

**APPENDIX A
BELTLINE OBSERVED DENSITIES**

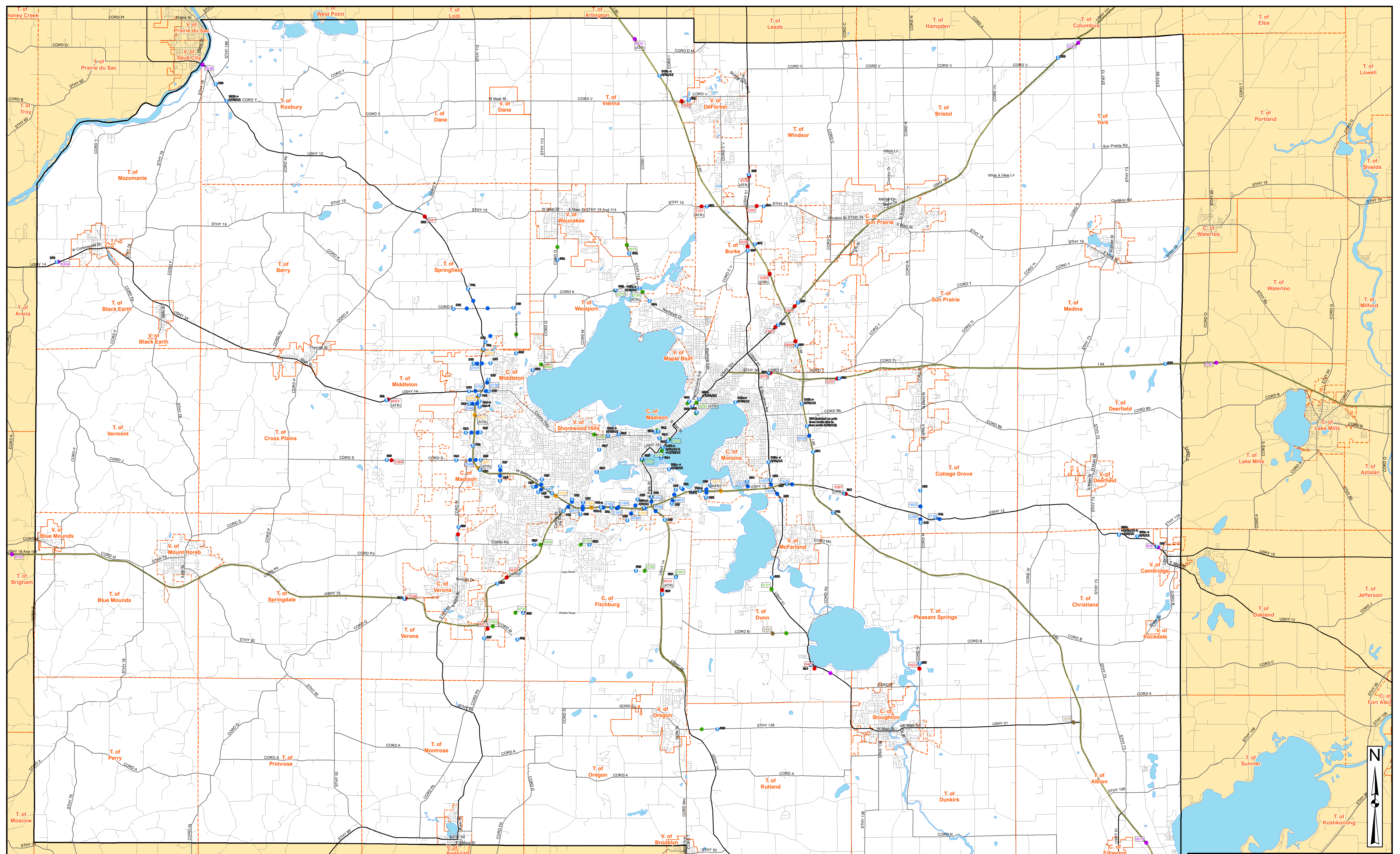
Freeway Location	Skycomp ID	Distance (mi)	Total # of Lanes	2012 AM Peak Measured Density - Flight 1 (9/11/2012)											
				7:00 - 7:15 AM		7:15 - 7:30 AM		7:30 - 7:45 AM		7:45 - 8:00 AM		8:00 - 8:15 AM		8:15 - 8:30 AM	
				Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS
EB County K to Parmenter	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Airport Rd	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Airport Rd	650	0.63	2	16.2	B	15.7	B	24.0	C	23.8	C	19.2	C	14.3	B
EB Weave from Airport to University Ave	651	0.28	3	11.6	B	12.3	B	26.6	C	19.9	B	17.6	B	12.8	B
EB Beltline Thru University Ave	652	0.51	2	18.5	B	21.3	C	31.2	D	22.2	C	27.8	D	18.6	B
EB Weave from University Ave to Greenway Blvd	653	0.19	3	13.5	B	18.9	B	12.8	B	21.3	C	26.7	C	19.8	B
EB Beltline Thru Greenway Blvd	654	0.58	2	22.3	C	18.8	B	26.7	C	29.3	D	30.7	D	25.1	C
EB Beltline Merge from Greenway Blvd	655	0.5	2	23.3	C	33.5	D	32.8	D	39.2	E	28.8	C	28.1	C
EB Beltline Diverge to Old Sauk	655	0.5	2	23.3	C	33.5	D	32.8	D	39.2	E	28.8	C	28.1	C
EB Beltline Thru Old Sauk	656	0.53	2	13.7	B	24.3	C	27.0	D	23.5	C	19.0	C	18.7	B
EB Beltline Merge from Old Sauk	657	0.54	2	23.3	C	21.7	C	26.3	C	26.0	C	31.3	D	21.6	C
EB Old Sauk to Mineral Point	657	0.54	2	23.3	C	21.7	C	26.3	C	26.0	C	31.3	D	21.6	C
EB Beltline Diverge to Mineral Point	657	0.54	3	23.3	C	21.7	C	26.3	C	26.0	C	31.3	D	21.6	C
EB Beltline Thru Mineral Point	658	0.42	2	14.3	B	17.2	B	19.7	C	21.8	C	19.3	C	20.0	C
EB Beltline Merge from Mineral Point	659	0.79	2	17.5	B	24.0	C	29.5	D	28.5	C	21.8	C	23.3	C
EB Mineral Point to Gammon	659	0.79	2	17.5	B	24.0	C	29.5	D	28.5	C	21.8	C	23.3	C
EB Beltline Diverge to Gammon	659	0.79	3	17.5	B	24.0	C	29.5	D	28.5	C	21.8	C	23.3	C
EB Beltline Thru Gammon	660	0.44	2	18.3	B	26.3	C	28.3	D	28.3	D	19.2	C	23.6	C
EB Beltline Merge from Gammon	661	1.12	3	20.8	C	26.0	C	31.3	D	28.0	D	25.3	C	23.7	C
EB Gammon to Whitney Way	661	1.12	2	20.8	C	26.0	C	31.3	D	28.0	D	25.3	C	23.7	C
EB Beltline Diverge to Whitney Way	661	1.12	2	20.8	C	26.0	C	31.3	D	28.0	D	25.3	C	23.7	C
EB Beltline Thru Whitney Way	662	0.58	2	15.0	B	24.2	C	26.7	C	26.5	C	18.5	B	20.7	C
EB Beltline Weave from Whitney Way to Verona Rd	663	0.62	3	16.8	B	25.9	C	27.9	C	27.9	C	21.9	C	21.3	C
EB Beltline Thru Verona Rd	664	0.48	2	20.2	C	29.3	D	33.8	D	35.5	D	29.7	D	27.1	D
EB Beltline Merge from Verona Rd	665	0.55	3	23.5	C	29.5	D	35.8	D	41.8	E	29.8	D	27.0	C
EB Weave from Seminole Hwy to Todd Dr	666	0.31	4	28.2	C	29.8	D	30.3	D	61.0	F	25.8	C	31.1	D
EB Beltline Thru Todd Dr	667	0.86	3	21.5	C	28.7	D	33.7	D	44.5	E	29.5	D	27.3	D
EB Weave from Todd Dr to SB Fish Hatchery Rd	668	0.29	4	17.0	B	28.0	C	27.5	C	29.8	D	23.7	C	24.3	C
EB Beltline Diverge to NB Fish Hatchery Rd (located after overpass)	668	0.29	3	17.0	B	28.0	C	27.5	C	29.8	D	23.7	C	24.3	C
EB Beltline Thru Fish Hatchery Rd	669	0.41	3	20.7	C	29.7	D	32.2	D	32.7	D	27.8	D	28.9	D
EB Weave from Fish Hatchery Rd to SB Park St	670	0.18	4	21.5	C	24.4	C	25.8	C	26.1	C	30.8	D	22.0	C
EB Beltline Thru Park St	671	0.2	3	20.0	C	28.7	D	28.0	D	26.0	C	31.2	D	17.7	B
EB Beltline Merge from SB Park St	672	0.33	4	21.2	C	24.5	C	29.8	D	26.0	C	23.0	C	20.6	B
EB Beltline Merge from NB Park St	673	0.3	4	28.8	C	31.2	D	33.8	D	36.8	E	31.8	D	28.7	C
EB Beltline Diverge to Co Hwy Mm	673	0.3	4	28.8	C	31.2	D	33.8	D	36.8	E	31.8	D	28.7	C
EB Beltline Thru Co Hwy Mm	674	0.38	3	18.8	B	23.8	C	28.8	D	26.7	C	27.3	D	20.3	C
EB Weave from Co Hwy Mm to John Nolen Dr	675	0.37	4	15.0	B	21.8	C	25.0	C	23.0	C	20.7	B	18.8	B
EB Beltline Thru John Nolen Dr	676	0.14	3	30.7	D	34.5	D	38.3	E	36.0	E	32.5	D	25.4	C
EB Weave from John Nolen to Broadway	677	0.38	4	12.8	B	18.1	B	19.0	B	20.3	B	16.8	B	13.0	B
EB Beltline Thru Broadway	678	0.46	3	21.0	C	27.2	D	25.3	C	29.2	D	27.8	D	23.4	C
EB Beltline Merge from Broadway	679	1.14	3	23.5	C	28.8	C	28.2	C	27.8	C	26.8	C	20.0	B
EB Broadway to Monona Dr	679	1.14	3	23.5	C	28.8	D	28.2	D	27.8	D	26.8	C	20.0	C
EB Beltline Diverge to Monona Dr	679	1.14	3	23.5	C	28.8	C	28.2	C	27.8	C	26.8	C	20.0	B
EB Beltline Thru Monona Dr	680	0.37	3	19.0	C	17.2	B	26.8	C	24.3	C	30.0	D	22.7	C
EB Weave from Monona Dr to Stoughton Rd	681	0.41	4	12.1	B	19.9	B	18.1	B	19.5	B	60.2	F	27.4	C
EB Beltline Thru Stoughton Rd	682	0.56	3	12.5	B	17.3	B	11.8	A	13.7	B	12.2	B	13.3	B
EB Beltline Merge from Stoughton Rd	683	0.74	3	15.3	B	17.2	B	16.2	B	16.2	B	18.5	B	13.3	B
EB Beltline Diverge to SB I-39/90	683	0.83	3	15.3	B	17.2	B	16.2	B	16.2	B	18.5	B	13.3	B
EB Beltline Merge from SB I-39/90	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to NB I-39/90	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from NB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--

Freeway Location	Skycomp ID	Distance (mi)	Total # of Lanes	2012 AM Peak Measured Density - Flight 1 (9/11/2012)											
				7:00 - 7:15 AM		7:15 - 7:30 AM		7:30 - 7:45 AM		7:45 - 8:00 AM		8:00 - 8:15 AM		8:15 - 8:30 AM	
				Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS
WB Beltline Diverge to Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to NB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to SB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru I-39/90	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from SB & NB I-39/90	684	0.83	4	36.0	E	107.8	F	109.7	F	124.8	F	132.7	F	69.6	F
WB Beltline Diverge to Stoughton Rd	684	0.83	4	36.0	E	107.8	F	109.7	F	124.8	F	132.7	F	69.6	F
WB Beltline Thru Stoughton Rd	685	0.58	3	76.5	F	101.3	F	115.3	F	112.5	F	107.0	F	80.3	F
WB Weave from Stoughton Rd to Monona Dr	686	0.33	4	51.8	F	70.5	F	94.8	F	88.2	F	74.3	F	61.4	F
WB Beltline Thru Monona Dr	687	0.48	3	50.5	F	77.2	F	91.8	F	88.5	F	81.2	F	65.7	F
WB Beltline Merge from Monona Dr	688	1.1	3	48.0	F	46.8	F	88.5	F	80.2	F	62.2	F	59.1	F
WB Monona to Broadway	688	1.1	3	48.0	F	46.8	F	88.5	F	80.2	F	62.2	F	59.1	F
WB Beltline Diverge to Broadway	688	1.1	3	48.0	F	46.8	F	88.5	F	80.2	F	62.2	F	59.1	F
WB Beltline Thru Broadway	689	0.43	3	39.5	E	49.5	F	99.7	F	98.3	F	56.2	F	59.7	F
WB Weave from Broadway to John Nolen Dr	690	0.42	4	27.4	C	37.5	E	54.2	F	62.2	F	36.1	E	38.0	E
WB Beltline Thru John Nolen Dr	691	0.24	3	31.2	D	57.7	F	87.8	F	92.5	F	56.8	F	52.3	F
WB Weave from John Nolen Dr to Co Hwy Mm	692	0.14	4	27.7	C	51.4	F	68.5	F	76.4	F	55.5	F	50.4	F
WB Beltline Thru Co Hwy Mm	693	0.39	3	29.7	D	66.5	F	89.8	F	81.0	F	65.2	F	55.3	F
WB Weave from Co Hwy Mm to Park St	694	0.44	4	25.9	C	58.9	F	63.3	F	63.5	F	59.2	F	45.0	E
WB Beltline Thru Park St	695	0.28	3	32.8	D	77.7	F	88.3	F	86.7	F	79.3	F	60.7	F
WB Weave from NB Park St to Fish Hatchery Rd	696	0.25	4	30.5	D	71.1	F	69.2	F	65.1	F	62.4	F	61.1	F
WB Beltline Merge from SB Park St	696	0.25	5	30.5	D	71.1	F	69.2	F	65.1	F	62.4	F	61.1	F
WB Beltline Thru Fish Hatchery Rd	697	0.33	3	40.2	E	67.2	F	64.0	F	66.3	F	66.3	F	65.6	F
WB Weave from Fish Hatchery Rd to Todd Dr	698	0.28	4	31.2	D	37.5	E	33.5	D	32.3	D	32.2	D	31.7	D
WB Beltline Thru Todd Dr	701	0.61	3	36.0	E	43.7	E	34.3	D	50.0	F	41.7	E	31.0	D
WB Beltline Merge from Todd Dr	702	0.68	3	47.8	F	47.0	F	38.8	E	55.8	F	44.0	E	31.1	D
WB Todd Dr to Seminole Hwy	702	0.68	3	47.8	F	47.0	F	38.8	E	55.8	F	44.0	E	31.1	D
WB Beltline Diverge to Seminole Hwy	702	0.68	3	47.8	F	47.0	F	38.8	E	55.8	F	44.0	E	31.1	D
WB Beltline Diverge to Verona Rd	703	0.56	3	61.0	F	55.0	F	51.0	F	53.3	F	54.2	F	46.0	F
WB Beltline Thru Verona Rd	704	0.57	2	27.0	D	32.5	D	36.5	E	34.2	D	35.2	D	34.0	D
WB Weave from Verona Rd to Whitney Way	705	0.58	3	27.1	C	25.9	C	29.2	D	30.5	D	29.2	D	26.5	C
WB Beltline Thru Whitney Way	706	0.47	2	18.3	B	21.8	C	25.5	C	29.3	D	18.3	B	21.4	C
WB Beltline Merge from Whitney Way	707	1.19	2	19.8	B	26.0	C	27.8	C	31.5	D	29.5	D	23.3	C
WB Whitney Way to Gammon	707	1.19	2	19.8	C	26.0	C	27.8	D	31.5	D	29.5	D	23.3	C
WB Beltline Diverge to Gammon	707	1.19	3	19.8	B	26.0	C	27.8	C	31.5	D	29.5	D	23.3	C
WB Beltline Thru Gammon	708	0.41	2	20.3	C	26.0	C	24.5	C	32.0	D	25.2	C	21.1	C
WB Beltline Merge from Gammon	709	0.79	3	17.8	B	25.0	C	24.0	C	31.8	D	24.0	C	22.0	C
WB Gammon to Mineral Point	709	0.79	2	17.8	B	25.0	C	24.0	C	31.8	D	24.0	C	22.0	C
WB Beltline Diverge to Mineral Point	709	0.79	3	17.8	B	25.0	C	24.0	C	31.8	D	24.0	C	22.0	C
WB Beltline Thru Mineral Point	710	0.41	2	14.0	B	22.5	C	22.8	C	30.3	D	26.7	C	15.9	B
WB Beltline Merge from Mineral Point	711	0.54	2	20.8	B	27.5	C	32.5	D	37.8	E	29.3	D	28.0	C
WB Beltline Diverge to Old Sauk	711	0.54	2	20.8	B	27.5	C	32.5	D	37.8	E	29.3	D	28.0	C
WB Beltline Thru Old Sauk	712	0.54	2	15.7	B	17.3	B	21.5	C	28.5	D	20.8	C	17.4	B
WB Beltline Merge from Old Sauk	713	0.52	2	20.8	B	23.3	C	24.8	C	32.3	D	20.7	B	23.0	C
WB Beltline Diverge to Greenway Blvd	713	0.52	2	20.8	B	23.3	C	24.8	C	32.3	D	20.7	B	23.0	C
WB Beltline Thru Greenway Blvd	714	0.5	2	7.5	A	16.8	B	19.3	C	15.7	B	14.0	B	11.7	A
WB Weave from Greenway Blvd to University Ave	715	0.14	3	9.0	A	10.6	A	14.5	B	15.4	B	6.8	A	11.6	B
WB Beltline Thru University Ave	716	0.52	2	4.0	A	12.7	B	9.7	A	7.8	A	10.3	A	4.6	A
WB Weave from University Ave to Airport	717	0.35	3	5.3	A	4.9	A	6.1	A	5.8	A	7.1	A	3.6	A
WB Beltline Thru Airport	718	0.63	2	2.0	A	4.7	A	4.3	A	6.2	A	4.7	A	4.1	A
WB Beltline Merge from Airport	--	0	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to Parmenter	0	0	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru Parmenter	0	0	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from Parmenter	0	0	2	--	--	--	--	--	--	--	--	--	--	--	--

