

| | |
|---|--|
| IH 94: STH 73 TO STH 26 (DANE AND JEFFERSON COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 73 - USH 12 - USH 18 - STH 89 | OCTOBER |
| | 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 | 239 | 0.0 | 31 | 0.0 | 1500 | 239 | 0 | 31 | 0.45 | 0 | 66.0 | 62.6 | 44.5 | 34.4 | 34.4 |
| 1-2 AM | 154 | 0.0 | 21 | 0.0 | 1500 | 154 | 0 | 21 | 0.44 | 0 | 66.1 | 62.8 | 44.9 | 34.5 | 34.5 |
| 2-3 AM | 135 | 0.0 | 18 | 0.0 | 1500 | 135 | 0 | 18 | 0.44 | 0 | 66.1 | 62.8 | 45.0 | 34.6 | 34.6 |
| 3-4 AM | 120 | 0.0 | 16 | 0.0 | 1500 | 120 | 0 | 16 | 0.43 | 0 | 66.1 | 62.8 | 45.0 | 34.6 | 34.6 |
| 4-5 AM | 168 | 0.0 | 22 | 0.0 | 1500 | 168 | 0 | 22 | 0.44 | 0 | 66.1 | 62.7 | 44.8 | 34.5 | 34.5 |
| 5-6 AM | 272 | 0.0 | 37 | 0.0 | 1500 | 272 | 0 | 37 | 0.45 | 0 | 65.9 | 62.5 | 44.4 | 34.4 | 34.4 |
| 6-7 AM | 546 | 0.0 | 73 | 0.0 | 1500 | 546 | 0 | 73 | 0.48 | 0 | 65.4 | 61.9 | 43.3 | 34.0 | 34.0 |
| 7-8 AM | 1355 | 0.0 | 180 | 0.0 | 1499 | 1355 | 0 | 180 | 1.19 | 13 | 63.8 | 56.1 | 36.0 | 32.8 | 32.8 |
| 8-9 AM | 2544 | 0.0 | 339 | 0.0 | OFF | 2544 | 0 | 339 | 0.10 | 0 | 60.4 | 59.8 | 59.8 | 31.1 | 31.1 |
| 9-10 AM | 2268 | 0.0 | 303 | 0.0 | OFF | 2268 | 0 | 303 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 31.5 | 31.5 |
| 10-11 AM | 1710 | 0.0 | 228 | 0.0 | OFF | 1710 | 0 | 228 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 32.3 | 32.3 |
| 11A-NOON | 1417 | 0.0 | 188 | 0.0 | OFF | 1417 | 0 | 188 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 32.7 | 32.7 |
| NOON-1PM | 1335 | 0.0 | 178 | 0.0 | OFF | 1335 | 0 | 178 | 0.00 | 0 | 63.9 | 63.9 | 63.9 | 32.9 | 32.9 |
| 1-2 PM | 1293 | 0.0 | 173 | 0.0 | OFF | 1293 | 0 | 173 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 32.9 | 32.9 |
| 2-3 PM | 1244 | 0.0 | 165 | 0.0 | OFF | 1244 | 0 | 165 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 33.0 | 33.0 |
| 3-4 PM | 1262 | 0.0 | 169 | 0.0 | OFF | 1262 | 0 | 169 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 32.9 | 32.9 |
| 4-5 PM | 1246 | 0.0 | 166 | 0.0 | OFF | 1246 | 0 | 166 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 33.0 | 33.0 |
| 5-6 PM | 1088 | 0.0 | 146 | 0.0 | OFF | 1088 | 0 | 146 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 33.2 | 33.2 |
| 6-7 PM | 847 | 0.0 | 113 | 0.0 | 1500 | 847 | 0 | 113 | 0.50 | 0 | 64.8 | 61.2 | 42.2 | 33.5 | 33.5 |
| 7-8 PM | 691 | 0.0 | 92 | 0.0 | 1500 | 691 | 0 | 92 | 0.49 | 0 | 65.1 | 61.5 | 42.8 | 33.8 | 33.8 |
| 8-9 PM | 625 | 0.0 | 84 | 0.0 | 1500 | 625 | 0 | 84 | 0.48 | 0 | 65.2 | 61.7 | 43.0 | 33.8 | 33.8 |
| 9-10 PM | 520 | 0.0 | 69 | 0.0 | 1500 | 520 | 0 | 69 | 0.47 | 0 | 65.4 | 61.9 | 43.4 | 34.0 | 34.0 |
| 10-11 PM | 450 | 0.0 | 60 | 0.0 | 1500 | 450 | 0 | 60 | 0.47 | 0 | 65.6 | 62.1 | 43.7 | 34.1 | 34.1 |
| 11PM-MID | 351 | 0.0 | 47 | 0.0 | 1500 | 351 | 0 | 47 | 0.46 | 0 | 65.7 | 62.3 | 44.1 | 34.3 | 34.3 |

