

| | |
|---|--|
| IH 90/94: USH 12/STH 16 TO IH 39 (COLUMBIA, SAUK AND JUNEAU COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 33 - USH 12 | 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 | 377 | 0.0 | 155 | 0.0 | 1500 | 377 | 0 | 155 | 0.46 | 0 | 65.7 | 63.3 | 44.0 | 42.5 | 42.5 |
| 1-2 AM | 334 | 0.0 | 137 | 0.0 | 1500 | 334 | 0 | 137 | 0.45 | 0 | 65.8 | 63.5 | 44.2 | 42.8 | 42.8 |
| 2-3 AM | 340 | 0.0 | 140 | 0.0 | 1500 | 340 | 0 | 140 | 0.46 | 0 | 65.8 | 63.4 | 44.2 | 42.7 | 42.7 |
| 3-4 AM | 329 | 0.0 | 135 | 0.0 | 1500 | 329 | 0 | 135 | 0.45 | 0 | 65.8 | 63.5 | 44.2 | 42.8 | 42.8 |
| 4-5 AM | 336 | 0.0 | 138 | 0.0 | 1500 | 336 | 0 | 138 | 0.46 | 0 | 65.8 | 63.4 | 44.2 | 42.7 | 42.7 |
| 5-6 AM | 442 | 0.0 | 182 | 0.0 | OFF | 442 | 0 | 182 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 42.1 | 42.1 |
| 6-7 AM | 627 | 0.0 | 259 | 0.0 | OFF | 627 | 0 | 259 | 0.00 | 0 | 65.2 | 65.2 | 65.2 | 41.0 | 41.0 |
| 7-8 AM | 890 | 0.0 | 366 | 0.0 | OFF | 890 | 0 | 366 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 39.5 | 39.5 |
| 8-9 AM | 1214 | 0.0 | 500 | 0.0 | OFF | 1214 | 0 | 500 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.6 | 37.6 |
| 9-10 AM | 1519 | 0.0 | 625 | 0.0 | OFF | 1519 | 0 | 625 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | 35.8 | 35.8 |
| 10-11 AM | 1790 | 0.0 | 737 | 0.0 | OFF | 1790 | 0 | 737 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 34.2 | 34.2 |
| 11A-NOON | 1879 | 0.0 | 773 | 0.0 | OFF | 1879 | 0 | 773 | 0.00 | 0 | 62.9 | 62.9 | 62.9 | 33.7 | 33.7 |
| NOON-1PM | 1943 | 0.0 | 800 | 0.0 | OFF | 1943 | 0 | 800 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 33.3 | 33.3 |
| 1-2 PM | 2173 | 0.0 | 895 | 0.0 | OFF | 2173 | 0 | 895 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 32.0 | 32.0 |
| 2-3 PM | 2080 | 0.0 | 856 | 0.0 | OFF | 2080 | 0 | 856 | 0.00 | 0 | 62.5 | 62.5 | 62.5 | 32.5 | 32.5 |
| 3-4 PM | 2227 | 0.0 | 917 | 0.0 | OFF | 2227 | 0 | 917 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 31.7 | 31.7 |
| 4-5 PM | 2180 | 0.0 | 898 | 0.0 | OFF | 2180 | 0 | 898 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 31.9 | 31.9 |
| 5-6 PM | 1970 | 0.0 | 812 | 0.0 | OFF | 1970 | 0 | 812 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 33.2 | 33.2 |
| 6-7 PM | 1923 | 0.0 | 791 | 0.0 | OFF | 1923 | 0 | 791 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 33.4 | 33.4 |
| 7-8 PM | 1787 | 0.0 | 736 | 0.0 | 1499 | 1787 | 0 | 736 | 6.56 | 160 | 63.0 | 41.9 | 30.8 | 34.2 | 34.2 |
| 8-9 PM | 1361 | 0.0 | 560 | 0.0 | 1499 | 1361 | 0 | 560 | 9.89 | 241 | 63.8 | 36.0 | 30.9 | 36.8 | 36.8 |
| 9-10 PM | 1010 | 0.0 | 416 | 0.0 | 1500 | 1009 | 0 | 416 | 1.37 | 25 | 64.5 | 58.2 | 40.7 | 38.8 | 38.8 |
| 10-11 PM | 804 | 0.0 | 331 | 0.0 | 1500 | 804 | 0 | 331 | 0.50 | 0 | 64.9 | 62.4 | 42.4 | 40.0 | 40.0 |
| 11PM-MID | 539 | 0.0 | 222 | 0.0 | 1500 | 539 | 0 | 222 | 0.47 | 0 | 65.4 | 63.0 | 43.3 | 41.5 | 41.5 |