Freeway Location	Skycomp ID	Distance (mi)	Total # of Lanes	2012 PM Peak Measured Density - Flight 3 (9/11/2012)											
				3:45 - 4:00 PM		4:00 - 4:15 PM		4:15 - 4:30 PM		4:30 - 4:45 PM		4:45 - 5:00 PM		5:00 - 5:15 PM	
				Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS
EB County K to Parmenter	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from Parmenter St	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Airport Rd	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Airport Rd	650	0.63	2	6.5	A	7.2	A	7.0	A	8.7	A	6.7	A	7.8	A
EB Weave from Airport to University Ave	651	0.28	3	6.9	A	9.8	A	7.9	A	9.8	A	8.4	A	11.4	B
EB Beltline Thru University Ave	652	0.51	2	9.2	A	13.3	B	13.0	B	11.5	A	10.8	A	14.2	B
EB Weave from University Ave to Greenway Blvd	653	0.19	3	14.1	B	10.6	A	12.9	B	12.6	B	9.4	A	12.9	B
EB Beltline Thru Greenway Blvd	654	0.58	2	17.2	B	18.5	B	11.2	A	19.0	C	17.8	B	17.8	B
EB Beltline Merge from Greenway Blvd	655	0.5	2	23.3	C	26.5	C	22.2	C	32.7	D	19.5	B	28.7	C
EB Beltline Diverge to Old Sauk	655	0.5	2	23.3	C	26.5	C	22.2	C	32.7	D	19.5	B	28.7	C
EB Beltline Thru Old Sauk	656	0.53	2	22.8	C	28.3	D	20.8	C	38.0	E	28.5	D	22.7	C
EB Beltline Merge from Old Sauk	657	0.54	2	21.3	C	32.5	D	25.8	C	31.0	D	30.2	D	31.8	D
EB Old Sauk to Mineral Point	657	0.54	2	21.3	C	32.5	D	25.8	C	31.0	D	30.2	D	31.8	D
EB Beltline Diverge to Mineral Point	657	0.54	3	21.3	C	32.5	D	25.8	C	31.0	D	30.2	D	31.8	D
EB Beltline Thru Mineral Point	658	0.42	2	15.0	B	20.8	C	17.0	B	20.5	C	16.0	B	19.5	C
EB Beltline Merge from Mineral Point	659	0.79	2	22.5	C	26.8	C	21.2	C	25.2	C	22.0	C	22.7	C
EB Mineral Point to Gammon	659	0.79	2	22.5	C	26.8	C	21.2	C	25.2	C	22.0	C	22.7	C
EB Beltline Diverge to Gammon	659	0.79	3	22.5	C	26.8	C	21.2	C	25.2	C	22.0	C	22.7	C
EB Beltline Thru Gammon	660	0.44	2	17.5	B	22.5	C	17.8	B	22.7	C	43.7	E	19.0	C
EB Beltline Merge from Gammon	661	1.12	3	26.5	C	27.3	D	52.0	F	56.3	F	62.2	F	22.8	C
EB Gammon to Whitney Way	661	1.12	2	26.5	C	27.3	D	52.0	F	56.3	F	62.2	F	22.8	C
EB Beltline Diverge to Whitney Way	661	1.12	2	26.5	C	27.3	D	52.0	F	56.3	F	62.2	F	22.8	C
EB Beltline Thru Whitney Way	662	0.58	2	41.3	E	24.7	C	68.5	F	66.8	F	55.0	F	40.2	E
EB Beltline Weave from Whitney Way to Verona Rd	663	0.62	3	41.7	E	32.7	D	62.2	F	54.4	F	56.4	F	69.1	F
EB Beltline Thru Verona Rd	664	0.48	2	38.2	E	38.3	E	68.0	F	64.8	F	53.2	F	66.0	F
EB Beltline Merge from Verona Rd	665	0.55	3	34.0	D	43.3	E	61.3	F	60.2	F	54.2	F	56.0	F
EB Weave from Seminole Hwy to Todd Dr	666	0.31	4	43.0	E	66.5	F	78.8	F	82.2	F	89.8	F	94.5	F
EB Beltline Thru Todd Dr	667	0.86	3	45.5	E	64.2	F	62.2	F	60.3	F	77.5	F	83.7	F
EB Weave from Todd Dr to SB Fish Hatchery Rd	668	0.29	4	35.9	D	44.8	E	41.2	E	45.1	E	54.2	F	57.3	F
EB Beltline Diverge to NB Fish Hatchery Rd (located after overpass)	668	0.29	3	35.9	D	44.8	E	41.2	E	45.1	E	54.2	F	57.3	F
EB Beltline Thru Fish Hatchery Rd	669	0.41	3	38.0	E	40.2	E	38.2	E	40.0	E	55.3	F	78.7	F
EB Weave from Fish Hatchery Rd to SB Park St	670	0.18	4	30.6	D	25.1	C	31.6	D	29.8	D	59.8	F	70.7	F
EB Beltline Thru Park St	671	0.2	3	28.8	D	33.2	D	29.2	D	37.3	E	80.0	F	78.0	F
EB Beltline Merge from SB Park St	672	0.33	4	30.5	D	28.7	C	29.5	D	36.5	E	68.8	F	72.0	F
EB Beltline Merge from NB Park St	673	0.3	4	36.2	E	31.0	D	39.5	E	59.5	F	100.7	F	93.7	F
EB Beltline Diverge to Co Hwy Mm	673	0.3	4	36.2	E	31.0	D	39.5	E	59.5	F	100.7	F	93.7	F
EB Beltline Thru Co Hwy Mm	674	0.38	3	27.5	D	29.3	D	38.2	E	55.5	F	81.7	F	80.2	F
EB Weave from Co Hwy Mm to John Nolen Dr	675	0.37	4	24.4	C	25.8	C	36.3	E	47.6	F	54.4	F	54.8	F
EB Beltline Thru John Nolen Dr	676	0.14	3	32.2	D	51.0	F	74.3	F	90.7	F	100.0	F	102.3	F
EB Weave from John Nolen to Broadway	677	0.38	4	20.0	B	24.2	C	30.8	D	44.7	E	38.6	E	45.2	E
EB Beltline Thru Broadway	678	0.46	3	36.3	E	42.0	E	53.7	F	73.3	F	70.8	F	81.5	F
EB Beltline Merge from Broadway	679	1.14	3	38.0	E	37.0	E	42.3	E	47.3	F	42.5	E	49.7	F
EB Broadway to Monona Dr	679	1.14	3	38.0	E	37.0	E	42.3	E	47.3	F	42.5	E	49.7	F
EB Beltline Diverge to Monona Dr	679	1.14	3	38.0	E	37.0	E	42.3	E	47.3	F	42.5	E	49.7	F
EB Beltline Thru Monona Dr	680	0.37	3	30.0	D	35.7	D	32.2	D	35.8	D	31.3	D	38.8	E
EB Weave from Monona Dr to Stoughton Rd	681	0.41	4	24.3	C	25.5	C	27.4	C	25.8	C	24.3	C	31.8	D
EB Beltline Thru Stoughton Rd	682	0.56	3	25.3	C	22.7	C	20.8	C	23.3	C	22.3	C	24.0	C
EB Beltline Merge from Stoughton Rd	683	0.74	3	24.7	C	26.3	C	27.7	C	28.3	C	27.5	C	34.8	D
EB Beltline Diverge to SB I-39/90	683	0.83	3	24.7	C	26.3	C	27.7	C	28.3	C	27.5	C	34.8	D
EB Beltline Merge from SB I-39/90	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to NB I-39/90	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from NB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Diverge to Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Thru Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
EB Beltline Merge from Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--

Freeway Location	Skycomp ID	Distance (mi)	Total # of Lanes	2012 PM Peak Measured Density - Flight 3 (9/11/2012)											
				3:45 - 4:00 PM		4:00 - 4:15 PM		4:15 - 4:30 PM		4:30 - 4:45 PM		4:45 - 5:00 PM		5:00 - 5:15 PM	
				Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS	Average Density (pc/mi/ln)	LOS
WB Beltline Diverge to Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from Co Hwy N	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to NB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to SB I-39/90	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru I-39/90	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from SB & NB I-39/90	684	0.83	4	10.8	A	14.2	B	15.2	B	17.5	B	14.2	B	14.5	B
WB Beltline Diverge to Stoughton Rd	684	0.83	4	10.8	A	14.2	B	15.2	B	17.5	B	14.2	B	14.5	B
WB Beltline Thru Stoughton Rd	685	0.58	3	12.2	B	13.8	B	13.5	B	13.3	B	13.7	B	13.5	B
WB Weave from Stoughton Rd to Monona Dr	686	0.33	4	19.0	B	13.5	B	17.8	B	17.9	B	16.1	B	23.8	C
WB Beltline Thru Monona Dr	687	0.48	3	20.8	C	21.5	C	22.3	C	25.3	C	24.0	C	20.0	C
WB Beltline Merge from Monona Dr	688	1.1	3	21.8	C	24.3	C	26.3	C	27.7	D	24.7	C	29.2	D
WB Monona to Broadway	688	1.1	3	21.8	C	24.3	C	26.3	C	27.7	D	24.7	C	29.2	D
WB Beltline Diverge to Broadway	688	1.1	3	21.8	C	24.3	C	26.3	C	27.7	D	24.7	C	29.2	D
WB Beltline Thru Broadway	689	0.43	3	28.0	D	25.2	C	27.2	D	24.7	C	22.2	C	28.0	D
WB Weave from Broadway to John Nolen Dr	690	0.42	4	18.8	B	13.2	B	18.2	B	18.7	B	23.2	C	21.4	C
WB Beltline Thru John Nolen Dr	691	0.24	3	29.5	D	25.5	C	28.8	D	30.2	D	27.8	D	28.0	D
WB Weave from John Nolen Dr to Co Hwy Mm	692	0.14	4	17.4	B	20.3	B	22.6	C	23.7	C	21.2	C	22.0	C
WB Beltline Thru Co Hwy Mm	693	0.39	3	27.3	D	25.7	C	30.0	D	25.5	C	30.3	D	33.3	D
WB Weave from Co Hwy Mm to Park St	694	0.44	4	21.2	C	22.9	C	26.1	C	30.0	D	28.4	C	32.9	D
WB Beltline Thru Park St	695	0.28	3	26.8	C	24.2	C	24.8	C	33.5	D	31.5	D	61.0	F
WB Weave from NB Park St to Fish Hatchery Rd	696	0.25	4	26.3	C	27.6	C	29.3	D	28.8	C	58.8	F	92.6	F
WB Beltline Merge from SB Park St	696	0.25	5	26.3	C	27.6	C	29.3	D	28.8	C	58.8	F	92.6	F
WB Beltline Thru Fish Hatchery Rd	697	0.33	3	28.2	D	25.2	C	33.5	D	30.7	D	65.5	F	86.7	F
WB Weave from Fish Hatchery Rd to Todd Dr	698	0.28	4	20.5	B	21.9	C	23.8	C	26.0	C	50.6	F	56.5	F
WB Beltline Thru Todd Dr	701	0.61	3	21.5	C	24.7	C	26.5	C	29.2	D	74.2	F	74.2	F
WB Beltline Merge from Todd Dr	702	0.68	3	32.2	D	32.5	D	33.5	D	36.8	E	60.7	F	58.5	F
WB Todd Dr to Seminole Hwy	702	0.68	3	32.2	D	32.5	D	33.5	D	36.8	E	60.7	F	58.5	F
WB Beltline Diverge to Seminole Hwy	702	0.68	3	32.2	D	32.5	D	33.5	D	36.8	E	60.7	F	58.5	F
WB Beltline Diverge to Verona Rd	703	0.56	3	41.7	E	40.3	E	39.5	E	48.3	F	70.5	F	70.3	F
WB Beltline Thru Verona Rd	704	0.57	2	26.3	C	21.0	C	30.5	D	31.3	D	30.0	D	37.3	E
WB Weave from Verona Rd to Whitney Way	705	0.58	3	22.3	C	25.4	C	29.1	D	25.5	C	24.9	C	24.2	C
WB Beltline Thru Whitney Way	706	0.47	2	22.0	C	19.8	C	21.5	C	27.2	D	24.2	C	24.8	C
WB Beltline Merge from Whitney Way	707	1.19	2	24.5	C	20.5	B	26.3	C	27.8	C	26.2	C	29.2	D
WB Whitney Way to Gammon	707	1.19	2	24.5	C	20.5	C	26.3	C	27.8	D	26.2	C	29.2	D
WB Beltline Diverge to Gammon	707	1.19	3	24.5	C	20.5	B	26.3	C	27.8	C	26.2	C	29.2	D
WB Beltline Thru Gammon	708	0.41	2	18.8	B	21.5	C	24.8	C	24.2	C	21.5	C	25.2	C
WB Beltline Merge from Gammon	709	0.79	3	22.2	C	19.8	B	22.5	C	25.5	C	24.2	C	26.3	C
WB Gammon to Mineral Point	709	0.79	2	22.2	C	19.8	C	22.5	C	25.5	C	24.2	C	26.3	C
WB Beltline Diverge to Mineral Point	709	0.79	3	22.2	C	19.8	B	22.5	C	25.5	C	24.2	C	26.3	C
WB Beltline Thru Mineral Point	710	0.41	2	15.7	B	14.0	B	21.7	C	18.7	B	16.8	B	16.5	B
WB Beltline Merge from Mineral Point	711	0.54	2	20.5	B	23.3	C	25.7	C	27.5	C	25.7	C	29.2	D
WB Beltline Diverge to Old Sauk	711	0.54	2	20.5	B	23.3	C	25.7	C	27.5	C	25.7	C	29.2	D
WB Beltline Thru Old Sauk	712	0.54	2	19.7	C	15.7	B	21.7	C	21.7	C	19.0	C	21.5	C
WB Beltline Merge from Old Sauk	713	0.52	2	18.8	B	22.2	C	29.0	D	26.0	C	32.7	D	29.0	D
WB Beltline Diverge to Greenway Blvd	713	0.52	2	18.8	B	22.2	C	29.0	D	26.0	C	32.7	D	29.0	D
WB Beltline Thru Greenway Blvd	714	0.5	2	19.5	C	22.0	C	24.3	C	29.8	D	28.0	D	26.8	C
WB Weave from Greenway Blvd to University Ave	715	0.14	3	14.0	B	23.9	C	23.8	C	21.6	C	16.1	B	16.6	B
WB Beltline Thru University Ave	716	0.52	2	10.3	A	15.0	B	16.3	B	19.0	C	15.8	B	18.0	B
WB Weave from University Ave to Airport	717	0.35	3	8.1	A	9.3	A	10.7	A	20.6	B	13.1	B	11.7	B
WB Beltline Thru Airport	718	0.63	2	15.0	B	14.5	B	15.0	B	19.3	C	18.8	B	15.2	B
WB Beltline Merge from Airport	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Diverge to Parmenter	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Thru Parmenter	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB Beltline Merge from Parmenter	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--

