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|--|--|
| IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: BELTLINE - USH 51 - STH 30 | AUGUST |
| | 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 | 595 | 0.0 | 312 | 0.0 | 3000 | 595 | 0 | 312 | 0.36 | 0 | 70.0 | 63.4 | 49.7 | 33.5 | 33.5 |
| 1-2 AM | 470 | 0.0 | 247 | 0.0 | 3000 | 470 | 0 | 247 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.7 | 33.7 |
| 2-3 AM | 394 | 0.0 | 207 | 0.0 | 3000 | 394 | 0 | 207 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.9 | 33.9 |
| 3-4 AM | 411 | 0.0 | 216 | 0.0 | 3000 | 411 | 0 | 216 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.9 | 33.9 |
| 4-5 AM | 582 | 0.0 | 305 | 0.0 | 3000 | 582 | 0 | 305 | 0.36 | 0 | 70.0 | 63.4 | 49.7 | 33.5 | 33.5 |
| 5-6 AM | 1069 | 0.0 | 560 | 0.0 | OFF | 1069 | 0 | 560 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | 32.4 | 32.4 |
| 6-7 AM | 2270 | 0.0 | 1190 | 0.0 | OFF | 2270 | 0 | 1190 | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 29.8 | 29.8 |
| 7-8 AM | 3444 | 0.0 | 1806 | 0.0 | OFF | 3444 | 0 | 1806+ | 0.00 | 0 | 66.4 | 66.4 | 66.4 | 27.3 | 27.3 |
| 8-9 AM | 3164 | 0.0 | 1659 | 0.0 | OFF | 3164 | 0 | 1659+ | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 27.9 | 27.9 |
| 9-10 AM | 3005 | 0.0 | 1576 | 0.0 | OFF | 3005 | 0 | 1576+ | 0.00 | 0 | 67.0 | 67.0 | 67.0 | 28.2 | 28.2 |
| 10-11 AM | 3229 | 0.0 | 1693 | 0.0 | OFF | 3229 | 0 | 1693+ | 0.00 | 0 | 66.7 | 66.7 | 66.7 | 27.7 | 27.7 |
| 11A-NOON | 3624 | 0.0 | 1899 | 0.0 | OFF | 3624 | 0 | 1899+ | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 26.9 | 26.9 |