"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 | 0.0651 |
| MAIN ROUTE WITH WORKS | 0.0646 |
| DIVERSION | 0.0945 |

PIA: Personal Injury Accidents

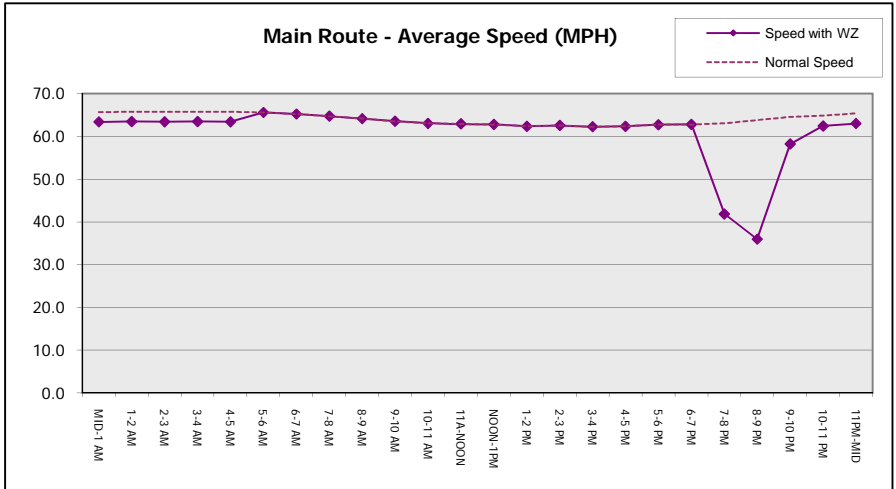
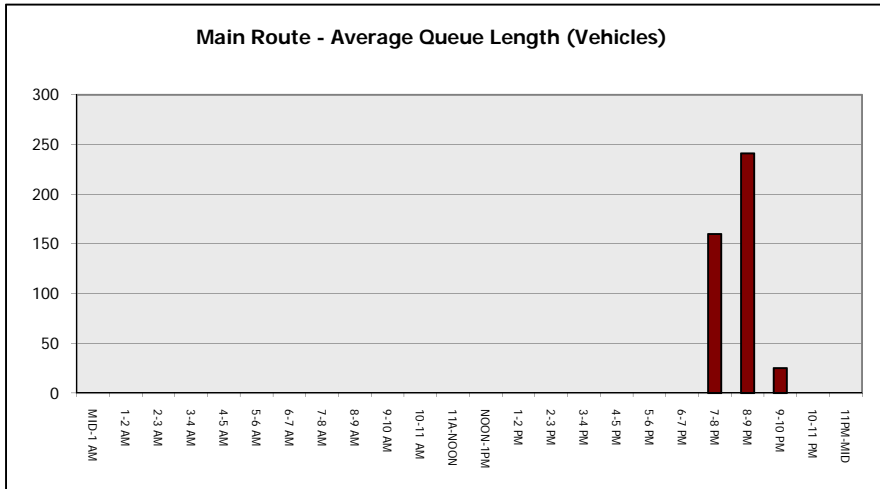
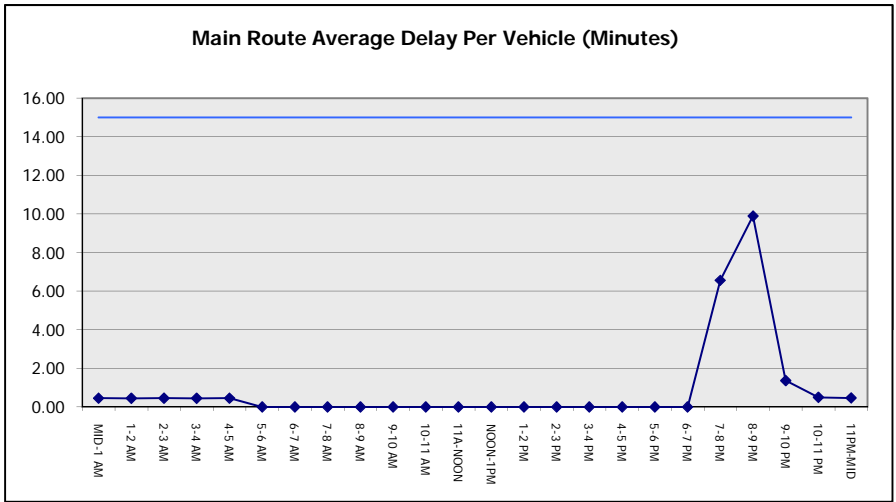