APPENDIX B
BLUETOOTH DEPLOYMENT MAPS



Legend

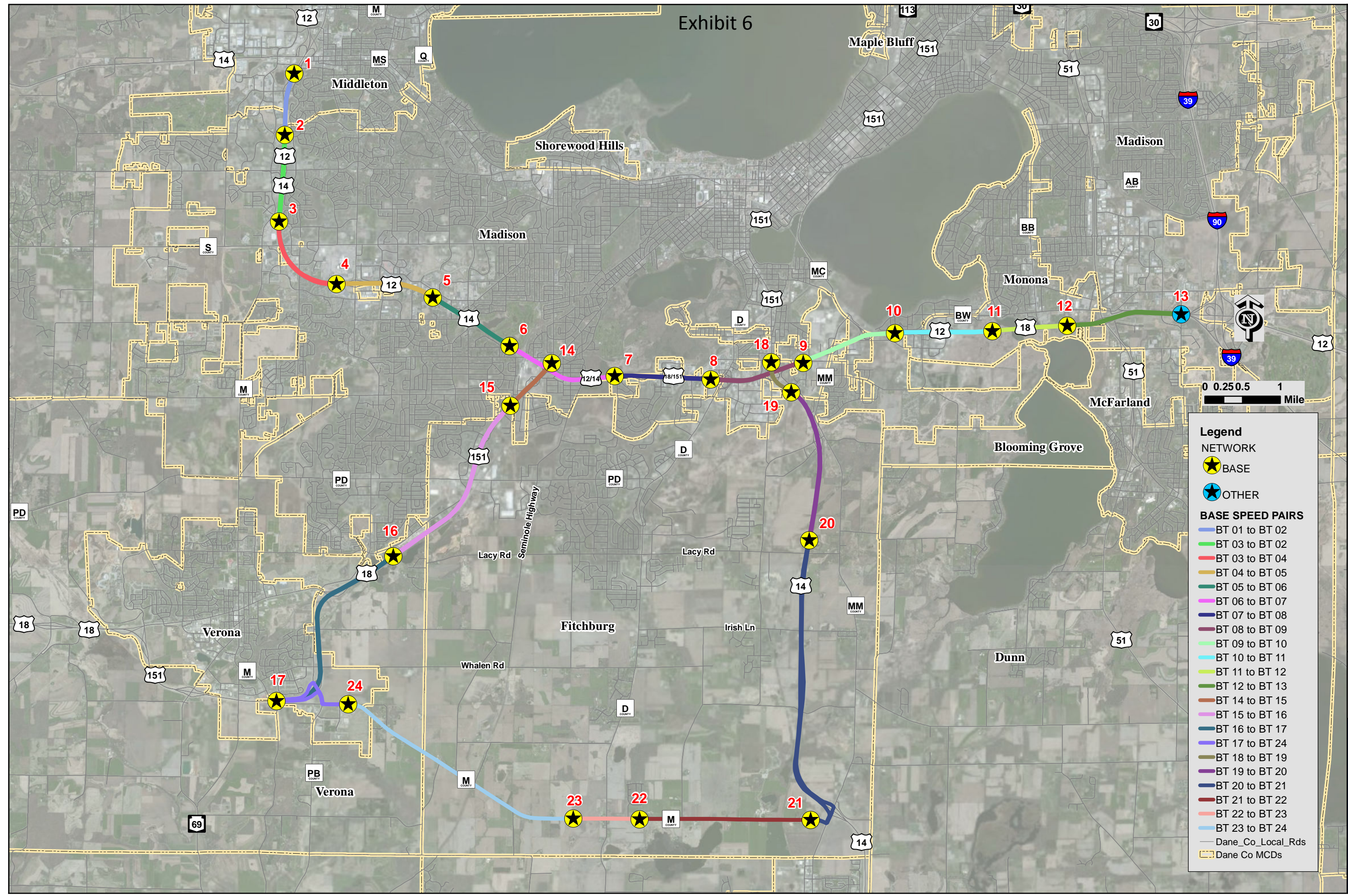
● Alternate Routes (25)	● Beltline Corridor (44)	● Beltline Speeds/Volumes (8)	● Bluetooth Detector Field Location
● External Nodes (22)	● Regional Nodes (9)	● 2nd Priority (2)	

(ATR) Automatic Traffic Recorder

2012 BLUETOOTH DETECTOR
FIELD LOCATION MAP
DANE COUNTY
11/07/12

1089.194

Exhibit 6



Legend

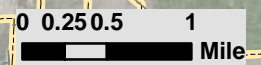
NETWORK

- ★ BASE
- ★ OTHER

BASE SPEED PAIRS

- BT 01 to BT 02
- BT 03 to BT 02
- BT 03 to BT 04
- BT 04 to BT 05
- BT 05 to BT 06
- BT 06 to BT 07
- BT 07 to BT 08
- BT 08 to BT 09
- BT 09 to BT 10
- BT 10 to BT 11
- BT 11 to BT 12
- BT 12 to BT 13
- BT 14 to BT 15
- BT 15 to BT 16
- BT 16 to BT 17
- BT 17 to BT 24
- BT 18 to BT 19
- BT 19 to BT 20
- BT 20 to BT 21
- BT 21 to BT 22
- BT 22 to BT 23
- BT 23 to BT 24

Dane_Co_Local_Rds
Dane Co MCDs



Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK	ARTERIAL INTERSECTIONS	OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																			
		Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds										
Turn	Location (Clockwise from North)	Volume	Volume	G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H		
Beltline and County K																								
2016196	SB Right	52	52	0.0	55	0.4	60	1.1	52	0.0	52	0.0	54	0.3	56	0.5	64	1.6	52	0.0	53	0.1	55	0.5
20167	SB Thru	1,750	1,951	4.7	1,943	0.2	1,946	0.1	1,894	1.3	2,002	1.1	1,923	0.6	1,921	0.7	1,919	0.7	1,870	1.9	1,908	1.0	1,925	0.6
2016195	SB Left	13	13	0.0	11	0.6	13	0.0	15	0.5	18	1.3	10	0.9	7	1.9	19	1.5	12	0.3	20	1.7	14	0.2
1956204	WB Right	7	7	0.0	9	0.7	2	2.4	8	0.4	8	0.4	8	0.4	8	0.4	8	0.4	10	1.0	11	1.3	8	0.4
1956196	WB Thru	27	27	0.0	28	0.2	19	1.7	34	1.3	22	1.0	30	0.6	43	2.7	24	0.6	23	0.8	25	0.4	28	0.1
19567	WB Left	520	580	2.6	567	0.5	505	3.2	542	1.6	509	3.0	568	0.5	495	3.7	572	0.3	591	0.5	581	0.0	548	1.4
2066195	NB Right	282	262	1.2	245	1.1	242	1.3	243	1.2	223	2.5	262	0.0	243	1.2	273	0.7	263	0.1	268	0.4	251	0.7
2066204	NB Thru	403	375	1.4	388	0.7	383	0.4	385	0.5	394	1.0	399	1.2	389	0.7	357	0.9	359	0.8	377	0.1	381	0.3
2066196	NB Left	24	22	0.4	21	0.2	21	0.2	23	0.2	17	1.1	18	0.9	31	1.7	19	0.7	20	0.4	13	2.2	20	0.4
19667	EB Right	144	161	1.4	132	2.4	103	5.0	128	2.7	106	4.8	106	4.8	98	5.5	118	3.6	111	4.3	111	4.3	113	4.1
1966195	EB Thru	93	93	0.0	100	0.7	102	0.9	99	0.6	96	0.3	99	0.6	100	0.7	77	1.7	96	0.3	87	0.6	95	0.2
1966204	EB Left	12	12	0.0	6	2.0	16	1.1	11	0.3	14	0.6	18	1.5	17	1.3	15	0.8	12	0.0	17	1.3	14	0.6
Beltline and Parmenter SB Ramps																								
21011211	SB Exit Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2101112	SB Exit Left	138	138	0.0	141	0.3	129	0.8	131	0.6	129	0.8	126	1.0	134	0.3	143	0.4	135	0.3	135	0.3	134	0.4
1211211	WB Left	404	404	0.0	399	0.2	365	2.0	422	0.9	380	1.2	413	0.4	357	2.4	399	0.2	393	0.6	403	0.0	392	0.6
Beltline and Parmenter NB Ramps																								
22312219	WB Right	44	44	0.0	30	2.3	34	1.6	30	2.3	23	3.6	30	2.3	31	2.1	33	1.8	37	1.1	32	1.9	31	2.1
2231211	WB Thru	380	403	1.2	399	0.2	365	1.9	422	0.9	380	1.2	413	0.5	357	2.4	399	0.2	393	0.5	403	0.0	392	0.5
21812224	NB Right	66	66	0.0	64	0.2	59	0.9	45	2.8	71	0.6	64	0.2	64	0.2	67	0.1	73	0.8	93	3.0	67	0.1
21812219	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2181211	NB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1112224	EB Thru	128	138	0.9	141	0.3	129	0.8	131	0.6	129	0.8	126	1.0	134	0.3	143	0.4	135	0.3	135	0.3	134	0.4
1112219	EB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Parmenter and Greenbriar																								
22422225	SB Thru	174	183	0.7	178	0.4	157	2.0	143	3.1	159	1.8	162	1.6	167	1.2	169	1.1	176	0.5	201	1.3	168	1.1
22422228	SB Left	20	21	0.2	27	1.2	31	2.0	33	2.3	41	3.6	28	1.4	31	2.0	41	3.6	32	2.1	27	1.2	32	2.2
228222233	WB Right	330	330	0.0	310	1.1	262	4.0	310	1.1	279	2.9	306	1.3	274	3.2	294	2.0	302	1.6	298	1.8	293	2.1
22822225	WB Left	95	95	0.0	108	1.3	109	1.4	97	0.2	98	0.3	98	0.3	118	2.2	103	0.8	98	0.3	86	0.9	102	0.7
23222228	NB Right	15	15	0.0	9	1.7	12	0.8	18	0.7	15	0.0	19	1.0	13	0.5	12	0.8	15	0.0	12	0.8	14	0.3
232222233	NB Thru	117	117	0.0	119	0.2	137	1.8	142	2.2	124	0.6	137	1.8	114	0.3	138	1.9	128	1.0	137	1.8	131	1.2
Beltline and Airport SB Ramps																								
28232255	SB Right	289	289	0.0	259	1.8	250	2.4	238	3.1	268	1.3	225	4.0	209	5.1	247	2.6	234	3.4	237	3.2	241	3.0
28232241	SB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
28232254	SB Left	46	46	0.0	45	0.1	31	2.4	41	0.8	35	1.7	27	3.1	32	2.2	25	3.5	35	1.7	32	2.2	34	2.0
25332255	WB Thru	471	415	2.7	450	1.7	436	1.0	422	0.3	463	2.3	453	1.8	478	3.0	476	2.9	444	1.4	489	3.5	457	2.0
25332241	WB Left	772	774	0.1	749	0.9	753	0.8	704	2.6	743	1.1	777	0.1	710	2.3	713	2.2	691	3.1	702	2.7	727	1.7
28132241	EB Right	285	286	0.1	221	4.1	194	5.9	219	4.2	232	3.4	249	2.3	235	3.2	243	2.6	251	2.1	235	3.2	231	3.4
28132254	EB Thru	234	229	0.3	234	0.3	226	0.2	224	0.3	236	0.5	230	0.1	238	0.6	233	0.3	246	1.1	228	0.1	233	0.2
Beltline and Airport NB Ramps																								
25633240	WB Right	36	37	0.2	37	0.0	29	1.4	46	1.4	40	0.5	48	1.7	39	0.3	47	1.5	38	0.2	62	3.6	43	0.9
25633253	WB Thru	926	982	1.8	975	0.2	989	0.2	918	2.1	984	0.1	1,011	0.9	962	0.6	955	0.9	919	2.0	952	1.0	963	0.6
280279257	NB Right	276	274	0.1	328	3.1	304	1.8	308	2.0	323	2.8	293	1.1	263	0.7	333	3.4	301	1.6	337	3.6	310	2.1
28033240	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
28033253	NB Left	209	207	0.1	224	1.2	200	0.5	208	0.1	222	1.0	219	0.8	226	1.3	234	1.8	216	0.6	239	2.1	221	0.9
25433279	EB Thru	229	235	0.4	240	0.3	219	1.1	229	0.4	230	0.3	219	1.1	227	0.5	215	1.3	241	0.4	211	1.6	226	0.6
25433240	EB Left	39	40	0.2	39	0.2	38	0.3	36	0.6	41	0.2	38	0.3	43	0.5	43	0.5	40	0.0	49	1.3	41	0.1

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Airport Rd and Nursery Dr																									
270252278	SB Right	4	4	0.0	7	1.3	3	0.5	5	0.5	9	2.0	8	1.6	3	0.5	6	0.9	1	1.9	9	2.0	6	0.8	
270252267	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
270252281	SB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	
255252269	WB Right	4	4	0.0	13	3.1	17	4.0	18	4.2	18	4.2	14	3.3	10	2.3	16	3.8	12	2.8	15	3.6	15	3.5	
255252278	WB Thru	546	483	2.8	454	1.3	440	2.0	435	2.2	502	0.9	438	2.1	477	0.3	491	0.4	445	1.8	484	0.0	463	0.9	
255252267	WB Left	246	218	1.8	242	1.6	229	0.7	207	0.8	211	0.5	226	0.5	200	1.2	216	0.1	221	0.2	227	0.6	220	0.1	
267252281	NB Right	61	58	0.4	48	1.4	40	2.6	43	2.1	43	2.1	53	0.7	48	1.4	49	1.2	64	0.8	39	2.7	47	1.5	
267252269	NB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	
267252278	NB Left	4	4	0.0	3	0.5	4	0.0	5	0.5	1	1.9	3	0.5	7	1.3	5	0.5	5	0.5	4	0.0	4	0.1	
274252267	EB Right	20	20	0.0	19	0.2	16	0.9	25	1.1	27	1.4	22	0.4	14	1.5	12	2.0	23	0.6	25	1.1	20	0.1	
274252281	EB Thru	474	453	1.0	407	2.2	380	3.6	400	2.6	425	1.3	426	1.3	425	1.3	427	1.2	433	1.0	424	1.4	416	1.8	
274252269	EB Left	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
Century Ave and Tribeca Dr																									
260251256	SB Right	5	6	0.4	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	0	3.5	
260251258	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
260251266	SB Left	15	15	0.0	13	0.5	12	0.8	15	0.0	11	1.1	15	0.0	24	2.0	18	0.7	12	0.8	11	1.1	15	0.1	
262251260	WB Right	15	15	0.0	24	2.0	16	0.3	17	0.5	17	0.5	15	0.0	15	0.0	15	0.0	12	0.8	12	0.8	16	0.2	
262251256	WB Thru	806	985	6.0	986	0.0	984	0.0	927	1.9	985	0.0	1,028	1.4	972	0.4	971	0.4	925	1.9	984	0.0	974	0.4	
262251258	WB Left	29	29	0.0	33	0.7	29	0.0	29	0.0	25	0.8	25	0.8	31	0.4	28	0.2	34	0.9	28	0.2	29	0.0	
258251266	NB Right	21	21	0.0	18	0.7	16	1.2	18	0.7	22	0.2	26	1.0	20	0.2	22	0.2	20	0.2	24	0.6	21	0.1	
258251260	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
258251256	NB Left	23	28	1.0	25	0.6	33	0.9	36	1.4	38	1.7	30	0.4	28	0.0	30	0.4	31	0.6	29	0.2	31	0.6	
257251258	EB Right	61	65	0.5	64	0.1	44	2.8	59	0.8	54	1.4	48	2.3	43	3.0	71	0.7	59	0.8	57	1.0	55	1.2	
257251266	EB Thru	391	418	1.3	474	2.7	451	1.6	443	1.2	475	2.7	437	0.9	422	0.2	458	1.9	443	1.2	468	2.4	452	1.6	
257251260	EB Left	24	26	0.4	30	0.8	28	0.4	35	1.6	24	0.4	27	0.2	25	0.2	19	1.5	40	2.4	23	0.6	28	0.4	
Beltline and University SB Ramps																									
288289310	SB Right	250	249	0.1	231	1.2	230	1.2	222	1.8	223	1.7	215	2.2	193	3.8	236	0.8	212	2.4	211	2.5	219	1.9	
28834366	SB Left	184	183	0.1	206	1.6	210	1.9	216	2.3	202	1.4	208	1.8	190	0.5	206	1.6	228	3.1	204	1.5	208	1.8	
32734298	WB Right	246	247	0.1	232	1.0	246	0.1	196	3.4	226	1.4	229	1.2	229	1.2	220	1.8	206	2.7	216	2.0	222	1.6	
32734289	WB Thru	793	795	0.1	822	0.9	850	1.9	821	0.9	853	2.0	872	2.7	862	2.3	844	1.7	812	0.6	862	2.3	844	1.7	
30934366	EB Thru	605	595	0.4	587	0.3	619	1.0	567	1.2	566	1.2	543	2.2	535	2.5	568	1.1	583	0.5	599	0.2	574	0.9	
142934298	EB Left	456	458	0.1	447	0.5	496	1.7	508	2.3	493	1.6	473	0.7	474	0.7	454	0.2	452	0.3	475	0.8	475	0.8	