| NOON-1PM | 3930 | 0.0 | 2060 | 0.0 | OFF | 3930 | 0 | 2060+ | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 26.2 | 26.2 |
| 1-2 PM | 3864 | 0.0 | 2026 | 0.0 | OFF | 3864 | 0 | 2026+ | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 26.3 | 26.3 |
| 2-3 PM | 4266 | 0.0 | 2236 | 0.0 | OFF | 4266 | 0 | 2236+ | 0.00 | 0 | 61.7 | 61.7 | 61.7 | 25.5 | 25.5 |
| 3-4 PM | 4864 | 0.0 | 2550 | 0.0 | OFF | 4864 | 0 | 2550+ | 0.00 | 0 | 57.6 | 57.6 | 57.6 | 24.2 | 24.2 |
| 4-5 PM | 4973 | 0.0 | 2607 | 0.0 | OFF | 4973 | 0 | 2607+ | 0.00 | 0 | 56.9 | 56.9 | 56.9 | 23.9 | 23.9 |
| 5-6 PM | 4285 | 0.0 | 2247 | 0.0 | OFF | 4285 | 0 | 2247+ | 0.00 | 0 | 61.6 | 61.6 | 61.6 | 25.4 | 25.4 |
| 6-7 PM | 3906 | 0.0 | 2048 | 0.0 | OFF | 3906 | 0 | 2048+ | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 26.3 | 26.3 |
| 7-8 PM | 3082 | 0.0 | 1616 | 0.0 | 2999 | 3082 | 0 | 1616+ | 2.21 | 83 | 66.9 | 41.4 | 37.3 | 28.1 | 28.1 |
| 8-9 PM | 2561 | 0.0 | 1343 | 0.0 | 3000 | 2561 | 0 | 1343+ | 0.60 | 10 | 67.6 | 57.8 | 45.1 | 29.2 | 29.2 |
| 9-10 PM | 2263 | 0.0 | 1187 | 0.0 | 3000 | 2263 | 0 | 1187 | 0.33 | 0 | 67.9 | 62.1 | 49.7 | 29.8 | 29.8 |
| 10-11 PM | 1736 | 0.0 | 909 | 0.0 | 3000 | 1736 | 0 | 909 | 0.34 | 0 | 68.6 | 62.5 | 49.7 | 31.0 | 31.0 |
| 11PM-MID | 1083 | 0.0 | 568 | 0.0 | 3000 | 1083 | 0 | 568 | 0.35 | 0 | 69.4 | 63.0 | 49.7 | 32.4 | 32.4 |

"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 | 0.0402 |
| MAIN ROUTE WITH WORKS | 0.0393 |
| DIVERSION | 0.3465 |

PIA: Personal Injury Accidents

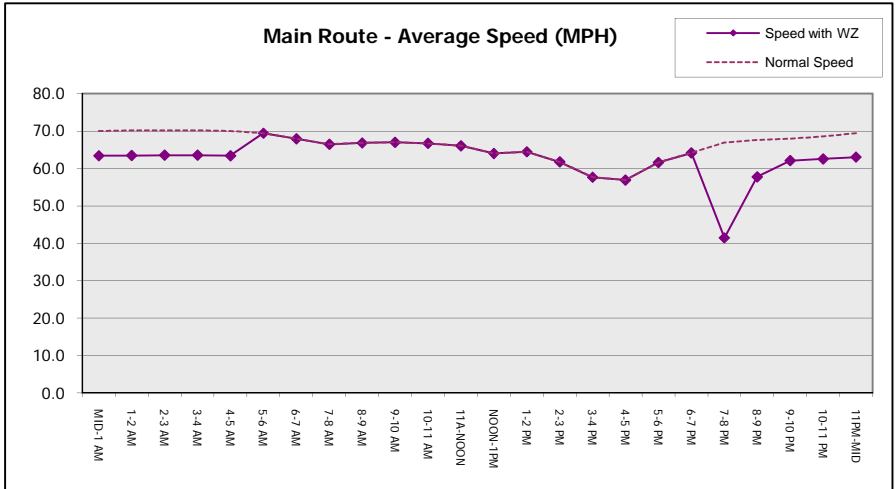
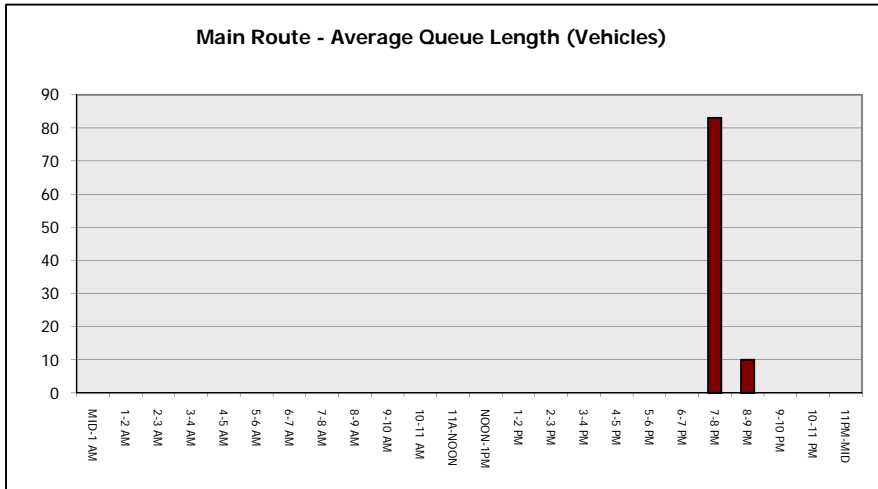
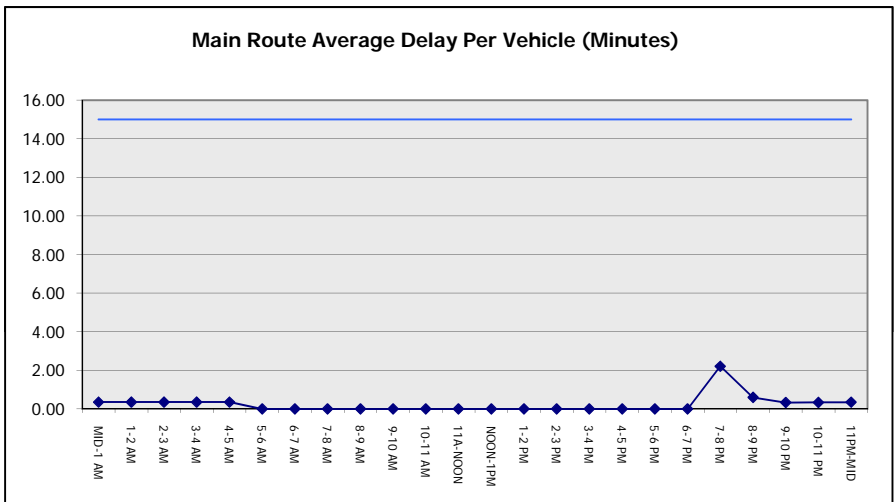
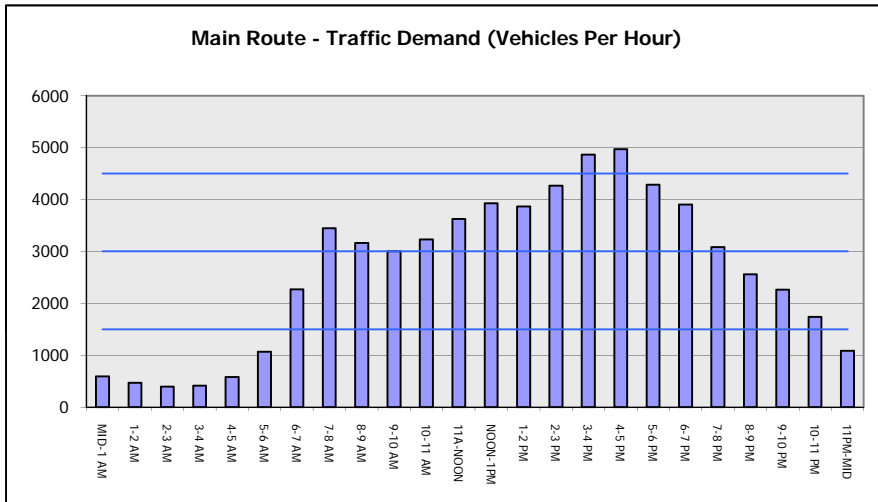
