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| IH 39/90: USH 14 TO STH 11 (ROCK COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 11 - USH 14 | AUGUST |
| | 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 | 370 | 0.0 | 60 | 0.0 | 1500 | 370 | 0 | 60 | 0.46 | 0 | 65.7 | 56.5 | 44.0 | 39.0 | 39.0 |
| 1-2 AM | 240 | 0.0 | 39 | 0.0 | 1500 | 240 | 0 | 39 | 0.45 | 0 | 66.0 | 56.9 | 44.5 | 39.2 | 39.2 |
| 2-3 AM | 221 | 0.0 | 36 | 0.0 | 1500 | 221 | 0 | 36 | 0.44 | 0 | 66.0 | 57.0 | 44.6 | 39.3 | 39.3 |
| 3-4 AM | 173 | 0.0 | 28 | 0.0 | 1500 | 173 | 0 | 28 | 0.44 | 0 | 66.1 | 57.1 | 44.8 | 39.4 | 39.4 |
| 4-5 AM | 198 | 0.0 | 32 | 0.0 | 1500 | 198 | 0 | 32 | 0.44 | 0 | 66.0 | 57.1 | 44.7 | 39.4 | 39.4 |
| 5-6 AM | 280 | 0.0 | 45 | 0.0 | 1500 | 280 | 0 | 45 | 0.45 | 0 | 65.9 | 56.8 | 44.3 | 39.2 | 39.2 |
| 6-7 AM | 442 | 0.0 | 71 | 0.0 | 1500 | 442 | 0 | 71 | 0.47 | 0 | 65.6 | 56.3 | 43.7 | 38.9 | 38.9 |
| 7-8 AM | 776 | 0.0 | 126 | 0.0 | 1500 | 776 | 0 | 126 | 0.50 | 0 | 65.0 | 55.3 | 42.5 | 38.2 | 38.2 |
| 8-9 AM | 1219 | 0.0 | 197 | 0.0 | 1499 | 1219 | 0 | 197 | 0.67 | 0 | 64.1 | 52.0 | 37.8 | 37.3 | 37.3 |
| 9-10 AM | 1815 | 0.0 | 293 | 0.0 | OFF | 1815 | 0 | 293 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 36.1 | 36.1 |
| 10-11 AM | 2289 | 0.0 | 371 | 0.0 | OFF | 2289 | 0 | 371 | 0.00 | 0 | 62.1 | 62.1 | 62.1 | 35.1 | 35.1 |
| 11A-NOON | 2555 | 0.0 | 413 | 0.0 | OFF | 2555 | 0 | 413 | 0.00 | 0 | 60.3 | 60.3 | 60.3 | 34.6 | 34.6 |
| NOON-1PM | 2703 | 0.0 | 438 | 0.0 | OFF | 2703 | 0 | 438 | 0.00 | 0 | 58.8 | 58.8 | 58.8 | 34.3 | 34.3 |