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9			
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H		
University Ave and Deming Way																								
323311318	SB Right	35	35	0.0	40	0.8	18	3.3	34	0.2	36	0.2	27	1.4	31	0.7	33	0.3	46	1.7	31	0.7	33	0.4
323311319	SB Thru	120	120	0.0	105	1.4	135	1.3	137	1.5	127	0.6	117	0.3	115	0.5	119	0.1	141	1.8	128	0.7	125	0.4
323311309	SB Left	84	84	0.0	98	1.5	103	2.0	99	1.6	93	1.0	83	0.1	100	1.7	91	0.7	91	0.7	107	2.4	96	1.3
310311322	WB Right	96	103	0.7	87	1.6	85	1.9	77	2.7	98	0.5	86	1.7	81	2.3	95	0.8	88	1.5	83	2.1	87	1.7
310311318	WB Thru	685	734	1.8	734	0.0	765	1.1	734	0.0	743	0.3	768	1.2	718	0.6	755	0.8	734	0.0	750	0.6	745	0.4
310311319	WB Left	193	207	1.0	232	1.7	230	1.6	232	1.7	235	1.9	233	1.8	256	3.2	230	1.6	202	0.3	240	2.2	232	1.7
319311309	NB Right	49	49	0.0	33	2.5	39	1.5	52	0.4	45	0.6	35	2.2	42	1.0	41	1.2	41	1.2	38	1.7	41	1.2
319311322	NB Thru	61	61	0.0	59	0.3	65	0.5	58	0.4	62	0.1	67	0.8	59	0.3	59	0.3	61	0.0	54	0.9	60	0.1
319311318	NB Left	78	78	0.0	84	0.7	68	1.2	71	0.8	86	0.9	70	0.9	76	0.2	80	0.2	93	1.6	86	0.9	79	0.2
312311319	EB Right	101	101	0.0	105	0.4	93	0.8	92	0.9	102	0.1	109	0.8	108	0.7	100	0.1	113	1.2	96	0.5	102	0.1
312311309	EB Thru	920	920	0.0	903	0.6	973	1.7	924	0.1	921	0.0	898	0.7	867	1.8	890	1.0	903	0.6	929	0.3	912	0.3
312311322	EB Left	175	175	0.0	161	1.1	174	0.1	163	0.9	155	1.6	183	0.6	165	0.8	163	0.9	168	0.5	188	1.0	169	0.5
Beltline and University NB Ramps																								
368329367	SB Right	424	420	0.2	457	1.8	491	3.3	484	3.0	471	2.4	487	3.1	486	3.1	487	3.1	475	2.6	502	3.8	482	2.9
36835371	SB Thru	13	13	0.0	1	4.5	3	3.5	3	3.5	2	4.0	2	4.0	3	3.5	4	3.1	1	4.5	2	4.0	2	3.9
36835330	SB Left	126	125	0.1	76	4.9	75	5.0	77	4.8	79	4.6	79	4.6	81	4.3	70	5.6	85	3.9	89	3.5	79	4.6
33235369	WB Right	60	62	0.3	94	3.6	90	3.2	105	4.7	112	5.4	93	3.5	103	4.5	114	5.5	97	3.9	93	3.5	100	4.2
33235329	WB Thru	585	584	0.0	545	1.6	551	1.4	486	4.2	562	0.9	564	0.8	539	1.9	534	2.1	494	3.9	538	1.9	535	2.1
33235371	WB Left	50	50	0.0	35	2.3	51	0.1	49	0.1	57	1.0	46	0.6	50	0.0	47	0.4	52	0.3	52	0.3	49	0.2
37035330	NB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
37035369	NB Thru	28	29	0.2	9	4.6	6	5.5	8	4.9	11	4.0	9	4.6	10	4.3	7	5.2	12	3.8	7	5.2	9	4.7
37035329	NB Left	38	38	0.0	52	2.1	54	2.4	47	1.4	46	1.2	50	1.8	66	3.9	43	0.8	49	1.7	38	0.0	49	1.7
32835371	EB Right	60	60	0.0	57	0.4	60	0.0	52	1.1	57	0.4	56	0.5	64	0.5	50	1.3	54	0.8	58	0.3	56	0.5
32835330	EB Thru	631	642	0.4	684	1.6	720	3.0	707	2.5	669	1.1	654	0.5	631	0.4	692	1.9	713	2.7	701	2.3	686	1.7
32835369	EB Left	73	76	0.3	52	3.0	49	3.4	24	7.4	42	4.4	41	4.6	30	6.3	32	6.0	44	4.1	44	4.1	40	4.8
Discovery and Parmenter Dr w/ University NB Ramp																								
3631437355	SB Right	204	204	0.0	183	1.5	206	0.1	196	0.6	198	0.4	196	0.6	207	0.2	205	0.1	192	0.9	216	0.8	200	0.3
3631437347	SB Left	275	182	6.2	180	0.1	181	0.1	206	1.7	181	0.1	153	2.2	184	0.1	176	0.4	183	0.1	169	1.0	179	0.2
3441437364	WB Right	186	203	1.2	199	0.3	215	0.8	204	0.1	202	0.1	200	0.2	198	0.4	236	2.2	218	1.0	188	1.1	207	0.3
3441437355	WB Thru	78	85	0.8	76	1.0	81	0.4	88	0.3	77	0.9	85	0.0	95	1.1	78	0.8	80	0.6	89	0.4	83	0.2
3511437347	NB Right	115	114	0.1	126	1.1	118	0.4	94	2.0	102	1.2	116	0.2	106	0.8	113	0.1	129	1.4	111	0.3	113	0.1
3511437364	NB Thru	167	165	0.2	152	1.0	136	2.4	158	0.6	126	3.2	157	0.6	145	1.6	170	0.4	158	0.6	143	1.8	149	1.2
3511437355	NB Left	210	208	0.1	187	1.5	190	1.3	217	0.6	224	1.1	189	1.3	215	0.5	207	0.1	208	0.0	203	0.3	204	0.2
3551437347	EB Thru	181	119	5.1	104	1.4	126	0.6	119	0.0	130	1.0	140	1.8	125	0.5	113	0.6	140	1.8	122	0.3	124	0.5
3551437364	EB Left	62	62	0.0	65	0.4	58	0.5	65	0.4	56	0.8	77	1.8	67	0.6	62	0.0	65	0.4	67	0.6	65	0.3

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Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964	Seed 9964
University Ave and Parmenter St																								
339333331	SB Right	88	88	0.0	92	0.4	82	0.7	79	1.0	87	0.1	78	1.1	91	0.3	98	1.0	70	2.0	97	0.9	86	0.2
339333336	SB Thru	91	173	7.1	154	1.5	172	0.1	186	1.0	165	0.6	142	2.5	197	1.8	165	0.6	179	0.5	181	0.6	171	0.1
339333334	SB Left	81	154	6.7	148	0.5	162	0.6	145	0.7	149	0.4	169	1.2	152	0.2	163	0.7	137	1.4	161	0.6	154	0.0
334333339	WB Right	62	55	0.9	56	0.1	49	0.8	62	0.9	57	0.3	45	1.4	53	0.3	72	2.1	46	1.3	58	0.4	55	0.0
334333331	WB Thru	582	583	0.0	571	0.5	598	0.6	546	1.6	630	1.9	604	0.9	586	0.1	581	0.1	567	0.7	572	0.5	584	0.0
334333336	WB Left	89	89	0.0	75	1.5	88	0.1	91	0.2	109	2.0	84	0.5	87	0.2	100	1.1	103	1.4	101	1.2	93	0.4
336333334	NB Right	47	47	0.0	48	0.1	51	0.6	37	1.5	41	0.9	61	1.9	52	0.7	49	0.3	43	0.6	52	0.7	48	0.2
336333339	NB Thru	142	125	1.5	140	1.3	139	1.2	128	0.3	131	0.5	136	1.0	130	0.4	130	0.4	112	1.2	126	0.1	130	0.5
336333331	NB Left	25	25	0.0	11	3.3	12	3.0	15	2.2	14	2.5	21	0.8	15	2.2	16	2.0	6	4.8	14	2.5	14	2.5
331333336	EB Right	25	25	0.0	15	2.2	19	1.3	11	3.3	11	3.3	7	4.5	10	3.6	16	2.0	15	2.2	16	2.0	13	2.7
331333334	EB Thru	627	632	0.2	654	0.9	684	2.0	671	1.5	657	1.0	652	0.8	620	0.5	670	1.5	702	2.7	664	1.3	664	1.2
331333339	EB Left	109	110	0.1	91	1.9	92	1.8	102	0.8	80	3.1	74	3.8	82	2.9	76	3.5	81	3.0	110	0.0	88	2.3
Beltline and Greenway Blvd SB Ramps																								
37637401	SB Right	583	580	0.1	563	0.7	554	1.1	546	1.4	565	0.6	561	0.8	547	1.4	563	0.7	503	3.3	561	0.8	551	1.2
37637379	SB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
37637400	SB Left	28	28	0.0	3	6.4	6	5.3	6	5.3	1	7.1	8	4.7	4	6.0	7	5.0	3	6.4	9	4.4	5	5.6
39937401	WB Thru	1,061	1,090	0.9	1,074	0.5	1,146	1.7	1,116	0.8	1,109	0.6	1,107	0.5	1,079	0.3	1,113	0.7	1,140	1.5	1,130	1.2	1,113	0.7
39937379	WB Left	94	95	0.1	114	1.9	117	2.1	100	0.5	98	0.3	114	1.9	100	0.5	98	0.3	121	2.5	117	2.1	109	1.4
40237379	EB Right	232	234	0.1	196	2.6	226	0.5	226	0.5	228	0.4	262	1.8	209	1.7	239	0.3	209	1.7	230	0.3	225	0.6
40237400	EB Thru	147	147	0.0	158	0.9	159	1.0	157	0.8	159	1.0	154	0.6	169	1.8	124	2.0	145	0.2	192	3.5	157	0.8
Greenway Blvd and John O Hammons Dr																								
414403405	SB Right	15	15	0.0	17	0.5	18	0.7	14	0.3	13	0.5	20	1.2	16	0.3	16	0.3	9	1.7	16	0.3	15	0.1
414403410	SB Thru	92	92	0.0	89	0.3	94	0.2	81	1.2	82	1.1	86	0.6	97	0.5	99	0.7	84	0.9	80	1.3	88	0.4
414403402	SB Left	108	99	0.9	97	0.2	119	1.9	117	1.7	126	2.5	135	3.3	108	0.9	95	0.4	105	0.6	129	2.8	115	1.5
401403414	WB Right	210	201	0.6	190	0.8	190	0.8	173	2.0	197	0.3	158	3.2	169	2.4	183	1.3	189	0.9	176	1.8	181	1.5
401403405	WB Thru	883	846	1.3	856	0.3	848	0.1	843	0.1	825	0.7	874	1.0	847	0.0	880	1.2	828	0.6	857	0.4	851	0.2
401403410	WB Left	650	622	1.1	591	1.3	662	1.6	646	1.0	652	1.2	636	0.6	610	0.5	613	0.4	626	0.2	658	1.4	633	0.4
410403402	NB Right	66	60	0.8	54	0.8	63	0.4	59	0.1	50	1.3	53	0.9	52	1.1	58	0.3	41	2.7	51	1.2	53	0.9
410403414	NB Thru	23	23	0.0	20	0.6	23	0.0	25	0.4	18	1.1	17	1.3	19	0.9	24	0.2	27	0.8	24	0.2	22	0.2
410403405	NB Left	15	15	0.0	14	0.3	12	0.8	10	1.4	16	0.3	18	0.7	14	0.3	11	1.1	11	1.1	19	1.0	14	0.3
404403410	EB Right	38	38	0.0	39	0.2	46	1.2	44	0.9	44	0.9	31	1.2	40	0.3	37	0.2	43	0.8	37	0.2	40	0.3
404403402	EB Thru	241	221	1.3	203	1.2	203	1.2	207	1.0	211	0.7	228	0.5	218	0.2	210	0.7	208	0.9	242	1.4	214	0.4
404403414	EB Left	28	28	0.0	29	0.2	25	0.6	28	0.0	26	0.4	28	0.0	32	0.7	34	1.1	28	0.0	29	0.2	29	0.1
Beltline and Greenway Blvd NB Ramps																								
39736378	WB Right	38	40	0.3	21	3.4	16	4.5	23	3.0	19	3.9	24	2.8	20	3.7	18	4.1	25	2.6	20	3.7	21	3.5
39736399	WB Thru	284	256	1.7	280	1.5	279	1.4	262	0.4	262	0.4	294	2.3	246	0.6	253	0.2	281	1.5	286	1.8	271	1.0
38236398	NB Right	178	177	0.1	186	0.7	188	0.8	192	1.1	191	1.0	171	0.5	185	0.6	198	1.5	188	0.8	204	2.0	189	0.9
38236378	NB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
38236399	NB Left	932	929	0.1	908	0.7	984	1.8	954	0.8	945	0.5	927	0.1	933	0.1	958	0.9	980	1.7	961	1.0	950	0.7
40036398	EB Thru	110	111	0.1	108	0.3	104	0.7	101	1.0	92	1.9	100	1.1	105	0.6	84	2.7	103	0.8	135	2.2	104	0.7
40036378	EB Left	62	64	0.3	53	1.4	61	0.4	62	0.3	68	0.5	62	0.3	68	0.5	47	2.3	45	2.6	66	0.2	59	0.6
Greenway Blvd and High Point Rd																								
389385397	SB Right	171	143	2.2	155	1.0	152	0.7	140	0.3	151	0.7	151	0.7	111	2.8	124	1.6	147	0.3	143	0.0	142	0.1
389385392	SB Thru	41	41	0.0	48	1.0	32	1.5	40	0.2	30	1.8	35	1.0	39	0.3	34	1.1	34	1.1	38	0.5	37	0.7
391385390	NB Thru	76	76	0.0	69	0.8	65	1.3	65	1.3	69	0.8	67	1.1	81	0.6	64	1.4	79	0.3	90	1.5	72	0.5
391385397	NB Left	183	153	2.3	146	0.6	143	0.8	145	0.7	130	1.9	167	1.1	155	0.2	147	0.5	159	0.5	163	0.8	151	0.2
398385392	EB Right	65	75	1.2	81	0.7	70	0.6	79	0.5	81	0.7	69	0.7	71	0.5	77	0.2	84	1.0	96	2.3	79	0.4
398385390	EB Left	183	212	2.1	213	0.1	222	0.7	214	0.1	202	0.7	202	0.7	219	0.5	205	0.5	207	0.3	243	2.1	214	0.1

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds											
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Beltline and Old Sauk Rd SB Ramps																									
41846454	SB Right	487	484	0.1	529	2.0	563	3.5	603	5.1	593	4.7	637	6.5	560	3.3	587	4.5	571	3.8	599	4.9	582	4.3	
41846422	SB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
41846455	SB Left	170	169	0.1	170	0.1	178	0.7	160	0.7	186	1.3	197	2.1	184	1.1	174	0.4	166	0.2	196	2.0	179	0.8	
45646454	WB Thru	1,300	1,290	0.3	1,106	5.3	1,197	2.6	1,139	4.3	1,146	4.1	1,234	1.6	1,230	1.7	1,167	3.5	1,194	2.7	1,225	1.8	1,182	3.1	
45646422	WB Left	216	218	0.1	224	0.4	215	0.2	207	0.8	213	0.3	226	0.5	196	1.5	211	0.5	220	0.1	227	0.6	215	0.2	
47346422	EB Right	347	350	0.2	356	0.3	321	1.6	352	0.1	346	0.2	357	0.4	353	0.2	361	0.6	357	0.4	367	0.9	352	0.1	
47346455	EB Thru	588	590	0.1	596	0.2	647	2.3	622	1.3	588	0.1	608	0.7	612	0.9	584	0.2	617	1.1	613	0.9	610	0.8	
Old Sauk Rd and Excelsior Dr																									
474429448	SB Right	76	76	0.0	85	1.0	78	0.2	73	0.3	69	0.8	83	0.8	80	0.5	81	0.6	92	1.7	68	0.9	79	0.3	
474429450	SB Thru	18	18	0.0	24	1.3	18	0.0	14	1.0	16	0.5	14	1.0	21	0.7	15	0.7	16	0.5	13	1.3	17	0.3	
474429453	SB Left	83	84	0.1	94	1.1	104	2.1	91	0.7	104	2.1	87	0.3	89	0.5	89	0.5	92	0.9	88	0.4	93	1.0	
454429474	WB Right	732	732	0.0	688	1.7	751	0.7	721	0.4	685	1.8	787	2.0	696	1.3	718	0.5	729	0.1	759	1.0	726	0.2	
454429448	WB Thru	944	945	0.0	847	3.3	893	1.7	918	0.9	953	0.3	961	0.5	968	0.7	922	0.8	914	1.0	948	0.1	925	0.7	
454429450	WB Left	97	97	0.0	100	0.3	116	1.8	103	0.6	101	0.4	123	2.5	126	2.7	114	1.7	122	2.4	117	1.9	114	1.6	
452453473	NB Right	92	93	0.1	108	1.5	102	0.9	128	3.3	101	0.8	93	0.0	95	0.2	91	0.2	95	0.2	95	0.2	101	0.8	
446429450	EB Right	26	26	0.0	23	0.6	23	0.6	27	0.2	30	0.8	22	0.8	32	1.1	29	0.6	21	1.0	28	0.4	26	0.0	
446429453	EB Thru	750	762	0.4	750	0.4	762	0.0	755	0.3	729	1.2	785	0.8	781	0.7	765	0.1	787	0.9	797	1.3	768	0.2	
446429474	EB Left	242	242	0.0	227	1.0	266	1.5	234	0.5	213	1.9	250	0.5	239	0.2	246	0.3	248	0.4	262	1.3	243	0.0	
Old Sauk Rd and Junction Dr																									
436430435	SB Right	18	18	0.0	18	0.0	20	0.5	17	0.2	21	0.7	13	1.3	16	0.5	21	0.7	19	0.2	13	1.3	18	0.1	
436430444	SB Thru	11	11	0.0	16	1.4	11	0.0	10	0.3	8	1.0	8	1.0	8	1.0	22	2.7	12	0.3	10	0.3	12	0.2	
436430445	SB Left	29	28	0.2	14	3.1	17	2.3	16	2.6	10	4.1	16	2.6	17	2.3	15	2.8	20	1.6	24	0.8	17	2.4	
447430436	WB Right	44	45	0.1	32	2.1	28	2.8	27	3.0	35	1.6	37	1.2	43	0.3	46	0.1	37	1.2	51	0.9	37	1.2	
447430435	WB Thru	501	509	0.4	449	2.7	487	1.0	501	0.4	507	0.1	548	1.7	513	0.2	524	0.7	504	0.2	477	1.4	501	0.4	
447430444	WB Left	459	467	0.4	451	0.7	456	0.5	463	0.2	480	0.6	459	0.4	492	1.1	433	1.6	465	0.1	488	1.0	465	0.1	
439430445	NB Right	299	292	0.4	281	0.6	327	2.0	282	0.6	284	0.5	339	2.6	327	2.0	298	0.3	298	0.3	308	0.9	305	0.7	
439430436	NB Thru	14	14	0.0	15	0.3	15	0.3	10	1.2	15	0.3	17	0.8	14	0.0	10	1.2	5	2.9	9	1.5	12	0.5	
439430435	NB Left	121	121	0.0	108	1.2	121	0.0	98	2.2	109	1.1	113	0.7	122	0.1	112	0.8	123	0.2	122	0.1	114	0.6	
431430444	EB Right	121	121	0.0	128	0.6	113	0.7	105	1.5	130	0.8	117	0.4	124	0.3	132	1.0	122	0.1	130	0.8	122	0.1	
431430445	EB Thru	726	709	0.6	705	0.2	707	0.1	718	0.3	678	1.2	702	0.3	708	0.0	727	0.7	738	1.1	755	1.7	715	0.2	
431430436	EB Left	3	3	0.0	5	1.0	7	1.8	2	0.6	5	1.0	3	0.0	3	0.0	1	1.4	5	1.0	3	0.0	4	0.4	
Beltline and Old Sauk Rd NB Ramps																									
45847419	WB Right	157	162	0.4	132	2.5	121	3.4	127	2.9	111	4.4	120	3.5	123	3.3	149	1.0	124	3.2	123	3.3	126	3.0	
45847456	WB Thru	781	791	0.4	837	1.6	870	2.7	827	1.3	796	0.2	901	3.8	881	3.1	862	2.5	868	2.7	902	3.8	860	2.4	
42747459	NB Right	176	176	0.0	167	0.7	195	1.4	200	1.8	169	0.5	180	0.3	191	1.1	193	1.3	166	0.8	185	0.7	183	0.5	
42747419	NB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	
42747456	NB Left	718	717	0.0	493	9.1	542	7.0	519	8.0	563	6.1	559	6.3	545	6.8	516	8.1	546	6.8	550	6.6	537	7.2	
45547459	EB Thru	574	573	0.0	569	0.2	621	2.0	606	1.4	583	0.4	617	1.8	610	1.5	554	0.8	579	0.3	614	1.7	595	0.9	
45547419	EB Left	180	186	0.4	197	0.8	204	1.3	176	0.7	191	0.4	188	0.1	186	0.0	204	1.3	204	1.3	195	0.7	194	0.6	