"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 | 0.0317 |
| MAIN ROUTE WITH WORKS | 0.0313 |
| DIVERSION | 0.0864 |

PIA: Personal Injury Accidents

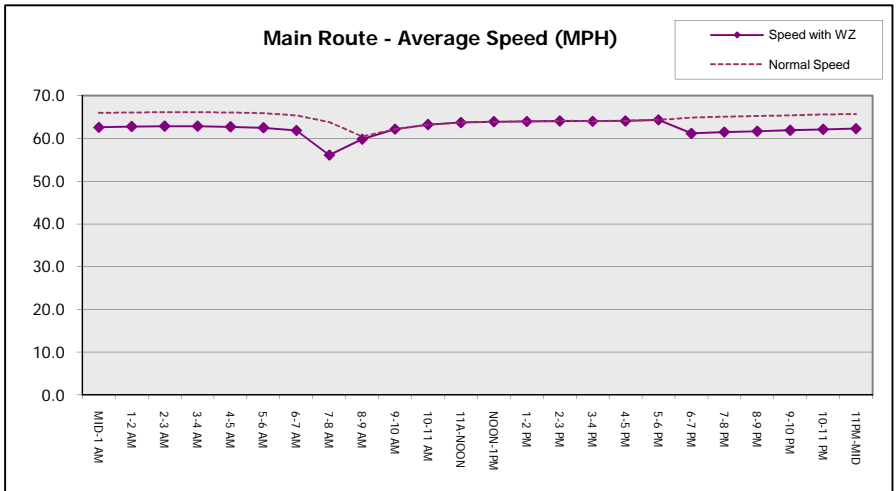
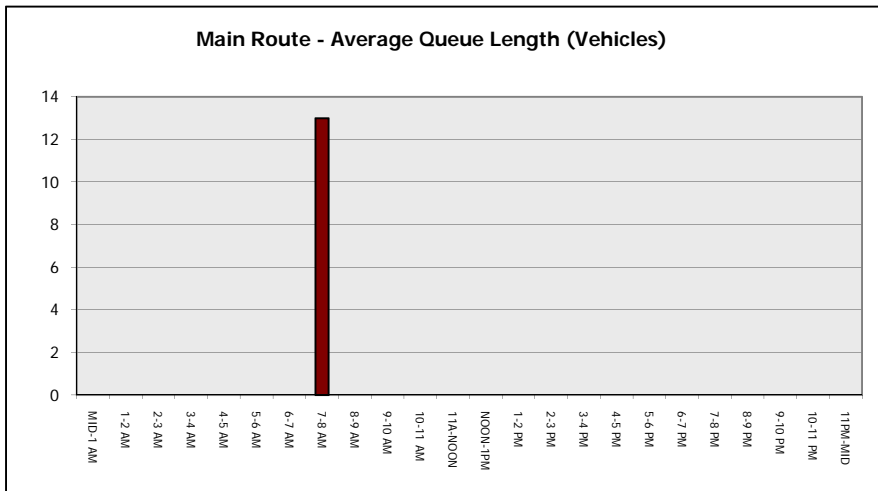
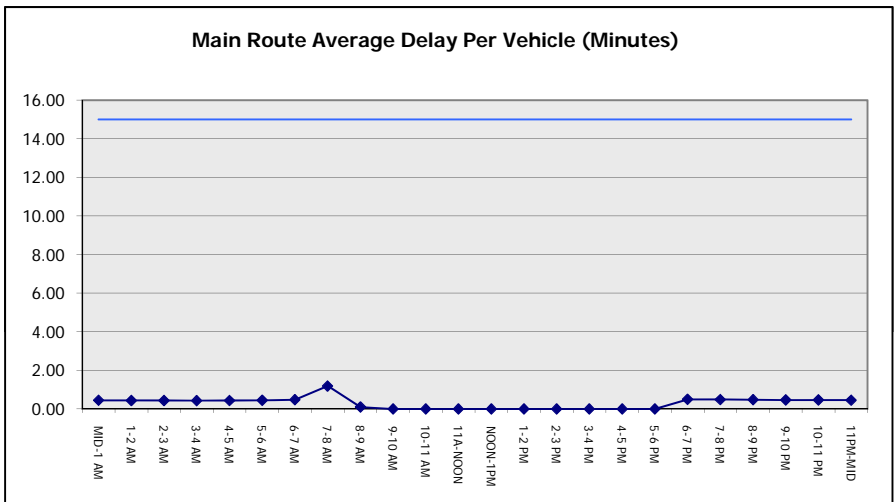