| 1-2 PM | 2686 | 0.0 | 434 | 0.0 | OFF | 2686 | 0 | 434 | 0.00 | 0 | 59.0 | 59.0 | 59.0 | 34.3 | 34.3 |
| 2-3 PM | 2635 | 0.0 | 426 | 0.0 | OFF | 2635 | 0 | 426 | 0.00 | 0 | 59.5 | 59.5 | 59.5 | 34.5 | 34.5 |
| 3-4 PM | 2346 | 0.0 | 380 | 0.0 | OFF | 2346 | 0 | 380 | 0.00 | 0 | 62.0 | 62.0 | 62.0 | 35.0 | 35.0 |
| 4-5 PM | 2226 | 0.0 | 360 | 0.0 | OFF | 2226 | 0 | 360 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 35.3 | 35.3 |
| 5-6 PM | 1929 | 0.0 | 312 | 0.0 | OFF | 1929 | 0 | 312 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 35.9 | 35.9 |
| 6-7 PM | 1661 | 0.0 | 269 | 0.0 | OFF | 1661 | 0 | 269 | 0.00 | 0 | 63.3 | 63.3 | 63.3 | 36.4 | 36.4 |
| 7-8 PM | 1660 | 0.0 | 269 | 0.0 | 1499 | 1660 | 0 | 269 | 4.02 | 89 | 63.3 | 26.8 | 30.8 | 36.4 | 36.4 |
| 8-9 PM | 1370 | 0.0 | 221 | 0.0 | 1499 | 1370 | 0 | 221 | 4.99 | 115 | 63.8 | 23.5 | 31.7 | 37.0 | 37.0 |
| 9-10 PM | 1039 | 0.0 | 168 | 0.0 | 1500 | 1039 | 0 | 168 | 0.56 | 1 | 64.5 | 54.0 | 41.5 | 37.6 | 37.6 |
| 10-11 PM | 803 | 0.0 | 130 | 0.0 | 1500 | 803 | 0 | 130 | 0.50 | 0 | 64.9 | 55.3 | 42.4 | 38.1 | 38.1 |
| 11PM-MID | 593 | 0.0 | 96 | 0.0 | 1500 | 593 | 0 | 96 | 0.48 | 0 | 65.3 | 55.9 | 43.2 | 38.6 | 38.6 |

"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 | 0.0159 |
| MAIN ROUTE WITH WORKS | 0.0153 |
| DIVERSION | 0.0404 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$5,059 |
| CONGESTED HOURS PER DAY* | 0 |

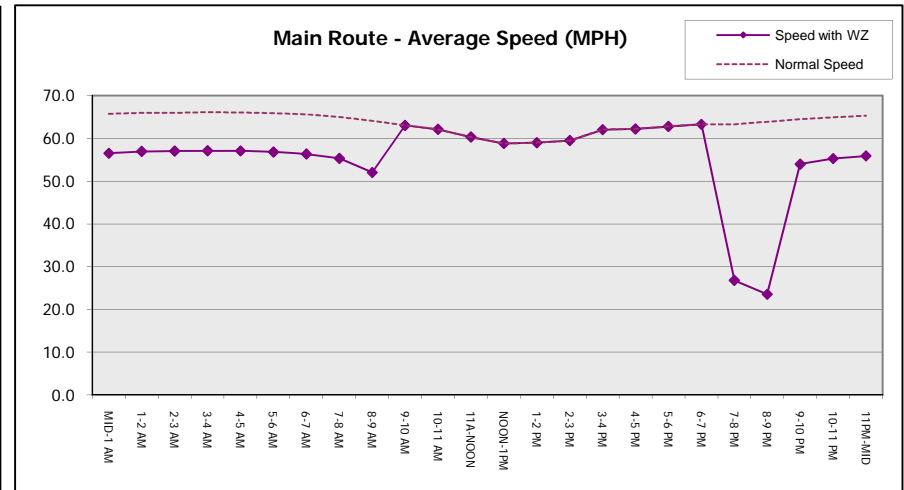
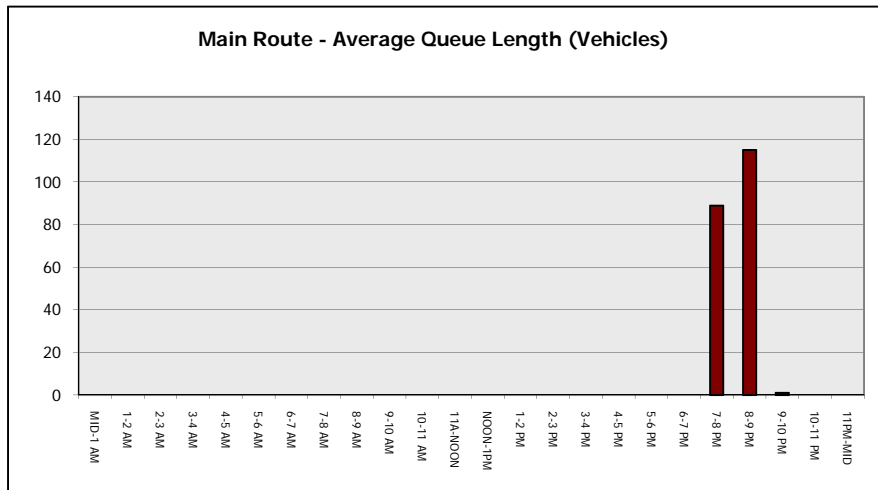
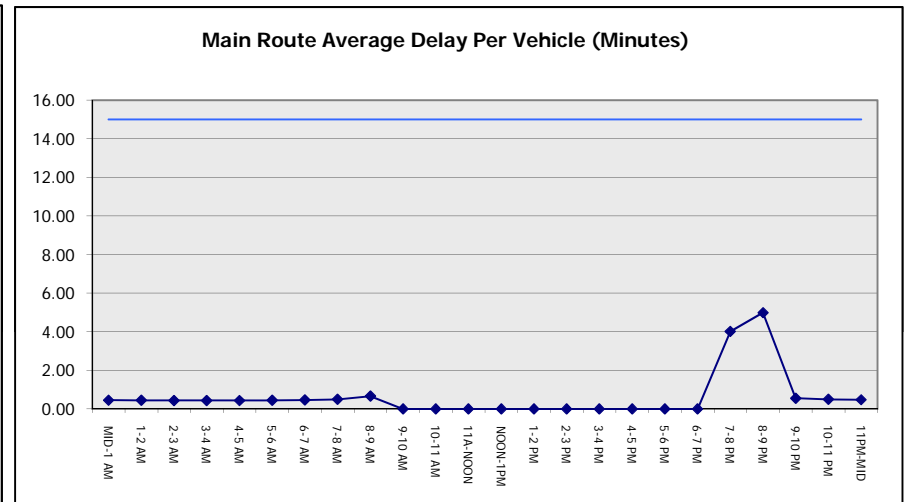
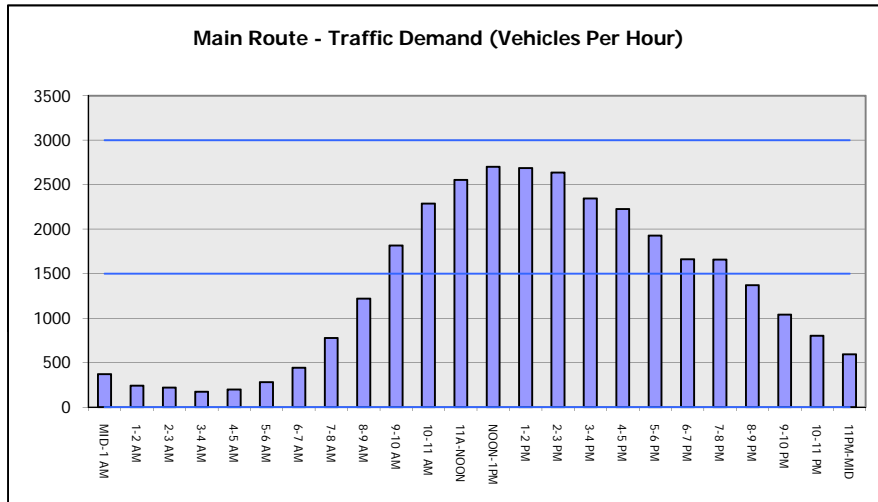
*Delays Exceeding 15 Minutes