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Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

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AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Old Sauk and High Point Rd																									
469428457	SB Right	175	181	0.4	192	0.8	161	1.5	189	0.6	179	0.1	168	1.0	186	0.4	192	0.8	186	0.4	173	0.6	181	0.0	
469428460	SB Thru	61	61	0.0	63	0.3	55	0.8	63	0.3	82	2.5	51	1.3	65	0.5	56	0.7	70	1.1	70	1.1	64	0.4	
469428468	SB Left	69	69	0.0	69	0.0	79	1.2	79	1.2	63	0.7	66	0.4	71	0.2	68	0.1	82	1.5	80	1.3	73	0.5	
463428470	WB Right	75	75	0.0	85	1.1	73	0.2	64	1.3	75	0.0	60	1.8	78	0.3	73	0.2	69	0.7	74	0.1	72	0.3	
463428457	WB Thru	584	604	0.8	589	0.6	612	0.3	568	1.5	552	2.2	667	2.5	615	0.4	622	0.7	618	0.6	662	2.3	612	0.3	
463428460	WB Left	42	42	0.0	38	0.6	44	0.3	33	1.5	29	2.2	43	0.2	48	0.9	42	0.0	51	1.3	40	0.3	41	0.2	
460428468	NB Right	89	89	0.0	93	0.4	88	0.1	93	0.4	95	0.6	89	0.0	99	1.0	99	1.0	70	2.1	76	1.4	89	0.0	
460428470	NB Thru	134	134	0.0	145	0.9	155	1.7	151	1.4	129	0.4	127	0.6	121	1.2	116	1.6	148	1.2	121	1.2	135	0.1	
460428457	NB Left	162	168	0.5	188	1.5	218	3.6	197	2.1	176	0.6	186	1.4	203	2.6	197	2.1	188	1.5	190	1.6	194	1.9	
459428460	EB Right	46	48	0.3	47	0.1	46	0.3	59	1.5	36	1.9	54	0.8	58	1.4	49	0.1	47	0.1	53	0.7	50	0.3	
459428468	EB Thru	468	485	0.8	483	0.1	543	2.6	516	1.4	487	0.1	490	0.2	500	0.7	484	0.0	466	0.9	504	0.9	497	0.5	
459428470	EB Left	209	216	0.5	206	0.7	227	0.7	231	1.0	229	0.9	253	2.4	243	1.8	214	0.1	232	1.1	242	1.7	231	1.0	
Beltline and Mineral Point Rd SB Ramps																									
485486514	SB Right	469	465	0.2	529	2.9	479	0.6	474	0.4	476	0.5	539	3.3	524	2.7	516	2.3	503	1.7	513	2.2	506	1.9	
48566494	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
48566519	SB Left	485	481	0.2	489	0.4	478	0.1	469	0.6	492	0.5	511	1.3	501	0.9	487	0.3	460	1.0	488	0.3	486	0.2	
52066486	WB Thru	732	763	1.1	715	1.8	696	2.5	689	2.7	730	1.2	722	1.5	749	0.5	685	2.9	694	2.6	747	0.6	714	1.8	
52066494	WB Left	151	152	0.1	147	0.4	172	1.6	154	0.2	144	0.7	147	0.4	132	1.7	152	0.0	176	1.9	138	1.2	151	0.1	
51866494	EB Right	592	596	0.2	627	1.3	603	0.3	612	0.7	606	0.4	596	0.0	642	1.8	598	0.1	612	0.7	644	1.9	616	0.8	
51866519	EB Thru	1,146	1,159	0.4	1,183	0.7	1,128	0.9	1,166	0.2	1,148	0.3	1,184	0.7	1,247	2.5	1,170	0.3	1,217	1.7	1,186	0.8	1,181	0.6	
Mineral Point Rd and Commerce Dr																									
542559565	SB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	
514515546	WB Right	95	94	0.1	94	0.0	90	0.4	78	1.7	82	1.3	87	0.7	74	2.2	88	0.6	99	0.5	101	0.7	88	0.6	
514515559	WB Thru	972	963	0.3	963	0.0	917	1.5	923	1.3	937	0.8	983	0.6	1,005	1.3	941	0.7	915	1.6	969	0.2	950	0.4	
514513543	WB Left	172	170	0.2	187	1.3	168	0.2	162	0.6	187	1.3	191	1.6	194	1.8	172	0.2	183	1.0	190	1.5	182	0.9	
549513518	NB Right	138	144	0.5	168	1.9	163	1.5	176	2.5	164	1.6	155	0.9	197	4.1	178	2.7	163	1.5	175	2.5	171	2.2	
517513543	EB Right	45	45	0.0	50	0.7	47	0.3	35	1.6	61	2.2	42	0.5	44	0.1	56	1.5	56	1.5	41	0.6	48	0.4	
517513518	EB Thru	1,543	1,611	1.7	1,642	0.8	1,568	1.1	1,602	0.2	1,590	0.5	1,625	0.3	1,692	2.0	1,590	0.5	1,666	1.4	1,655	1.1	1,626	0.4	
Mineral Point Rd and Junction Dr																									
502496498	SB Right	14	14	0.0	10	1.2	10	1.2	14	0.0	10	1.2	12	0.6	11	0.8	9	1.5	13	0.3	9	1.5	11	0.9	
502496509	SB Thru	161	161	0.0	149	1.0	152	0.7	149	1.0	154	0.6	173	0.9	160	0.1	162	0.1	146	1.2	165	0.3	157	0.3	
502496517	SB Left	162	173	0.8	223	3.6	186	1.0	211	2.7	215	3.0	201	2.0	239	4.6	208	2.5	215	3.0	258	5.8	217	3.2	
516496503	WB Right	340	326	0.8	255	4.2	236	5.4	293	1.9	257	4.0	292	1.9	332	0.3	294	1.8	277	2.8	267	3.4	278	2.8	
516496498	WB Thru	356	342	0.7	385	2.3	364	1.2	332	0.5	382	2.1	377	1.8	383	2.2	330	0.7	346	0.2	410	3.5	368	1.4	
1412496509	WB Left	311	298	0.7	327	1.6	323	1.4	302	0.2	300	0.1	316	1.0	294	0.2	319	1.2	298	0.0	298	0.0	309	0.6	
508496517	NB Right	537	572	1.5	524	2.1	531	1.7	514	2.5	531	1.7	534	1.6	536	1.5	555	0.7	559	0.5	510	2.7	533	1.7	
508496503	NB Thru	374	374	0.0	389	0.8	379	0.3	351	1.2	349	1.3	374	0.0	363	0.6	424	2.5	375	0.1	374	0.0	375	0.1	
508496498	NB Left	88	88	0.0	124	3.5	93	0.5	76	1.3	100	1.2	101	1.3	84	0.4	68	2.3	84	0.4	79	1.0	90	0.2	
497496509	EB Right	57	57	0.0	62	0.6	53	0.5	59	0.3	64	0.9	64	0.9	44	1.8	60	0.4	60	0.4	58	0.1	58	0.2	
497496517	EB Thru	856	912	1.9	945	1.1	898	0.5	912	0.0	905	0.2	932	0.7	961	1.6	883	1.0	948	1.2	928	0.5	924	0.4	
497496503	EB Left	60	60	0.0	62	0.3	60	0.0	58	0.3	58	0.3	53	0.9	61	0.1	55	0.7	67	0.9	55	0.7	59	0.2	

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK	ARTERIAL INTERSECTIONS	OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																			
		Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds										
Turn	Location (Clockwise from North)	Volume	Volume	G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H		
Beltline and Mineral Point Rd NB Ramps																								
52167480	WB Right	503	518	0.7	505	0.6	470	2.2	453	2.9	454	2.9	489	1.3	452	3.0	473	2.0	468	2.3	530	0.5	477	1.8
52167520	WB Thru	518	488	1.3	497	0.4	517	1.3	505	0.8	485	0.1	526	1.7	504	0.7	518	1.3	508	0.9	526	1.7	510	1.0
4915221391	NB Right	176	174	0.2	167	0.5	150	1.9	175	0.1	159	1.2	158	1.2	153	1.6	140	2.7	127	3.8	159	1.2	154	1.5
49167480	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
49167520	NB Left	431	427	0.2	365	3.1	351	3.9	338	4.6	389	1.9	343	4.3	377	2.5	319	5.6	362	3.3	359	3.4	356	3.6
51967522	EB Thru	1,270	1,258	0.3	1,263	0.1	1,192	1.9	1,213	1.3	1,198	1.7	1,270	0.3	1,316	1.6	1,212	1.3	1,263	0.1	1,260	0.1	1,243	0.4
51967480	EB Left	371	382	0.6	409	1.4	414	1.6	422	2.0	442	3.0	425	2.1	432	2.5	445	3.1	414	1.6	414	1.6	424	2.1
Mineral Point Rd and Tree Lane																								
5315241394	SB Right	102	113	1.1	134	1.9	161	4.1	131	1.6	147	3.0	142	2.6	134	1.9	151	3.3	138	2.2	129	1.5	141	2.5
531524538	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
531524530	SB Left	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
1392524532	WB Right	7	7	0.0	5	0.8	11	1.3	10	1.0	7	0.0	10	1.0	9	0.7	7	0.0	7	0.0	10	1.0	8	0.5
13925241394	WB Thru	770	850	2.8	816	1.2	780	2.5	782	2.4	751	3.5	835	0.5	786	2.2	789	2.1	789	2.1	881	1.1	801	1.7
525524538	WB Left	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
538524530	NB Right	6	6	0.0	5	0.4	6	0.0	7	0.4	3	1.4	4	0.9	6	0.0	4	0.9	7	0.4	8	0.8	6	0.2
538524532	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
5385241394	NB Left	39	43	0.6	52	1.3	46	0.4	45	0.3	41	0.3	38	0.8	36	1.1	51	1.2	49	0.9	46	0.4	45	0.3
523524538	EB Right	34	36	0.3	26	1.8	25	2.0	21	2.8	22	2.6	35	0.2	23	2.4	16	3.9	27	1.6	26	1.8	25	2.1
523524530	EB Thru	1,253	1,345	2.6	1,359	0.4	1,263	2.3	1,314	0.9	1,276	1.9	1,345	0.0	1,395	1.4	1,284	1.7	1,307	1.0	1,342	0.1	1,321	0.7
1390524532	EB Left	47	50	0.4	45	0.7	54	0.6	53	0.4	59	1.2	48	0.3	51	0.1	52	0.3	56	0.8	51	0.1	52	0.3
Beltline and Gammon Rd EB Ramps																								
59468589	SB Thru	589	571	0.7	635	2.6	587	0.7	618	1.9	607	1.5	615	1.8	558	0.5	599	1.2	573	0.1	570	0.0	596	1.0
59468564	SB Left	309	311	0.1	342	1.7	357	2.5	349	2.1	343	1.8	342	1.7	337	1.4	317	0.3	347	2.0	341	1.7	342	1.7
58868564	NB Right	468	472	0.2	391	3.9	410	3.0	392	3.8	392	3.8	427	2.1	424	2.3	379	4.5	353	5.9	442	1.4	401	3.4
58868593	NB Thru	1,522	1,513	0.2	1,408	2.7	1,421	2.4	1,402	2.9	1,447	1.7	1,470	1.1	1,364	3.9	1,358	4.1	1,455	1.5	1,417	2.5	1,416	2.5
562589624	EB Right	310	308	0.1	319	0.6	271	2.2	274	2.0	272	2.1	279	1.7	259	2.9	323	0.8	310	0.1	295	0.7	289	1.1
56268564	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
56268593	EB Left	198	197	0.1	233	2.5	174	1.7	202	0.4	233	2.5	226	2.0	192	0.4	183	1.0	199	0.1	195	0.1	204	0.5
Gammon Rd and Seybold Rd																								
624587590	SB Thru	864	806	2.0	868	2.1	777	1.0	821	0.5	825	0.7	828	0.8	755	1.8	853	1.6	812	0.2	805	0.0	816	0.4
624587591	SB Left	78	73	0.6	86	1.5	81	0.9	71	0.2	54	2.4	66	0.8	62	1.3	69	0.5	71	0.2	60	1.6	69	0.5
591587588	WB Right	92	91	0.1	86	0.5	104	1.3	96	0.5	85	0.6	108	1.7	83	0.9	83	0.9	100	0.9	107	1.6	95	0.4
585587591	NB Right	8	8	0.0	6	0.8	6	0.8	5	1.2	11	1.0	7	0.4	7	0.4	4	1.6	8	0.0	6	0.8	7	0.5
585587588	NB Thru	1,915	1,894	0.5	1,713	4.3	1,727	3.9	1,698	4.6	1,754	3.3	1,789	2.4	1,705	4.5	1,654	5.7	1,708	4.4	1,752	3.3	1,722	4.0
Gammon Rd and Watts Rd																								
584566577	SB Right	159	160	0.1	192	2.4	188	2.1	182	1.7	189	2.2	194	2.6	181	1.6	203	3.2	191	2.3	190	2.3	190	2.3
584566569	SB Thru	420	422	0.1	434	0.6	376	2.3	422	0.0	407	0.7	414	0.4	377	2.3	431	0.4	401	1.0	399	1.1	407	0.7
584566574	SB Left	224	225	0.1	242	1.1	213	0.8	217	0.5	229	0.3	220	0.3	197	1.9	219	0.4	220	0.3	216	0.6	219	0.4
574566585	WB Right	144	132	1.0	82	4.8	77	5.4	68	6.4	89	4.1	86	4.4	85	4.5	64	6.9	70	6.2	101	2.9	80	5.0
574566577	WB Thru	73	73	0.0	81	0.9	67	0.7	68	0.6	85	1.4	76	0.3	77	0.5	75	0.2	92	2.1	74	0.1	77	0.5
574566569	WB Left	25	25	0.0	32	1.3	21	0.8	26	0.2	24	0.2	30	1.0	19	1.3	23	0.4	31	1.1	22	0.6	25	0.1
567566574	NB Right	7	7	0.0	6	0.4	9	0.7	5	0.8	13	1.9	8	0.4	7	0.0	8	0.4	6	0.4	7	0.0	8	0.2
567566585	NB Thru	1,355	1,244	3.1	1,169	2.2	1,172	2.1	1,167	2.2	1,179	1.9	1,231	0.4	1,189	1.6	1,161	2.4	1,205	1.1	1,161	2.4	1,182	1.8
567566577	NB Left	103	103	0.0	118	1.4	118	1.4	98	0.5	114	1.1	97	0.6	92	1.1	113	1.0	106	0.3	97	0.6	106	0.3
583566569	EB Right	74	74	0.0	76	0.2	69	0.6	79	0.6	60	1.7	71	0.4	93	2.1	72	0.2	67	0.8	59	1.8	72	0.3
583566574	EB Thru	143	143	0.0	136	0.6	145	0.2	131	1.0	139	0.3	147	0.3	136	0.6	125	1.6	159	1.3	172	2.3	143	0.0
583566585	EB Left	573	526	2.0	468	2.6	484	1.9	468	2.6	497	1.3	479	2.1	438	4.0	433	4.2	441	3.9	496	1.3	467	2.6