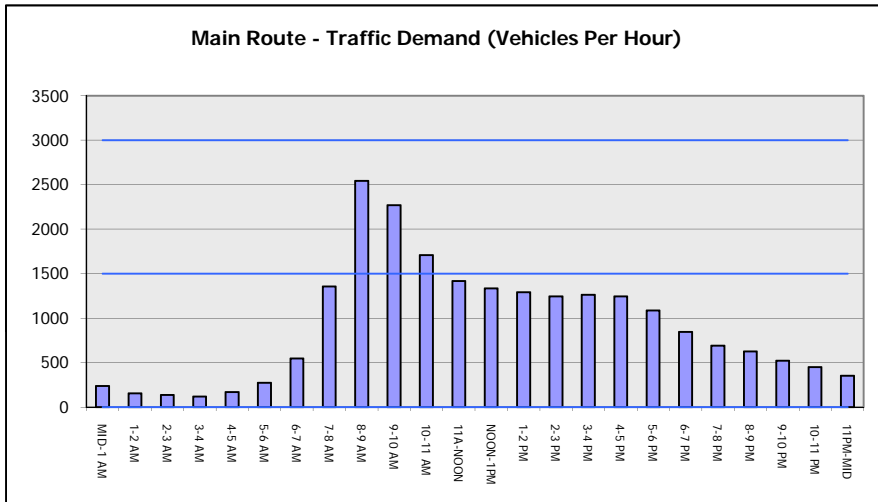
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$946 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 94: STH 73 TO STH 26 (DANE AND JEFFERSON COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 73 - USH 12 - USH 18 - STH 89