**IH 39/90: USH 14 TO STH 11 (ROCK COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 11 - USH 14**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 39/90: USH 14 TO STH 11 (ROCK COUNTY) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 11 - USH 14 | AUGUST |
| | 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 | 447 | 0.0 | 72 | 0.0 | 1500 | 447 | 0 | 72 | 0.47 | 0 | 65.6 | 56.3 | 43.7 | 38.9 | 38.9 |
| 1-2 AM | 357 | 0.0 | 58 | 0.0 | 1500 | 357 | 0 | 58 | 0.46 | 0 | 65.7 | 56.6 | 44.0 | 39.0 | 39.0 |
| 2-3 AM | 309 | 0.0 | 49 | 0.0 | 1500 | 309 | 0 | 49 | 0.45 | 0 | 65.8 | 56.7 | 44.3 | 39.1 | 39.1 |
| 3-4 AM | 242 | 0.0 | 39 | 0.0 | 1500 | 242 | 0 | 39 | 0.45 | 0 | 66.0 | 56.9 | 44.5 | 39.2 | 39.2 |
| 4-5 AM | 216 | 0.0 | 35 | 0.0 | 1500 | 216 | 0 | 35 | 0.44 | 0 | 66.0 | 57.0 | 44.6 | 39.3 | 39.3 |
| 5-6 AM | 249 | 0.0 | 40 | 0.0 | 1500 | 249 | 0 | 40 | 0.45 | 0 | 66.0 | 56.9 | 44.5 | 39.2 | 39.2 |
| 6-7 AM | 454 | 0.0 | 73 | 0.0 | 1500 | 454 | 0 | 73 | 0.47 | 0 | 65.5 | 56.3 | 43.7 | 38.8 | 38.8 |
| 7-8 AM | 761 | 0.0 | 124 | 0.0 | 1500 | 761 | 0 | 124 | 0.50 | 0 | 65.0 | 55.4 | 42.5 | 38.2 | 38.2 |
| 8-9 AM | 1213 | 0.0 | 197 | 0.0 | 1499 | 1213 | 0 | 197 | 0.67 | 0 | 64.1 | 52.0 | 37.8 | 37.3 | 37.3 |
| 9-10 AM | 1893 | 0.0 | 306 | 0.0 | OFF | 1893 | 0 | 306 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 36.0 | 36.0 |
| 10-11 AM | 2728 | 0.0 | 441 | 0.0 | OFF | 2728 | 0 | 441 | 0.00 | 0 | 58.6 | 58.6 | 58.6 | 34.3 | 34.3 |
| 11A-NOON | 3319 | 0.0 | 536 | 0.0 | OFF | 3319 | 0 | 536 | 0.00 | 0 | 52.5 | 52.5 | 52.5 | 33.1 | 33.1 |
| NOON-1PM | 3499 | 0.0 | 566 | 0.0 | OFF | 3499 | 0 | 566 | 0.00 | 0 | 50.7 | 50.7 | 50.7 | 32.7 | 32.7 |