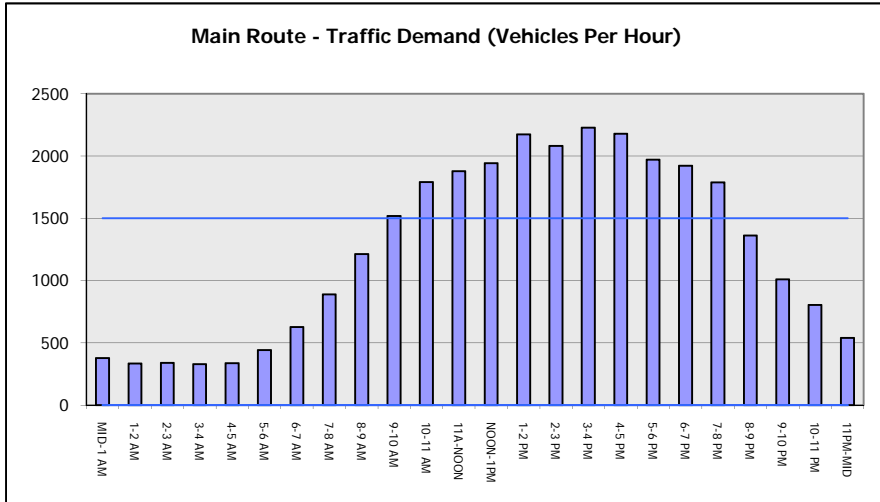
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$6,371 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 90/94: USH 12/STH 16 TO IH 39 (COLUMBIA, SAUK AND JUNEAU COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 33 - USH 12