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,357 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: BELTLINE - USH 51 - STH 30

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: BELTLINE - USH 51 - STH 30 | AUGUST |
| | 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 | 525 | 0.0 | 275 | 0.0 | 3000 | 525 | 0 | 275 | 0.36 | 0 | 70.1 | 63.5 | 49.7 | 33.7 | 33.7 |
| 1-2 AM | 443 | 0.0 | 232 | 0.0 | 3000 | 443 | 0 | 232 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.8 | 33.8 |
| 2-3 AM | 396 | 0.0 | 207 | 0.0 | 3000 | 396 | 0 | 207 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.9 | 33.9 |
| 3-4 AM | 394 | 0.0 | 206 | 0.0 | 3000 | 394 | 0 | 206 | 0.36 | 0 | 70.2 | 63.5 | 49.7 | 33.9 | 33.9 |
| 4-5 AM | 515 | 0.0 | 270 | 0.0 | 3000 | 515 | 0 | 270 | 0.36 | 0 | 70.1 | 63.5 | 49.7 | 33.7 | 33.7 |
| 5-6 AM | 1107 | 0.0 | 580 | 0.0 | OFF | 1107 | 0 | 580 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | 32.4 | 32.4 |
| 6-7 AM | 2586 | 0.0 | 1355 | 0.0 | OFF | 2586 | 0 | 1355+ | 0.00 | 0 | 67.5 | 67.5 | 67.5 | 29.1 | 29.1 |
| 7-8 AM | 3284 | 0.0 | 1721 | 0.0 | OFF | 3284 | 0 | 1721+ | 0.00 | 0 | 66.6 | 66.6 | 66.6 | 27.6 | 27.6 |
| 8-9 AM | 2677 | 0.0 | 1404 | 0.0 | OFF | 2677 | 0 | 1404+ | 0.00 | 0 | 67.4 | 67.4 | 67.4 | 28.9 | 28.9 |
| 9-10 AM | 2522 | 0.0 | 1323 | 0.0 | OFF | 2522 | 0 | 1323+ | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 29.2 | 29.2 |
| 10-11 AM | 2791 | 0.0 | 1463 | 0.0 | OFF | 2791 | 0 | 1463+ | 0.00 | 0 | 67.3 | 67.3 | 67.3 | 28.7 | 28.7 |
| 11A-NOON | 3105 | 0.0 | 1628 | 0.0 | OFF | 3105 | 0 | 1628+ | 0.00 | 0 | 66.9 | 66.9 | 66.9 | 28.0 | 28.0 |
| NOON-1PM | 3218 | 0.0 | 1687 | 0.0 | OFF | 3218 | 0 | 1687+ | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 27.8 | 27.8 |