| 1-2 PM | 3644 | 0.0 | 590 | 0.0 | OFF | 3644 | 0 | 590 | 0.00 | 0 | 49.2 | 49.2 | 49.2 | 32.4 | 32.4 |
| 2-3 PM | 3704 | 0.0 | 599 | 0.0 | OFF | 3704 | 0 | 599 | 0.00 | 0 | 48.6 | 48.6 | 48.6 | 32.3 | 32.3 |
| 3-4 PM | 3814 | 0.0 | 617 | 0.0 | OFF | 3814 | 0 | 617 | 0.00 | 0 | 47.4 | 47.4 | 47.4 | 32.1 | 32.1 |
| 4-5 PM | 3515 | 0.0 | 568 | 0.0 | OFF | 3515 | 0 | 568 | 0.00 | 0 | 50.5 | 50.5 | 50.5 | 32.7 | 32.7 |
| 5-6 PM | 3506 | 0.0 | 567 | 0.0 | OFF | 3506 | 0 | 567 | 0.00 | 0 | 50.5 | 50.5 | 50.5 | 32.7 | 32.7 |
| 6-7 PM | 3295 | 0.0 | 533 | 0.0 | OFF | 3295 | 0 | 533 | 0.00 | 0 | 52.7 | 52.7 | 52.7 | 33.1 | 33.1 |
| 7-8 PM | 2878 | 0.0 | 465 | 0.0 | 1499 | 1941 | 937 | 1403+ | 13.66 | 367 | 57.0 | 11.6 | 30.8 | 34.0 | 24.0 |
| 8-9 PM | 2374 | 0.0 | 384 | 0.0 | 1499 | 1365 | 1009 | 1393+ | 14.73 | 374 | 62.0 | 10.9 | 30.8 | 35.0 | 22.7 |
| 9-10 PM | 1681 | 0.0 | 272 | 0.0 | 1500 | 1378 | 303 | 575 | 9.20 | 224 | 63.3 | 15.3 | 30.8 | 36.4 | 32.6 |
| 10-11 PM | 1021 | 0.0 | 165 | 0.0 | 1499 | 1021 | 0 | 165 | 1.66 | 47 | 64.5 | 40.9 | 38.9 | 37.7 | 37.7 |
| 11PM-MID | 709 | 0.0 | 114 | 0.0 | 1500 | 709 | 0 | 114 | 0.49 | 0 | 65.1 | 55.5 | 42.7 | 38.3 | 38.3 |

"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 | 0.0226 |
| MAIN ROUTE WITH WORKS | 0.0208 |
| DIVERSION | 0.0749 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$28,223 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 39/90: USH 14 TO STH 11 (ROCK COUNTY)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 11 - USH 14**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