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 90/94: USH 12/STH 16 TO IH 39 (COLUMBIA, SAUK AND JUNEAU COUNTIES) NIGHTTIME CLOSURE DIVERSION ROUTE: STH 33 - USH 12 | 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 | 340 | 0.0 | 140 | 0.0 | 1500 | 340 | 0 | 140 | 0.46 | 0 | 65.8 | 63.4 | 44.2 | 42.7 | 42.7 | |
| 1-2 AM | 280 | 0.0 | 116 | 0.0 | 1500 | 280 | 0 | 116 | 0.45 | 0 | 65.9 | 63.5 | 44.3 | 43.0 | 43.0 | |
| 2-3 AM | 247 | 0.0 | 101 | 0.0 | 1500 | 247 | 0 | 101 | 0.45 | 0 | 66.0 | 63.7 | 44.5 | 43.3 | 43.3 | |
| 3-4 AM | 213 | 0.0 | 87 | 0.0 | 1500 | 213 | 0 | 87 | 0.44 | 0 | 66.0 | 63.7 | 44.6 | 43.5 | 43.5 | |
| 4-5 AM | 219 | 0.0 | 90 | 0.0 | 1500 | 219 | 0 | 90 | 0.44 | 0 | 66.0 | 63.7 | 44.6 | 43.4 | 43.4 | |
| 5-6 AM | 292 | 0.0 | 121 | 0.0 | OFF | 292 | 0 | 121 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 43.0 | 43.0 | |
| 6-7 AM | 414 | 0.0 | 170 | 0.0 | OFF | 414 | 0 | 170 | 0.00 | 0 | 65.6 | 65.6 | 65.6 | 42.3 | 42.3 | |
| 7-8 AM | 648 | 0.0 | 267 | 0.0 | OFF | 648 | 0 | 267 | 0.00 | 0 | 65.2 | 65.2 | 65.2 | 40.9 | 40.9 | |
| 8-9 AM | 884 | 0.0 | 364 | 0.0 | OFF | 884 | 0 | 364 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 39.5 | 39.5 | |
| 9-10 AM | 1209 | 0.0 | 498 | 0.0 | OFF | 1209 | 0 | 498 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 37.6 | 37.6 | |
| 10-11 AM | 1255 | 0.0 | 516 | 0.0 | OFF | 1255 | 0 | 516 | 0.00 | 0 | 64.0 | 64.0 | 64.0 | 37.4 | 37.4 | |
| 11A-NOON | 1470 | 0.0 | 606 | 0.0 | OFF | 1470 | 0 | 606 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 36.1 | 36.1 | |
| NOON-1PM | 1741 | 0.0 | 717 | 0.0 | OFF | 1741 | 0 | 717 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 34.5 | 34.5 | |
| 1-2 PM | 2212 | 0.0 | 911 | 0.0 | OFF | 2212 | 0 | 911 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 31.7 | 31.7 | |
| 2-3 PM | 2180 | 0.0 | 898 | 0.0 | OFF | 2180 | 0 | 898 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 31.9 | 31.9 | |
| 3-4 PM | 2232 | 0.0 | 919 | 0.0 | OFF | 2232 | 0 | 919 | 0.00 | 0 | 62.2 | 62.2 | 62.2 | 31.6 | 31.6 | |
| 4-5 PM | 2158 | 0.0 | 889 | 0.0 | OFF | 2158 | 0 | 889 | 0.00 | 0 | 62.3 | 62.3 | 62.3 | 32.0 | 32.0 | |
| 5-6 PM | 1922 | 0.0 | 791 | 0.0 | OFF | 1922 | 0 | 791 | 0.00 | 0 | 62.8 | 62.8 | 62.8 | 33.4 | 33.4 | |
| 6-7 PM | 1716 | 0.0 | 706 | 0.0 | OFF | 1716 | 0 | 706 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 34.7 | 34.7 | |
| 7-8 PM | 1469 | 0.0 | 605 | 0.0 | 1499 | 1469 | 0 | 605 | 1.12 | 4 | 63.7 | 58.6 | 31.7 | 36.1 | 36.1 | |
| 8-9 PM | 1270 | 0.0 | 524 | 0.0 | 1500 | 1270 | 0 | 524 | 0.73 | 0 | 64.0 | 60.5 | 36.3 | 37.3 | 37.3 | |
| 9-10 PM | 968 | 0.0 | 399 | 0.0 | 1500 | 968 | 0 | 399 | 0.52 | 0 | 64.6 | 62.0 | 41.8 | 39.1 | 39.1 | |
| 10-11 PM | 657 | 0.0 | 271 | 0.0 | 1500 | 657 | 0 | 271 | 0.49 | 0 | 65.1 | 62.7 | 42.9 | 40.9 | 40.9 | |
| 11PM-MID | 457 | 0.0 | 188 | 0.0 | 1500 | 457 | 0 | 188 | 0.47 | 0 | 65.5 | 63.2 | 43.7 | 42.0 | 42.0 | |

"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 | 0.0573 |
| MAIN ROUTE WITH WORKS | 0.0569 |
| DIVERSION | 0.0831 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$955 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 90/94: USH 12/STH 16 TO IH 39 (COLUMBIA, SAUK AND JUNEAU COUNTIES)
NIGHTTIME CLOSURE
DIVERSION ROUTE: STH 33 - USH 12

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