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds											
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Beltline and Gammon Rd WB Ramps																									
623596557	SB Right	52	54	0.3	65	1.4	78	3.0	98	5.0	90	4.2	82	3.4	83	3.5	100	5.2	94	4.6	78	3.0	85	3.8	
59669594	SB Thru	668	687	0.7	721	1.3	717	1.1	735	1.8	706	0.7	717	1.1	679	0.3	695	0.3	716	1.1	681	0.2	707	0.8	
556595597	WB Right	572	564	0.3	634	2.9	628	2.6	563	0.0	595	1.3	623	2.4	592	1.2	616	2.1	570	0.3	639	3.1	607	1.8	
55669557	WB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	
55669594	WB Left	198	195	0.2	256	4.1	227	2.2	232	2.5	244	3.3	240	3.1	216	1.5	221	1.8	204	0.6	230	2.4	230	2.4	
59369595	NB Thru	1,186	1,195	0.3	1,231	1.0	1,141	1.6	1,191	0.1	1,242	1.3	1,269	2.1	1,169	0.8	1,148	1.4	1,182	0.4	1,191	0.1	1,196	0.0	
59369557	NB Left	496	515	0.8	410	4.9	454	2.8	413	4.7	438	3.5	427	4.1	387	6.0	393	5.7	472	1.9	421	4.3	424	4.2	
Gammon Rd and Odana Rd																									
603601612	SB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	
603601586	SB Thru	600	538	2.6	560	0.9	575	1.6	585	2.0	554	0.7	569	1.3	544	0.3	570	1.4	561	1.0	540	0.1	562	1.0	
604601622	SB Left	263	263	0.0	274	0.7	256	0.4	273	0.6	271	0.5	243	1.3	256	0.4	266	0.2	270	0.4	264	0.1	264	0.0	
617601602	WB Right	177	177	0.0	164	1.0	185	0.6	171	0.5	188	0.8	186	0.7	169	0.6	177	0.0	178	0.1	177	0.0	177	0.0	
617601612	WB Thru	99	99	0.0	101	0.2	100	0.1	101	0.2	98	0.1	104	0.5	88	1.1	103	0.4	108	0.9	113	1.4	102	0.3	
617601586	WB Left	155	139	1.3	152	1.1	154	1.2	155	1.3	154	1.2	145	0.5	141	0.2	145	0.5	175	2.9	140	0.1	151	1.0	
598601622	NB Right	647	606	1.6	633	1.1	617	0.4	601	0.2	665	2.3	639	1.3	605	0.0	578	1.2	584	0.9	640	1.4	618	0.5	
598601602	NB Thru	1,142	1,070	2.2	1,154	2.5	1,093	0.7	1,067	0.1	1,078	0.2	1,178	3.2	1,062	0.2	1,085	0.5	1,087	0.5	1,124	1.6	1,103	1.0	
599601612	NB Left	89	83	0.6	78	0.6	59	2.8	86	0.3	94	1.2	75	0.9	94	1.2	101	1.9	81	0.2	66	2.0	82	0.2	
611586600	EB Right	71	64	0.9	74	1.2	66	0.2	93	3.3	88	2.8	85	2.4	77	1.5	80	1.9	74	1.2	79	1.8	80	1.8	
611601622	EB Thru	72	72	0.0	72	0.0	75	0.3	79	0.8	71	0.1	60	1.5	76	0.5	80	0.9	88	1.8	73	0.1	75	0.3	
611601602	EB Left	8	8	0.0	7	0.4	3	2.1	6	0.8	5	1.2	7	0.4	4	1.6	9	0.3	10	0.7	5	1.2	6	0.7	
Beltline and Schroeder Rd EB Ramp																									
62767570	SB Right	43	43	0.0	58	2.1	36	1.1	44	0.2	33	1.6	45	0.3	33	1.6	43	0.0	44	0.2	31	2.0	41	0.3	
627630631	SB Left	262	260	0.1	262	0.1	268	0.5	272	0.7	309	2.9	289	1.8	305	2.7	258	0.1	293	2.0	292	1.9	283	1.4	
674630675	WB Thru	488	510	1.0	496	0.6	503	0.3	481	1.3	462	2.2	467	1.9	475	1.6	493	0.8	504	0.3	510	0.0	488	1.0	
70630631	EB Thru	460	473	0.6	458	0.7	447	1.2	447	1.2	471	0.1	469	0.2	452	1.0	455	0.8	456	0.8	446	1.3	456	0.8	
Whitney Way and Schroeder Rd																									
7271674	SB Right	448	448	0.0	439	0.4	423	1.2	420	1.3	403	2.2	410	1.8	413	1.7	439	0.4	432	0.8	442	0.3	425	1.1	
7271643	SB Thru	308	304	0.2	287	1.0	281	1.3	278	1.5	299	0.3	269	2.1	324	1.1	317	0.7	284	1.2	279	1.5	291	0.8	
7271635	SB Left	387	390	0.2	412	1.1	427	1.8	416	1.3	409	1.0	388	0.1	402	0.6	413	1.1	423	1.6	420	1.5	412	1.1	
13971395635	NB Right	331	334	0.2	454	6.0	436	5.2	418	4.3	445	5.6	431	5.0	461	6.4	443	5.5	460	6.3	439	5.3	443	5.5	
63771644	NB Thru	1,252	1,252	0.0	1,198	1.5	1,178	2.1	1,112	4.1	1,090	4.7	1,106	4.3	1,214	1.1	1,151	2.9	1,164	2.5	1,192	1.7	1,156	2.8	
63771674	NB Left	62	62	0.0	57	0.6	80	2.1	61	0.1	59	0.4	57	0.6	62	0.0	54	1.1	72	1.2	68	0.7	63	0.2	
63171643	EB Right	114	114	0.0	154	3.5	132	1.6	161	4.0	179	5.4	178	5.3	173	4.9	167	4.5	166	4.4	152	3.3	162	4.1	
63171635	EB Thru	172	173	0.1	166	0.5	174	0.1	160	1.0	178	0.4	170	0.2	152	1.6	169	0.3	159	1.1	165	0.6	166	0.5	
63171644	EB Left	446	446	0.0	400	2.2	409	1.8	398	2.3	423	1.1	410	1.7	432	0.7	377	3.4	424	1.1	421	1.2	410	1.7	
Whitney Way and Gilbert Rd																									
1398671642	SB Thru	278	292	0.8	308	0.9	293	0.1	303	0.6	344	2.9	315	1.3	326	1.9	326	1.9	326	1.9	312	1.2	317	1.4	
695671694	SB Left	112	118	0.6	133	1.3	120	0.2	136	1.6	134	1.4	132	1.3	171	4.4	158	3.4	124	0.5	119	0.1	136	1.6	
6946711396	WB Right	16	17	0.2	19	0.5	16	0.2	9	2.2	10	1.9	13	1.0	12	1.3	10	1.9	18	0.2	20	0.7	14	0.7	
694671642	WB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	
639671694	NB Right	11	11	0.0	10	0.3	12	0.3	12	0.3	8	1.0	16	1.4	11	0.0	13	0.6	17	1.6	10	0.3	12	0.3	
6396711396	NB Thru	1,537	1,627	2.3	1,690	1.5	1,678	1.3	1,582	1.1	1,584	1.1	1,581	1.1	1,725	2.4	1,638	0.3	1,678	1.3	1,679	1.3	1,648	0.5	

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Beltline and Whitney Way WB Ramps																									
65272650	SB Right	134	140	0.5	81	5.6	111	2.6	118	1.9	131	0.8	96	4.1	106	3.1	103	3.4	116	2.1	124	1.4	110	2.7	
6527271	SB Thru	796	800	0.1	828	1.0	804	0.1	824	0.8	835	1.2	782	0.6	825	0.9	851	1.8	820	0.7	829	1.0	822	0.8	
645676653	WB Right	900	888	0.4	1,088	6.4	1,067	5.7	1,084	6.2	1,079	6.1	1,123	7.4	1,063	5.6	1,044	5.0	1,079	6.1	1,051	5.2	1,075	6.0	
64572650	WB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
6457271	WB Left	346	342	0.2	310	1.8	327	0.8	290	2.9	276	3.8	285	3.2	314	1.5	318	1.3	319	1.3	312	1.7	306	2.0	
64472676	NB Thru	1,459	1,460	0.0	1,233	6.2	1,198	7.2	1,177	7.8	1,171	8.0	1,176	7.8	1,279	4.9	1,205	7.0	1,229	6.3	1,210	6.8	1,209	6.9	
64472650	NB Left	228	238	0.7	365	7.3	389	8.5	333	5.6	342	6.1	340	6.0	367	7.4	323	5.1	359	7.0	403	9.2	358	6.9	
Whitney Way and Odana Rd																									
660654662	SB Right	40	40	0.0	39	0.2	34	1.0	31	1.5	36	0.6	35	0.8	34	1.0	32	1.3	39	0.2	49	1.3	37	0.6	
660654652	SB Thru	495	523	1.2	539	0.7	555	1.4	550	1.2	578	2.3	505	0.8	545	1.0	560	1.6	553	1.3	549	1.1	548	1.1	
660654670	SB Left	20	20	0.0	18	0.5	18	0.5	20	0.0	20	0.0	21	0.2	20	0.0	22	0.4	24	0.9	19	0.2	20	0.0	
666654661	WB Right	97	97	0.0	95	0.2	109	1.2	103	0.6	85	1.3	97	0.0	96	0.1	79	1.9	85	1.3	109	1.2	95	0.2	
666654662	WB Thru	156	156	0.0	171	1.2	144	1.0	165	0.7	149	0.6	170	1.1	163	0.6	162	0.5	154	0.2	148	0.6	158	0.2	
666654652	WB Left	280	296	0.9	261	2.1	250	2.8	286	0.6	272	1.4	277	1.1	265	1.9	283	0.8	282	0.8	280	0.9	273	1.4	
653654670	NB Right	393	386	0.4	345	2.1	323	3.3	359	1.4	359	1.4	344	2.2	360	1.3	385	0.1	376	0.5	361	1.3	357	1.5	
653654661	NB Thru	1,495	1,467	0.7	1,499	0.8	1,462	0.1	1,413	1.4	1,422	1.2	1,449	0.5	1,457	0.3	1,374	2.5	1,428	1.0	1,421	1.2	1,436	0.8	
655654662	NB Left	504	495	0.4	477	0.8	480	0.7	489	0.3	469	1.2	506	0.5	525	1.3	490	0.2	504	0.4	479	0.7	491	0.2	
662654652	EB Right	114	122	0.7	109	1.2	110	1.1	106	1.5	116	0.6	96	2.5	121	0.1	111	1.0	101	2.0	124	0.2	110	1.1	
662654670	EB Thru	105	105	0.0	119	1.3	95	1.0	101	0.4	127	2.0	113	0.8	106	0.1	90	1.5	100	0.5	83	2.3	104	0.1	
662654661	EB Left	44	44	0.0	37	1.1	36	1.3	47	0.4	36	1.3	42	0.3	42	0.3	39	0.8	33	1.8	59	2.1	41	0.4	
Beltline and Verona Rd EB Ramps																									
9392691	SB Thru	1,336	1,308	0.8	1,193	3.3	1,254	1.5	1,247	1.7	1,216	2.6	1,271	1.0	1,166	4.0	1,227	2.3	1,219	2.5	1,266	1.2	1,229	2.2	
9392698	SB Left	310	312	0.1	340	1.6	338	1.4	302	0.6	317	0.3	312	0.0	353	2.2	300	0.7	333	1.2	307	0.3	322	0.6	
699698881	NB Right	1,384	1,394	0.3	1,426	0.9	1,432	1.0	1,526	3.5	1,431	1.0	1,330	1.7	1,452	1.5	1,380	0.4	1,397	0.1	1,369	0.7	1,416	0.6	
70292735	NB Thru	1,508	1,486	0.6	1,517	0.8	1,554	1.7	1,452	0.9	1,475	0.3	1,492	0.2	1,431	1.4	1,424	1.6	1,517	0.8	1,491	0.1	1,484	0.1	
690691703	EB Right	339	336	0.2	407	3.7	469	6.6	446	5.6	437	5.1	426	4.6	425	4.6	446	5.6	445	5.5	422	4.4	436	5.1	
69092698	EB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
69092735	EB Left	207	205	0.1	233	1.9	246	2.7	228	1.6	223	1.2	254	3.2	220	1.0	224	1.3	238	2.2	225	1.4	232	1.8	
Verona Rd and Atticus Way																									
703704710	SB Right	179	175	0.3	216	2.9	197	1.6	207	2.3	197	1.6	217	3.0	193	1.3	201	1.9	205	2.2	230	3.9	207	2.3	
703704716	SB Thru	1,373	1,345	0.8	1,250	2.6	1,411	1.8	1,352	0.2	1,307	1.0	1,342	0.1	1,246	2.8	1,330	0.4	1,305	1.1	1,335	0.3	1,320	0.7	
703704705	SB Left	126	123	0.3	134	1.0	115	0.7	134	1.0	149	2.2	138	1.3	152	2.5	142	1.7	154	2.6	123	0.0	138	1.3	
882704701	WB Right	346	354	0.4	401	2.4	405	2.6	404	2.6	400	2.4	390	1.9	392	2.0	398	2.3	400	2.4	403	2.5	399	2.3	
882704710	WB Thru	62	62	0.0	59	0.4	54	1.1	62	0.0	69	0.9	59	0.4	57	0.6	67	0.6	57	0.6	61	0.1	61	0.2	
882704716	WB Left	101	101	0.0	90	1.1	107	0.6	115	1.3	100	0.1	89	1.2	108	0.7	93	0.8	105	0.4	96	0.5	100	0.1	
712704705	NB Right	178	178	0.0	185	0.5	162	1.2	155	1.8	154	1.9	164	1.1	175	0.2	164	1.1	164	1.1	165	1.0	165	1.0	
712704701	NB Thru	2,225	2,276	1.1	2,279	0.1	2,315	0.8	2,299	0.5	2,216	1.3	2,185	1.9	2,203	1.5	2,151	2.7	2,210	1.4	2,192	1.8	2,228	1.0	
712704710	NB Left	47	47	0.0	41	0.9	50	0.4	45	0.3	38	1.4	41	0.9	39	1.2	49	0.3	51	0.6	48	0.1	45	0.3	
711704716	EB Right	33	33	0.0	39	1.0	42	1.5	34	0.2	27	1.1	32	0.2	28	0.9	35	0.3	44	1.8	31	0.4	35	0.3	
711704705	EB Thru	43	43	0.0	44	0.2	49	0.9	49	0.9	37	0.9	47	0.6	49	0.9	45	0.3	51	1.2	47	0.6	46	0.5	
711704701	EB Left	245	251	0.4	263	0.7	266	0.9	275	1.5	290	2.4	247	0.3	288	2.3	255	0.3	304	3.2	265	0.9	273	1.3	

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Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Beltline and Verona Rd WB Ramps																								
71793684	SB Right	198	206	0.6	255	3.2	258	3.4	263	3.7	230	1.6	237	2.1	241	2.3	265	3.8	260	3.5	235	2.0	249	2.9
7179392	SB Thru	721	750	1.1	793	1.5	803	1.9	748	0.1	766	0.6	763	0.5	766	0.6	723	1.0	772	0.8	754	0.1	765	0.6
739737719	WB Right	474	466	0.4	469	0.1	451	0.7	469	0.1	479	0.6	439	1.3	458	0.4	420	2.2	502	1.6	428	1.8	457	0.4
68893684	WB Thru	12	12	0.0	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9
6889392	WB Left	885	870	0.5	740	4.6	789	2.8	801	2.4	767	3.6	820	1.7	753	4.1	804	2.3	780	3.1	819	1.8	786	2.9
73593737	NB Thru	1,141	1,163	0.6	1,229	1.9	1,266	3.0	1,198	1.0	1,191	0.8	1,231	2.0	1,118	1.3	1,142	0.6	1,257	2.7	1,187	0.7	1,202	1.1
73593684	NB Left	507	528	0.9	521	0.3	534	0.3	482	2.0	507	0.9	515	0.6	533	0.2	506	1.0	498	1.3	529	0.0	514	0.6
Midvale Blvd and Nakoma Rd																								
733721738	SB Right	24	24	0.0	30	1.2	21	0.6	14	2.3	28	0.8	27	0.6	19	1.1	31	1.3	16	1.8	21	0.6	23	0.2
733721722	SB Thru	563	571	0.3	627	2.3	647	3.1	625	2.2	623	2.1	606	1.4	592	0.9	567	0.2	633	2.5	597	1.1	613	1.7
733721725	SB Left	34	34	0.0	28	1.1	35	0.2	39	0.8	42	1.3	31	0.5	27	1.3	31	0.5	26	1.5	28	1.1	32	0.4
725721729	WB Right	110	110	0.0	106	0.4	121	1.0	92	1.8	114	0.4	108	0.2	118	0.7	120	0.9	107	0.3	138	2.5	114	0.4
725721738	WB Thru	9	9	0.0	2	3.0	14	1.5	8	0.3	4	2.0	10	0.3	8	0.3	6	1.1	7	0.7	9	0.0	8	0.5
725721722	WB Left	320	325	0.3	364	2.1	341	0.9	330	0.3	317	0.4	335	0.6	354	1.6	359	1.8	344	1.0	336	0.6	342	0.9
720721725	NB Right	551	513	1.6	506	0.3	563	2.2	520	0.3	563	2.2	516	0.1	506	0.3	488	1.1	578	2.8	502	0.5	527	0.6
720721729	NB Thru	1,114	1,036	2.4	1,111	2.3	1,073	1.1	1,052	0.5	1,033	0.1	1,077	1.3	1,001	1.1	1,015	0.7	1,096	1.8	1,040	0.1	1,055	0.6
720721738	NB Left	86	80	0.7	81	0.1	81	0.1	95	1.6	74	0.7	77	0.3	69	1.3	59	2.5	85	0.6	73	0.8	77	0.3
738721722	EB Right	59	60	0.1	57	0.4	73	1.6	56	0.5	56	0.5	59	0.1	61	0.1	62	0.3	55	0.7	56	0.5	59	0.1
738721725	EB Thru	19	19	0.0	21	0.4	13	1.5	23	0.9	21	0.4	21	0.4	17	0.5	14	1.2	25	1.3	20	0.2	19	0.1
738721729	EB Left	14	14	0.0	14	0.0	18	1.0	15	0.3	11	0.8	13	0.3	19	1.2	13	0.3	14	0.0	14	0.0	15	0.1
Beltline and Seminole Hwy EB Ramps																								
78394740	SB Right	75	75	0.0	90	1.7	107	3.4	108	3.4	108	3.4	101	2.8	86	1.2	88	1.4	105	3.2	95	2.2	99	2.5
78394744	SB Thru	381	387	0.3	486	4.7	460	3.5	486	4.7	486	4.7	450	3.1	464	3.7	455	3.3	492	5.0	423	1.8	467	3.9
78394753	SB Left	221	221	0.0	183	2.7	184	2.6	192	2.0	168	3.8	184	2.6	202	1.3	181	2.8	183	2.7	202	1.3	187	2.4
75394783	WB Right	48	48	0.0	50	0.3	42	0.9	44	0.6	55	1.0	50	0.3	42	0.9	46	0.3	41	1.0	50	0.3	47	0.2
75394740	WB Thru	95	95	0.0	85	1.1	85	1.1	98	0.3	106	1.1	106	1.1	90	0.5	92	0.3	99	0.4	88	0.7	94	0.1
75394744	WB Left	22	22	0.0	18	0.9	20	0.4	23	0.2	22	0.0	17	1.1	19	0.7	28	1.2	20	0.4	22	0.0	21	0.2
140094753	NB Right	561	561	0.0	570	0.4	558	0.1	563	0.1	523	1.6	564	0.1	515	2.0	516	1.9	574	0.5	551	0.4	548	0.5
74494783	NB Thru	455	469	0.7	464	0.2	449	0.9	467	0.1	471	0.1	470	0.0	474	0.2	459	0.5	472	0.1	436	1.6	462	0.3
74494740	NB Left	24	24	0.0	23	0.2	22	0.4	29	1.0	28	0.8	29	1.0	24	0.0	24	0.0	32	1.5	24	0.0	26	0.4
74094744	EB Right	6	6	0.0	5	0.4	7	0.4	6	0.0	4	0.9	7	0.4	12	2.0	9	1.1	6	0.0	1	2.7	6	0.1
74094753	EB Thru	189	240	3.5	287	2.9	262	1.4	293	3.2	297	3.5	287	2.9	277	2.3	312	4.3	284	2.7	295	3.4	288	3.0
74094783	EB Left	35	35	0.0	32	0.5	30	0.9	32	0.5	35	0.0	34	0.2	28	1.2	41	1.0	34	0.2	44	1.4	34	0.1
Beltline and Seminole Hwy WB Ramps																								
75095748	SB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
75095783	SB Thru	365	360	0.3	372	0.6	401	2.1	397	1.9	391	1.6	372	0.6	395	1.8	342	1.0	383	1.2	375	0.8	381	1.1
78595750	WB Right	108	107	0.1	114	0.7	120	1.2	122	1.4	96	1.1	114	0.7	106	0.1	118	1.0	96	1.1	104	0.3	110	0.3
78595748	WB Thru	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
78595783	WB Left	281	280	0.1	319	2.3	280	0.0	328	2.8	307	1.6	288	0.5	286	0.4	297	1.0	318	2.2	270	0.6	299	1.1
78395750	NB Thru	490	476	0.6	483	0.3	456	0.9	474	0.1	477	0.0	486	0.5	472	0.2	471	0.2	473	0.1	464	0.6	473	0.1
78395748	NB Left	76	76	0.0	63	1.6	65	1.3	69	0.8	84	0.9	68	0.9	72	0.5	75	0.1	74	0.2	66	1.2	71	0.6
74895783	EB Right	43	43	0.0	68	3.4	70	3.6	61	2.5	64	2.9	75	4.2	71	3.7	85	5.3	79	4.6	75	4.2	72	3.8
74895750	EB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Beltline Frontage and EB Entrance Ramps																								
75896754	WB Thru	171	165	0.5	153	1.0	147	1.4	165	0.0	183	1.4	173	0.6	151	1.1	166	0.1	160	0.4	160	0.4	162	0.2
784757758	EB Thru	210	159	3.8	160	0.1	163	0.3	149	0.8	141	1.5	162	0.2	167	0.6	142	1.4	158	0.1	160	0.1	156	0.3
75596756	EB Left	856	864	0.3	880	0.5	841	0.8	899	1.2	847	0.6	873	0.3	827	1.3	867	0.1	883	0.6	888	0.8	867	0.1