| 1-2 PM | 3470 | 0.0 | 1820 | 0.0 | OFF | 3470 | 0 | 1820+ | 0.00 | 0 | 66.4 | 66.4 | 66.4 | 27.2 | 27.2 |
| 2-3 PM | 3820 | 0.0 | 2003 | 0.0 | OFF | 3820 | 0 | 2003+ | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 26.5 | 26.5 |
| 3-4 PM | 3950 | 0.0 | 2071 | 0.0 | OFF | 3950 | 0 | 2071+ | 0.00 | 0 | 63.9 | 63.9 | 63.9 | 26.1 | 26.1 |
| 4-5 PM | 4058 | 0.0 | 2127 | 0.0 | OFF | 4058 | 0 | 2127+ | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 25.9 | 25.9 |
| 5-6 PM | 3820 | 0.0 | 2003 | 0.0 | OFF | 3820 | 0 | 2003+ | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 26.5 | 26.5 |
| 6-7 PM | 3016 | 0.0 | 1581 | 0.0 | OFF | 3016 | 0 | 1581+ | 0.00 | 0 | 67.0 | 67.0 | 67.0 | 28.2 | 28.2 |
| 7-8 PM | 2366 | 0.0 | 1240 | 0.0 | 3000 | 2366 | 0 | 1240+ | 0.33 | 0 | 67.8 | 62.0 | 49.7 | 29.6 | 29.6 |
| 8-9 PM | 2000 | 0.0 | 1048 | 0.0 | 3000 | 2000 | 0 | 1048 | 0.33 | 0 | 68.2 | 62.3 | 49.7 | 30.4 | 30.4 |
| 9-10 PM | 1718 | 0.0 | 901 | 0.0 | 3000 | 1718 | 0 | 901 | 0.34 | 0 | 68.6 | 62.5 | 49.7 | 31.1 | 31.1 |
| 10-11 PM | 1338 | 0.0 | 701 | 0.0 | 3000 | 1338 | 0 | 701 | 0.35 | 0 | 69.1 | 62.8 | 49.7 | 31.9 | 31.9 |
| 11PM-MID | 980 | 0.0 | 514 | 0.0 | 3000 | 980 | 0 | 514 | 0.35 | 0 | 69.5 | 63.1 | 49.7 | 32.7 | 32.7 |

"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 | 0.0345 |
| MAIN ROUTE WITH WORKS | 0.0337 |
| DIVERSION | 0.2972 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$787 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 94/STH 30 TO BELTLINE (DANE COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: BELTLINE - USH 51 - STH 30

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

