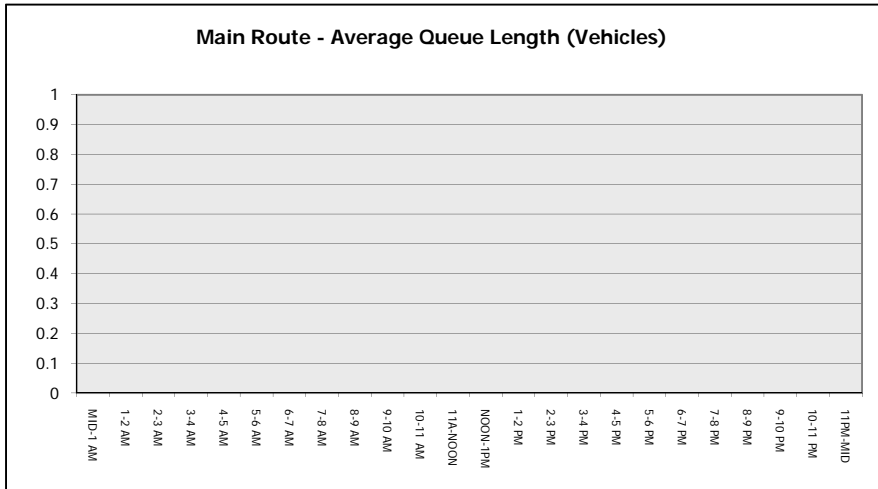
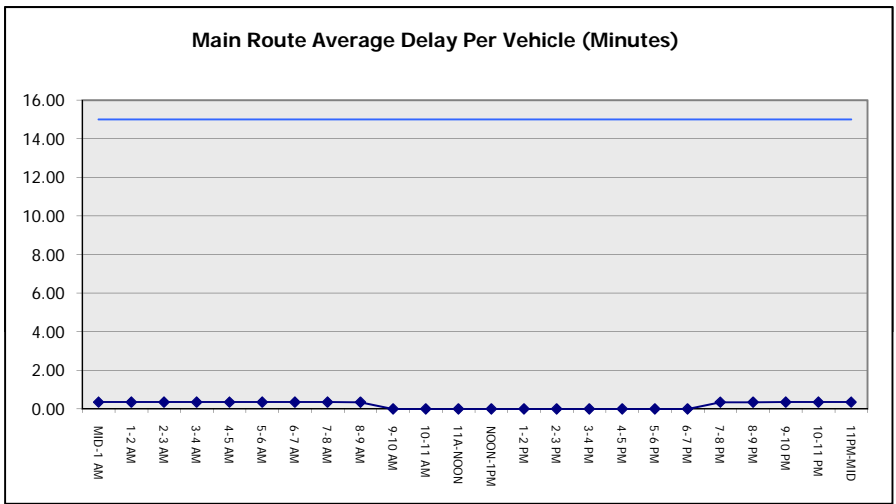
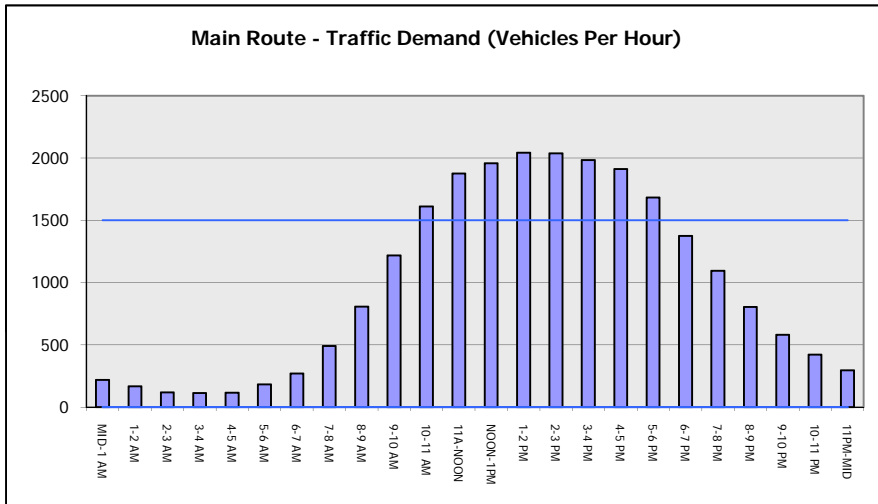
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$464 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: STH 60 TO USH 51 (DANE AND COLUMBIA COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: USH 51 - STH 60