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Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds											
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Beltline Frontage and Grandview Blvd																									
767760759	WB Thru	114	106	0.8	98	0.8	97	0.9	94	1.2	123	1.6	118	1.1	89	1.7	101	0.5	104	0.2	100	0.6	103	0.3	
767760762	WB Left	20	20	0.0	25	1.1	32	2.4	18	0.5	18	0.5	21	0.2	22	0.4	24	0.9	25	1.1	19	0.2	23	0.6	
761760767	NB Right	31	31	0.0	38	1.2	35	0.7	31	0.0	30	0.2	33	0.4	29	0.4	39	1.4	38	1.2	35	0.7	34	0.6	
761760759	NB Left	64	59	0.6	55	0.5	50	1.2	71	1.5	60	0.1	55	0.5	62	0.4	65	0.8	56	0.4	60	0.1	59	0.0	
759760762	EB Right	23	16	1.6	21	1.2	23	1.6	18	0.5	20	0.9	24	1.8	22	1.4	19	0.7	15	0.3	26	2.2	21	1.1	
759760767	EB Thru	207	143	4.8	139	0.3	140	0.3	131	1.0	121	1.9	138	0.4	145	0.2	123	1.7	143	0.0	134	0.8	135	0.7	
Beltline Frontage and EB Exit Ramps																									
782771769	SB Right	93	92	0.1	100	0.8	113	2.1	101	0.9	106	1.4	84	0.9	78	1.5	84	0.9	97	0.5	106	1.4	97	0.5	
78297788	SB Left	578	573	0.2	579	0.3	570	0.1	596	1.0	527	2.0	523	2.1	570	0.1	540	1.4	530	1.8	525	2.0	551	0.9	
77297771	WB Thru	220	230	0.7	242	0.8	215	1.0	233	0.2	223	0.5	239	0.6	212	1.2	205	1.7	217	0.9	194	2.5	220	0.7	
77097788	EB Thru	205	212	0.5	203	0.6	205	0.5	212	0.0	195	1.2	198	1.0	186	1.8	210	0.1	226	0.9	211	0.1	205	0.5	
Todd Dr and Beltline Frontage																									
143098774	SB Right	147	147	0.0	157	0.8	137	0.8	144	0.2	140	0.6	154	0.6	131	1.4	138	0.8	140	0.6	121	2.2	140	0.6	
78998795	SB Thru	104	104	0.0	103	0.1	100	0.4	92	1.2	104	0.0	97	0.7	102	0.2	87	1.7	100	0.4	76	3.0	96	0.8	
78998817	SB Left	69	69	0.0	120	5.2	124	5.6	109	4.2	124	5.6	113	4.6	128	5.9	108	4.1	115	4.8	109	4.2	117	4.9	
8179899	WB Right (to NBL/T)	148	148	0.0	107	1.0	123	3.2	127	3.2	108	1.8	124	3.1	117	3.3	104	2.2	136	5.4	113	3.2	118	3.0	
817981431	WB Right (to NBR)				53		67		63		63		64		74		72		86		77		69		
81798774	WB Thru	61	61	0.0	65	0.5	60	0.1	64	0.4	62	0.1	65	0.5	63	0.3	48	1.8	64	0.4	54	0.9	61	0.1	
81798795	WB Left	16	16	0.0	24	1.8	12	1.1	13	0.8	20	0.9	14	0.5	13	0.8	28	2.6	17	0.2	9	2.0	17	0.2	
143298817	NB Right	119	119	0.0	173	4.5	164	3.8	180	5.0	191	5.8	176	4.7	146	2.3	159	3.4	175	4.6	165	3.9	170	4.2	
14329899	NB Thru (to NBL/T)				170		166		154		167		171		160		153		162		155		162		
1432981431	NB Thru (to NBR)	240	247	0.4	60	1.1	65	1.0	46	3.1	44	2.4	59	1.1	81	0.4	47	3.1	78	0.4	61	2.0	60	1.6	
143398774	NB Left	22	22	0.0	20	0.4	18	0.9	25	0.6	21	0.2	20	0.4	18	0.9	19	0.7	13	2.2	19	0.7	19	0.6	
77498795	EB Right	112	112	0.0	205	7.4	181	5.7	201	7.1	204	7.3	185	6.0	186	6.1	168	4.7	188	6.2	208	7.6	192	6.5	
77498817	EB Thru	365	365	0.0	321	2.4	336	1.5	355	0.5	290	4.1	296	3.8	323	2.3	343	1.2	337	1.5	297	3.7	322	2.3	
7749899	EB Left (to NBL/T)	48	48	0.0	40		48		44		21		43		38		36		42		51		40		
774981431	EB Left (to NBR)	308	308	0.0	216	3.1	210	3.0	208	3.3	207	4.9	197	4.1	209	3.7	203	4.2	189	4.7	180	4.7	202	4.0	
Todd Dr and Beltline WB Entrance Ramp																									
79199775	SB Right	14	9	1.5	10	0.3	9	0.0	8	0.3	7	0.7	10	0.3	8	0.3	7	0.7	17	2.2	11	0.6	10	0.2	
79199789	SB Thru (to SBL/T)	22	23	0.2	13	1.0	12	0.0	13	0.2	23	1.7	17	0.2	22	1.0	14	0.6	10	1.6	22	1.9	16	0.5	
791991430	SB Thru (to SBR)				15		11		11		9		7		6		6		6		11		9		
79199798	SB Left	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
79899791	WB Right	16	16	0.0	22	1.4	23	1.6	21	1.2	21	1.2	17	0.2	22	1.4	19	0.7	18	0.5	20	0.9	20	1.0	
79899775	WB Thru	220	136	6.3	43	9.8	43	9.8	49	9.0	45	9.6	36	10.8	39	10.4	39	10.4	44	9.7	37	10.6	42	10.0	
79899789	WB Left (to SBL/T)				210		212		188		205		193		208		181		205		163		196		
798991430	WB Left (to SBR)	297	297	0.0	142	3.1	126	2.3	133	1.4	131	2.2	147	2.4	125	2.0	132	0.9	134	2.4	110	1.4	131	1.7	
143199798	NB Right	304	304	0.0	329	1.4	342	2.1	317	0.7	314	0.6	320	0.9	364	3.3	322	1.0	353	2.7	318	0.8	331	1.5	
9899791	NB Thru	41	34	1.1	60	3.8	65	4.4	65	4.4	42	1.3	66	4.5	54	3.0	53	2.9	65	4.4	71	5.1	60	3.8	
9899775	NB Left	365	365	0.0	257	6.1	272	5.2	260	5.9	254	6.3	272	5.2	261	5.9	240	7.2	275	5.0	248	6.7	260	5.9	
Todd Dr and Beltline Frontage EB Entrance Ramp																									
827826822	WB Right	41	41	0.0	70	3.9	72	4.1	66	3.4	66	3.4	65	3.3	67	3.5	66	3.4	47	0.9	52	1.6	63	3.1	
826820819	WB Thru	244	223	1.4	249	1.7	262	2.5	267	2.8	253	1.9	267	2.8	267	2.8	252	1.9	303	4.9	253	1.9	264	2.6	
818821826	EB Thru	273	341	3.9	402	3.2	386	2.4	419	4.0	375	1.8	358	0.9	391	2.6	393	2.7	408	3.5	378	2.0	390	2.6	
821820822	EB Left	210	212	0.1	212	0.0	238	1.7	225	0.9	230	1.2	227	1.0	206	0.4	217	0.3	219	0.5	193	1.3	219	0.4	
Todd Dr and Beltline WB Exit Ramp																									
805804807	WB Thru	277	194	5.4	234	2.7	238	3.0	211	1.2	213	1.3	211	1.2	208	1.0	206	0.8	211	1.2	186	0.6	213	1.3	
808804805	NB Right	64	64	0.0	55	1.2	61	0.4	61	0.4	66	0.2	52	1.6	60	0.5	57	0.9	61	0.4	72	1.0	61	0.4	
808803807	NB Left	256	255	0.1	183	4.9	166	6.1	180	5.1	189	4.4	182	4.9	186	4.6	165	6.2	190	4.4	144	7.9	176	5.4	
802803804	EB Thru	270	306	2.1	329	1.3	343	2.1	319	0.7	315	0.5	322	0.9	366	3.3	322	0.9	354	2.6	320	0.8	332	1.5	

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Prepared By: Joe Urban, P.E., Strand Associates, Inc.

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AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Beltline Frontage and Coho Rd																									
812829828	WB Thru	164	141	1.9	166	2.0	187	3.6	176	2.8	172	2.5	158	1.4	177	2.9	156	1.2	178	2.9	165	1.9	171	2.4	
8128291387	WB Left	6	6	0.0	4	0.9	8	0.8	9	1.1	8	0.8	8	0.8	5	0.4	6	0.0	2	2.0	5	0.4	6	0.0	
1387829812	NB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	
1387829828	NB Left	143	123	1.7	153	2.6	147	2.1	157	2.9	147	2.1	174	4.2	157	2.9	162	3.3	172	4.0	140	1.5	157	2.8	
8288291387	EB Right	149	198	3.7	226	1.9	211	0.9	229	2.1	214	1.1	213	1.0	213	1.0	226	1.9	232	2.3	225	1.9	221	1.6	
828829812	EB Thru	111	147	3.2	176	2.3	175	2.2	190	3.3	161	1.1	145	0.2	178	2.4	167	1.6	176	2.3	153	0.5	169	1.8	
Beltline and Fish Hatchery Rd EB Ramps																									
909122899	SB Thru	1,238	1,274	1.0	1,333	1.6	1,300	0.7	1,319	1.2	1,306	0.9	1,351	2.1	1,252	0.6	1,314	1.1	1,296	0.6	1,335	1.7	1,312	1.1	
910904905	SB Left	80	81	0.1	71	1.1	68	1.5	81	0.0	73	0.9	69	1.4	86	0.5	83	0.2	80	0.1	86	0.5	77	0.4	
912904911	WB Right	490	484	0.3	502	0.8	474	0.5	509	1.1	504	0.9	420	3.0	487	0.1	503	0.9	499	0.7	511	1.2	490	0.3	
902905906	NB Right	746	773	1.0	789	0.6	795	0.8	809	1.3	774	0.0	743	1.1	778	0.2	805	1.1	816	1.5	780	0.3	788	0.5	
902904911	NB Thru	1,105	1,131	0.8	1,107	0.7	1,105	0.8	1,151	0.6	1,163	0.9	1,105	0.8	1,146	0.4	1,105	0.8	1,159	0.8	1,169	1.1	1,134	0.1	
900122899	EB Right	474	469	0.2	428	1.9	423	2.2	411	2.8	453	0.7	431	1.8	405	3.1	403	3.2	403	3.2	406	3.0	418	2.4	
Fish Hatchery Rd and Greenway Cross																									
1405883893	SB Right	262	283	1.3	244	2.4	267	1.0	261	1.3	281	0.1	297	0.8	273	0.6	290	0.4	248	2.1	297	0.8	273	0.6	
1405883887	SB Thru	1,014	1,094	2.5	1,139	1.3	1,109	0.5	1,134	1.2	1,110	0.5	1,120	0.8	1,043	1.6	1,075	0.6	1,091	0.1	1,113	0.6	1,104	0.3	
1407883914	SB Left	340	367	1.4	378	0.6	347	1.1	335	1.7	368	0.1	365	0.1	341	1.4	352	0.8	360	0.4	331	1.9	353	0.7	
915903902	WB Right	259	289	1.8	260	1.8	287	0.1	277	0.7	289	0.0	253	2.2	280	0.5	265	1.4	283	0.4	297	0.5	277	0.7	
915883893	WB Thru	125	125	0.0	134	0.8	141	1.4	126	0.1	128	0.3	112	1.2	145	1.7	122	0.3	118	0.6	119	0.5	127	0.2	
915883887	WB Left	99	99	0.0	103	0.4	103	0.4	93	0.6	94	0.5	102	0.3	106	0.7	102	0.3	103	0.4	109	1.0	102	0.3	
888883914	NB Right	95	95	0.0	86	0.9	92	0.3	95	0.0	111	1.6	99	0.4	114	1.9	112	1.7	92	0.3	95	0.0	100	0.5	
888883903	NB Thru	1,244	1,389	4.0	1,448	1.6	1,355	0.9	1,451	1.6	1,431	1.1	1,337	1.4	1,418	0.8	1,424	0.9	1,441	1.4	1,409	0.5	1,413	0.6	
888883893	NB Left	99	99	0.0	102	0.3	113	1.4	95	0.4	119	1.9	89	1.0	81	1.9	84	1.6	96	0.3	91	0.8	97	0.2	
892883887	EB Right	51	51	0.0	50	0.1	59	1.1	53	0.3	54	0.4	44	1.0	56	0.7	55	0.5	46	0.7	50	0.1	52	0.1	
892883914	EB Thru	113	113	0.0	123	0.9	120	0.6	107	0.6	116	0.3	108	0.5	109	0.4	127	1.3	122	0.8	118	0.5	117	0.3	
892883903	EB Left	202	226	1.6	188	2.6	258	2.1	232	0.4	217	0.6	258	2.1	226	0.0	221	0.3	251	1.6	243	1.1	233	0.4	
Beltline and Fish Hatchery Rd WB Ramps																									
920123917	SB Right	437	437	0.0	336	5.1	358	4.0	325	5.7	314	6.3	324	5.8	324	5.8	322	5.9	341	4.9	312	6.5	328	5.5	
920123909	SB Thru	745	709	1.3	842	4.8	815	3.8	825	4.2	822	4.1	849	5.0	783	2.7	845	4.9	828	4.3	834	4.5	827	4.3	
924925921	WB Right	177	173	0.3	155	1.4	176	0.2	180	0.5	167	0.5	182	0.7	162	0.8	146	2.1	156	1.3	156	1.3	164	0.7	
924123917	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
924123909	WB Left	661	646	0.6	562	3.4	553	3.8	575	2.9	557	3.6	571	3.0	555	3.7	552	3.8	548	4.0	587	2.4	562	3.4	
911123925	NB Thru	1,408	1,382	0.7	1,343	1.1	1,337	1.2	1,413	0.8	1,406	0.6	1,268	3.1	1,393	0.3	1,382	0.0	1,421	1.0	1,422	1.1	1,376	0.2	
916123917	NB Left	226	233	0.5	266	2.1	242	0.6	247	0.9	261	1.8	257	1.5	240	0.5	226	0.5	237	0.3	258	1.6	248	1.0	