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: STH 73 TO STH 26 (DANE AND JEFFERSON COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 73 - USH 12 - USH 18 - STH 89 | OCTOBER |
| | 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 | 179 | 0.0 | 24 | 0.0 | 1500 | 179 | 0 | 24 | 0.44 | 0 | 66.1 | 62.7 | 44.8 | 34.5 | 34.5 | |
| 1-2 AM | 110 | 0.0 | 15 | 0.0 | 1500 | 110 | 0 | 15 | 0.43 | 0 | 66.2 | 62.9 | 45.0 | 34.6 | 34.6 | |
| 2-3 AM | 90 | 0.0 | 12 | 0.0 | 1500 | 90 | 0 | 12 | 0.43 | 0 | 66.2 | 62.9 | 45.1 | 34.7 | 34.7 | |
| 3-4 AM | 112 | 0.0 | 15 | 0.0 | 1500 | 112 | 0 | 15 | 0.43 | 0 | 66.2 | 62.8 | 45.0 | 34.6 | 34.6 | |
| 4-5 AM | 121 | 0.0 | 16 | 0.0 | 1500 | 121 | 0 | 16 | 0.43 | 0 | 66.1 | 62.8 | 45.0 | 34.6 | 34.6 | |
| 5-6 AM | 206 | 0.0 | 27 | 0.0 | 1500 | 206 | 0 | 27 | 0.44 | 0 | 66.0 | 62.7 | 44.6 | 34.5 | 34.5 | |
| 6-7 AM | 273 | 0.0 | 37 | 0.0 | 1500 | 273 | 0 | 37 | 0.45 | 0 | 65.9 | 62.5 | 44.4 | 34.4 | 34.4 | |
| 7-8 AM | 439 | 0.0 | 59 | 0.0 | 1500 | 439 | 0 | 59 | 0.47 | 0 | 65.6 | 62.1 | 43.7 | 34.2 | 34.2 | |
| 8-9 AM | 675 | 0.0 | 90 | 0.0 | OFF | 675 | 0 | 90 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | 33.8 | 33.8 | |
| 9-10 AM | 852 | 0.0 | 113 | 0.0 | OFF | 852 | 0 | 113 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 33.5 | 33.5 | |
| 10-11 AM | 1085 | 0.0 | 145 | 0.0 | OFF | 1085 | 0 | 145 | 0.00 | 0 | 64.3 | 64.3 | 64.3 | 33.2 | 33.2 | |
| 11A-NOON | 1203 | 0.0 | 160 | 0.0 | OFF | 1203 | 0 | 160 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 33.0 | 33.0 | |
| NOON-1PM | 1234 | 0.0 | 164 | 0.0 | OFF | 1234 | 0 | 164 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 33.0 | 33.0 | |
| 1-2 PM | 1308 | 0.0 | 175 | 0.0 | OFF | 1308 | 0 | 175 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 32.9 | 32.9 | |
| 2-3 PM | 1673 | 0.0 | 223 | 0.0 | OFF | 1673 | 0 | 223 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | 32.4 | 32.4 | |
| 3-4 PM | 2176 | 0.0 | 290 | 0.0 | OFF | 2176 | 0 | 290 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 31.6 | 31.6 | |
| 4-5 PM | 2217 | 0.0 | 295 | 0.0 | OFF | 2217 | 0 | 295 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 31.5 | 31.5 | |
| 5-6 PM | 1799 | 0.0 | 240 | 0.0 | OFF | 1799 | 0 | 240 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 32.2 | 32.2 | |
| 6-7 PM | 1410 | 0.0 | 187 | 0.0 | 1500 | 1410 | 0 | 187 | 0.91 | 0 | 63.8 | 57.6 | 32.7 | 32.7 | 32.7 | |
| 7-8 PM | 1103 | 0.0 | 147 | 0.0 | 1500 | 1103 | 0 | 147 | 0.53 | 0 | 64.3 | 60.5 | 41.3 | 33.2 | 33.2 | |
| 8-9 PM | 834 | 0.0 | 111 | 0.0 | 1500 | 834 | 0 | 111 | 0.50 | 0 | 64.8 | 61.2 | 42.3 | 33.5 | 33.5 | |
| 9-10 PM | 685 | 0.0 | 91 | 0.0 | 1500 | 685 | 0 | 91 | 0.49 | 0 | 65.1 | 61.5 | 42.8 | 33.8 | 33.8 | |
| 10-11 PM | 633 | 0.0 | 85 | 0.0 | 1500 | 633 | 0 | 85 | 0.48 | 0 | 65.2 | 61.7 | 43.0 | 33.8 | 33.8 | |
| 11PM-MID | 338 | 0.0 | 45 | 0.0 | 1500 | 338 | 0 | 45 | 0.46 | 0 | 65.8 | 62.3 | 44.2 | 34.3 | 34.3 | |

"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 | 0.0301 |
| MAIN ROUTE WITH WORKS | 0.0296 |
| DIVERSION | 0.0818 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$830 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 94: STH 73 TO STH 26 (DANE AND JEFFERSON COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 73 - USH 12 - USH 18 - STH 89

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