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 39/90/94: STH 60 TO USH 51 (DANE AND COLUMBIA COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: USH 51 - STH 60 | OCTOBER |
| | 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 | | 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 | 291 | 0.0 | 76 | 0.0 | 3000 | 291 | 0 | 76 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.8 | 38.8 |
| 1-2 AM | 205 | 0.0 | 53 | 0.0 | 3000 | 205 | 0 | 53 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.1 | 39.1 |
| 2-3 AM | 187 | 0.0 | 49 | 0.0 | 3000 | 187 | 0 | 49 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.1 | 39.1 |
| 3-4 AM | 136 | 0.0 | 36 | 0.0 | 3000 | 136 | 0 | 36 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.3 | 39.3 |
| 4-5 AM | 157 | 0.0 | 41 | 0.0 | 3000 | 157 | 0 | 41 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.2 | 39.2 |
| 5-6 AM | 191 | 0.0 | 50 | 0.0 | 3000 | 191 | 0 | 50 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 39.1 | 39.1 |
| 6-7 AM | 263 | 0.0 | 69 | 0.0 | 3000 | 263 | 0 | 69 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.9 | 38.9 |
| 7-8 AM | 433 | 0.0 | 114 | 0.0 | 3000 | 433 | 0 | 114 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.3 | 38.3 |
| 8-9 AM | 764 | 0.0 | 201 | 0.0 | 3000 | 764 | 0 | 201 | 0.35 | 0 | 69.8 | 67.6 | 49.7 | 37.3 | 37.3 |
| 9-10 AM | 1409 | 0.0 | 370 | 0.0 | OFF | 1409 | 0 | 370 | 0.00 | 0 | 69.0 | 69.0 | 69.0 | 35.1 | 35.1 |
| 10-11 AM | 2208 | 0.0 | 580 | 0.0 | OFF | 2208 | 0 | 580 | 0.00 | 0 | 68.0 | 68.0 | 68.0 | 32.5 | 32.5 |
| 11A-NOON | 2878 | 0.0 | 755 | 0.0 | OFF | 2878 | 0 | 755 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | 30.4 | 30.4 |
| NOON-1PM | 3183 | 0.0 | 835 | 0.0 | OFF | 3183 | 0 | 835 | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 29.4 | 29.4 |
| 1-2 PM | 3459 | 0.0 | 908 | 0.0 | OFF | 3459 | 0 | 908 | 0.00 | 0 | 66.4 | 66.4 | 66.4 | 28.4 | 28.4 |
| 2-3 PM | 3580 | 0.0 | 940 | 0.0 | OFF | 3580 | 0 | 940 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | 28.1 | 28.1 |
| 3-4 PM | 3670 | 0.0 | 964 | 0.0 | OFF | 3670 | 0 | 964 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 27.8 | 27.8 |
| 4-5 PM | 3671 | 0.0 | 964 | 0.0 | OFF | 3671 | 0 | 964 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 27.8 | 27.8 |
| 5-6 PM | 3203 | 0.0 | 841 | 0.0 | OFF | 3203 | 0 | 841 | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 29.3 | 29.3 |
| 6-7 PM | 2542 | 0.0 | 666 | 0.0 | OFF | 2542 | 0 | 666 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 31.5 | 31.5 |
| 7-8 PM | 1980 | 0.0 | 519 | 0.0 | 3000 | 1980 | 0 | 519 | 0.33 | 0 | 68.2 | 66.3 | 49.7 | 33.3 | 33.3 |
| 8-9 PM | 1469 | 0.0 | 385 | 0.0 | 3000 | 1469 | 0 | 385 | 0.34 | 0 | 68.9 | 66.8 | 49.7 | 35.0 | 35.0 |
| 9-10 PM | 952 | 0.0 | 250 | 0.0 | 3000 | 952 | 0 | 250 | 0.35 | 0 | 69.6 | 67.4 | 49.7 | 36.6 | 36.6 |
| 10-11 PM | 596 | 0.0 | 156 | 0.0 | 3000 | 596 | 0 | 156 | 0.36 | 0 | 70.0 | 67.8 | 49.7 | 37.8 | 37.8 |
| 11PM-MID | 377 | 0.0 | 99 | 0.0 | 3000 | 377 | 0 | 99 | 0.36 | 0 | 70.2 | 67.9 | 49.7 | 38.5 | 38.5 |

"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 | 0.0770 |
| MAIN ROUTE WITH WORKS | 0.0765 |
| DIVERSION | 0.2144 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$638 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: STH 60 TO USH 51 (DANE AND COLUMBIA COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: USH 51 - STH 60

OCTOBER
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