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Fish Hatchery Rd and Emil St																								
935919938	SB Right	215	215	0.0	185	2.1	218	0.2	200	1.0	205	0.7	215	0.0	229	0.9	232	1.1	202	0.9	229	0.9	213	0.2
935919920	SB Thru	549	1,013	16.6	1,044	1.0	1,044	1.0	1,000	0.4	1,009	0.1	1,054	1.3	993	0.6	1,033	0.6	1,046	1.0	1,007	0.2	1,026	0.4
935919927	SB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
926919931	WB Right	14	14	0.0	18	1.0	13	0.3	15	0.3	13	0.3	21	1.7	18	1.0	13	0.3	9	1.5	15	0.3	15	0.3
926919938	WB Thru	39	39	0.0	47	1.2	40	0.2	47	1.2	44	0.8	49	1.5	59	2.9	44	0.8	44	0.8	45	0.9	47	1.2
926919920	WB Left	25	46	3.5	58	1.7	55	1.3	52	0.9	53	1.0	49	0.4	40	0.9	54	1.1	59	1.8	46	0.0	52	0.8
921919927	NB Right	60	89	3.4	98	0.9	99	1.0	83	0.6	120	3.0	87	0.2	100	1.1	115	2.6	103	1.4	97	0.8	100	1.2
921919931	NB Thru	828	1,223	12.3	1,153	2.0	1,164	1.7	1,248	0.7	1,222	0.0	1,161	1.8	1,230	0.2	1,152	2.1	1,207	0.5	1,234	0.3	1,197	0.8
921919938	NB Left	165	244	5.5	247	0.2	250	0.4	262	1.1	231	0.8	202	2.8	225	1.2	261	1.1	267	1.4	247	0.2	244	0.0
938919920	EB Right	47	87	4.9	76	1.2	74	1.4	98	1.1	74	1.4	70	1.9	74	1.4	80	0.8	64	2.6	93	0.6	78	1.0
938919927	EB Thru	10	10	0.0	14	1.2	5	1.8	11	0.3	4	2.3	9	0.3	10	0.0	10	0.0	10	0.0	8	0.7	9	0.3
938919931	EB Left	121	121	0.0	125	0.4	113	0.7	114	0.6	105	1.5	119	0.2	124	0.3	129	0.7	133	1.1	139	1.6	122	0.1
Beltline and Park St EB Ramps																								
865858860	SB Right	281	281	0.0	260	1.3	243	2.3	230	3.2	229	3.3	235	2.9	223	3.7	222	3.7	251	1.8	234	2.9	236	2.8
858125846	SB Thru	281	282	0.1	283	0.1	257	1.5	230	3.3	268	0.8	263	1.2	270	0.7	240	2.6	229	3.3	250	2.0	254	1.7
847848853	NB Right	813	822	0.3	796	0.9	824	0.1	822	0.0	796	0.9	795	0.9	756	2.3	748	2.6	833	0.4	786	1.3	795	0.9
845125859	NB Thru	1,024	1,009	0.5	1,044	1.1	992	0.5	1,031	0.7	1,023	0.4	1,008	0.0	1,050	1.3	1,045	1.1	1,010	0.0	1,050	1.3	1,028	0.6
838850851	EB Right	209	207	0.1	246	2.6	244	2.5	235	1.9	240	2.2	229	1.5	247	2.7	209	0.1	203	0.3	232	1.7	232	1.7
838850849	EB Left	494	488	0.3	464	1.1	481	0.3	448	1.8	443	2.1	488	0.0	465	1.1	436	2.4	474	0.6	415	3.4	457	1.4
Beltline and Park St WB Ramps																								
126877878	SB Right	357	256	5.8	242	0.9	220	2.3	245	0.7	261	0.3	273	1.0	235	1.3	234	1.4	229	1.7	266	0.6	245	0.7
877124863	SB Thru	452	451	0.0	458	0.3	423	1.3	383	3.3	407	2.1	403	2.3	406	2.2	384	3.3	402	2.4	396	2.7	407	2.1
869124876	WB Right	452	440	0.6	498	2.7	519	3.6	492	2.4	475	1.6	446	0.3	487	2.2	536	4.3	561	5.4	523	3.8	504	3.0
869124863	WB Left	114	111	0.3	85	2.6	77	3.5	77	3.5	90	2.1	95	1.6	87	2.4	78	3.4	78	3.4	88	2.3	84	2.7
847848852	NB Right	1,024	1,047	0.7	1,193	4.4	1,154	3.2	1,167	3.6	1,181	4.0	1,198	4.5	1,130	2.5	1,145	3.0	1,129	2.5	1,137	2.7	1,159	3.4
862124876	NB Thru	1,483	1,498	0.4	1,508	0.3	1,473	0.6	1,479	0.5	1,466	0.8	1,496	0.1	1,515	0.4	1,481	0.4	1,484	0.4	1,465	0.9	1,485	0.3
Park Street and Badger Rd																								
948126953	SB Right	73	73	0.0	67	0.7	94	2.3	64	1.1	61	1.5	67	0.7	76	0.3	68	0.6	74	0.1	69	0.5	71	0.2
948126877	SB Thru	636	524	4.7	488	1.6	469	2.5	476	2.1	487	1.6	480	2.0	453	3.2	452	3.3	491	1.5	486	1.7	476	2.2
948126949	SB Left	50	50	0.0	55	0.7	55	0.7	60	1.3	51	0.1	44	0.9	45	0.7	47	0.4	45	0.7	43	1.0	49	0.1
949126944	WB Right	105	105	0.0	94	1.1	87	1.8	104	0.1	114	0.9	110	0.5	103	0.2	99	0.6	96	0.9	115	1.0	102	0.3
949126953	WB Thru	145	145	0.0	135	0.8	144	0.1	148	0.2	164	1.5	162	1.4	141	0.3	148	0.2	137	0.7	164	1.5	149	0.3
949126877	WB Left	105	86	1.9	95	0.9	80	0.7	81	0.5	79	0.8	95	0.9	88	0.2	64	2.5	59	3.2	84	0.2	81	0.6
876126949	NB Right	80	87	0.8	82	0.5	80	0.8	85	0.2	83	0.4	78	1.0	86	0.1	74	1.4	82	0.5	80	0.8	81	0.6
876126944	NB Thru	1,482	1,612	3.3	1,677	1.6	1,708	2.4	1,650	0.9	1,606	0.1	1,635	0.6	1,669	1.4	1,691	1.9	1,742	3.2	1,679	1.7	1,673	1.5
876126953	NB Left	220	239	1.3	247	0.5	204	2.4	236	0.2	252	0.8	229	0.7	247	0.5	252	0.8	221	1.2	229	0.7	235	0.2
953126877	EB Right	118	97	2.0	117	1.9	94	0.3	71	2.8	102	0.5	101	0.4	100	0.3	102	0.5	81	1.7	92	0.5	96	0.1
953126949	EB Thru	57	57	0.0	66	1.1	57	0.0	52	0.7	52	0.7	57	0.0	61	0.5	49	1.1	60	0.4	56	0.1	57	0.0
953126944	EB Left	65	65	0.0	66	0.1	76	1.3	64	0.1	56	1.2	63	0.3	58	0.9	75	1.2	76	1.3	60	0.6	66	0.1
Beltline and Co Hwy MM EB Ramps																								
984127982	SB Thru	612	620	0.3	715	3.7	694	2.9	669	1.9	729	4.2	661	1.6	705	3.3	723	4.0	716	3.7	712	3.6	703	3.2
984127960	SB Left	49	50	0.1	14	6.4	17	5.7	11	7.1	11	7.1	15	6.1	10	7.3	14	6.4	19	5.3	19	5.3	14	6.3
983127960	NB Right	265	268	0.2	272	0.2	269	0.1	251	1.1	267	0.1	272	0.2	270	0.1	279	0.7	290	1.3	316	2.8	276	0.5
983127985	NB Thru	784	822	1.3	777	1.6	803	0.7	872	1.7	800	0.8	847	0.9	859	1.3	856	1.2	861	1.3	809	0.5	832	0.3
957127982	EB Right	394	390	0.2	402	0.6	413	1.1	376	0.7	413	1.1	380	0.5	402	0.6	391	0.1	384	0.3	394	0.2	395	0.3
957127960	EB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
957127985	EB Left	527	521	0.3	518	0.1	554	1.4	544	1.0	505	0.7	551	1.3	526	0.2	534	0.6	586	2.8	529	0.3	539	0.8

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	Volume	G _H	Volume	G _H	Volume	G _H	Volume	G _H	Volume	G _H	Volume
Co Hwy MM and Badger Rd																								
982970976	SB Right	203	213	0.7	244	2.1	259	3.0	218	0.3	262	3.2	201	0.8	258	2.9	268	3.5	234	1.4	222	0.6	241	1.8
982970973	SB Thru	564	591	1.1	637	1.9	621	1.2	593	0.1	633	1.7	627	1.5	625	1.4	628	1.5	657	2.6	669	3.1	632	1.7
982970979	SB Left	197	206	0.6	236	2.0	227	1.4	234	1.9	247	2.7	213	0.5	224	1.2	218	0.8	209	0.2	215	0.6	225	1.3
979970983	WB Right	101	105	0.4	109	0.4	113	0.8	105	0.0	105	0.0	117	1.1	109	0.4	108	0.3	119	1.3	110	0.5	111	0.5
979970976	WB Thru	23	23	0.0	24	0.2	26	0.6	28	1.0	19	0.9	19	0.9	29	1.2	13	2.4	27	0.8	25	0.4	23	0.1
979970973	WB Left	59	59	0.0	48	1.5	53	0.8	60	0.1	65	0.8	53	0.8	79	2.4	56	0.4	80	2.5	66	0.9	62	0.4
975970979	NB Right	78	78	0.0	70	0.9	64	1.7	78	0.0	70	0.9	81	0.3	82	0.4	59	2.3	86	0.9	68	1.2	73	0.6
975970983	NB Thru	794	823	1.0	792	1.1	815	0.3	856	1.1	813	0.3	846	0.8	865	1.4	896	2.5	879	1.9	879	1.9	849	0.9
975970976	NB Left	35	35	0.0	37	0.3	43	1.3	36	0.2	31	0.7	40	0.8	36	0.2	24	2.0	32	0.5	37	0.3	35	0.0
976970973	EB Right	20	20	0.0	19	0.2	16	0.9	18	0.5	23	0.6	21	0.2	15	1.2	15	1.2	20	0.0	19	0.2	18	0.4
976970979	EB Thru	8	8	0.0	6	0.8	11	1.0	9	0.3	10	0.7	8	0.0	10	0.7	10	0.7	1	3.3	5	1.2	8	0.1
976970983	EB Left	157	163	0.5	148	1.2	144	1.5	162	0.1	149	1.1	156	0.6	155	0.6	131	2.6	153	0.8	136	2.2	148	1.2
Beltline and Co Hwy MM WB Ramps																								
989990992	SB Right	294	302	0.5	179	7.9	200	6.4	192	7.0	216	5.3	194	6.9	204	6.2	204	6.2	173	8.4	183	7.6	194	6.9
990128987	SB Thru	372	364	0.4	364	0.0	383	1.0	356	0.4	379	0.8	356	0.4	359	0.3	406	2.1	367	0.2	366	0.1	371	0.3
968128991	WB Right	188	184	0.3	123	4.9	130	4.3	138	3.6	125	4.7	136	3.8	120	5.2	118	5.4	124	4.8	136	3.8	128	4.5
968128963	WB Thru	14	14	0.0	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3
968128987	WB Left	312	305	0.4	365	3.3	328	1.3	324	1.1	361	3.1	320	0.8	356	2.8	331	1.5	368	3.4	365	3.3	346	2.3
986128991	NB Thru	1,096	1,058	1.2	1,006	1.6	1,072	0.4	1,107	1.5	1,007	1.6	1,082	0.7	1,077	0.6	1,089	0.9	1,139	2.4	1,046	0.4	1,069	0.4
986128963	NB Left	278	286	0.5	289	0.2	285	0.1	309	1.3	298	0.7	316	1.7	308	1.3	301	0.9	308	1.3	292	0.4	301	0.9
Co Hwy MM and Rusk Rd																								
815988993	SB Right	109	109	0.0	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8	0	14.8
815988989	SB Thru	489	546	2.5	330	10.3	342	9.7	316	11.1	342	9.7	311	11.4	317	11.0	360	8.7	318	11.0	309	11.5	327	10.5
815988813	SB Left	42	42	0.0	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2	0	9.2
813988815	WB Right	5	5	0.0	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2
813988993	WB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
813988989	WB Left	12	13	0.3	9	1.2	17	1.0	17	1.0	21	1.9	13	0.0	15	0.5	19	1.5	19	1.5	15	0.5	16	0.8
991988813	NB Right	197	214	1.2	264	3.2	262	3.1	295	5.1	236	1.5	258	2.9	243	1.9	246	2.1	246	2.1	248	2.2	255	2.7
991988815	NB Thru	794	862	2.4	636	8.3	693	6.1	698	5.9	654	7.6	694	6.0	715	5.2	726	4.8	727	4.8	688	6.3	692	6.1
1428988993	NB Left	153	166	1.0	229	4.5	247	5.6	252	5.9	242	5.3	266	6.8	239	5.1	235	4.9	290	8.2	246	5.6	250	5.8
993988989	EB Right	96	107	1.1	204	7.8	224	9.1	215	8.5	232	9.6	226	9.2	231	9.5	231	9.5	203	7.7	225	9.2	221	8.9
993988813	EB Thru	16	16	0.0	12	1.1	18	0.5	16	0.0	19	0.7	12	1.1	11	1.4	23	1.6	13	0.8	21	1.2	16	0.0
993988815	EB Left	57	57	0.0	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7	0	10.7
Co Hwy MM and Parking Lot/ Alliant Energy Center Way																								
10061001997	SB Right	20	20	0.0	14	1.5	22	0.4	26	1.3	20	0.0	24	0.9	22	0.4	20	0.0	10	2.6	26	1.3	20	0.1
100610011000	SB Thru	689	694	0.2	330	16.1	340	15.6	325	16.3	339	15.6	317	16.8	319	16.7	355	14.8	318	16.7	306	17.4	328	16.2
100010011005	NB Thru	761	908	5.1	634	9.9	690	7.7	696	7.5	649	9.3	693	7.6	707	7.1	721	6.6	725	6.4	680	8.1	688	7.8
10001001997	NB Left	13	16	0.8	2	4.7	3	4.2	2	4.7	5	3.4	1	5.1	8	2.3	5	3.4	2	4.7	8	2.3	4	3.8
99710011000	EB Right	3	3	0.0	5	1.0	6	1.4	5	1.0	6	1.4	4	0.5	2	0.6	7	1.8	3	0.0	6	1.4	5	1.0
99710011005	EB Left	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Co Hwy MM and John Nolen Dr																									
142414251007	SB Right	580	640	2.4	336	13.8	352	12.9	346	13.2	351	13.0	334	13.9	336	13.8	370	12.0	323	14.4	325	14.3	341	13.5	
100810021018	SB Thru (to EB Beltline)	689	707	0.7	608	7.7	588	7.8	602	7.7	611	7.2	582	7.6	600	7.4	613	6.7	570	6.1	616	8.5	599	7.4	
142610021017	SB Thru (to WB Beltline)				320		341		324		302		342		319		283		309		337		320		
100810021019	SB Left	21	21	0.0	28	1.4	24	0.6	28	1.4	14	1.7	16	1.2	23	0.4	24	0.6	22	0.2	17	0.9	22	0.2	
101910021009	WB Right	12	12	0.0	8	1.3	13	0.3	6	2.0	13	0.3	8	1.3	10	0.6	12	0.0	11	0.3	15	0.8	11	0.4	
101910021007	WB Thru	19	21	0.4	8	3.4	9	3.1	3	5.2	7	3.7	7	3.7	5	4.4	3	5.2	5	4.4	4	4.8	6	4.2	
101910021018	WB Left (to EB Beltline)	16	16	0.0	14		10		14		3		13		15		11		8		4		10		
101910021017	WB Left (to WB Beltline)				0	0.5	0	1.7	0	0.5	0	4.2	0	0.8	0	0.3	0	1.4	0	2.3	0	3.8	0	1.6	
101010021019	NB Right	69	68	0.1	116	5.0	114	4.8	106	4.1	100	3.5	113	4.7	110	4.5	108	4.3	101	3.6	106	4.1	108	4.3	
101010021009	NB Thru	2,248	2,218	0.6	2,219	0.0	2,308	1.9	2,325	2.2	2,369	3.2	2,249	0.7	2,217	0.0	2,281	1.3	2,353	2.8	2,371	3.2	2,299	1.7	
101010021007	NB Left	54	53	0.1	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	0	10.3	
100510021018	EB Right (to EB Beltline)	37	52		0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	0	10.2	
100510021017	EB Right (to WB Beltline)			2.2	0		0		0		0		0		0		0		0		0		0		
100510021019	EB Thru	54	76	2.7	33	5.8	30	6.3	26	7.0	18	8.5	28	6.7	25	7.2	31	6.2	32	6.0	41	4.6	29	6.4	
100510021009	EB Left	560	784	8.6	601	7.0	660	4.6	670	4.2	631	5.8	665	4.4	682	3.8	690	3.5	693	3.3	639	5.4	659	4.7	
Beltline and John Nolen Dr Ramps																									
101714271024	SB Right	248	253	0.3	320	4.0	342	5.2	324	4.2	302	2.9	343	5.2	319	3.9	285	2.0	312	3.5	339	5.0	321	4.0	
101810221025	SB Thru	515	522	0.3	622	4.2	598	3.2	616	3.9	614	3.9	595	3.1	615	3.9	624	4.3	578	2.4	620	4.1	609	3.7	
104110231010	WB Right	1,531	1,510	0.5	1,476	0.9	1,550	1.0	1,519	0.2	1,576	1.7	1,495	0.4	1,520	0.3	1,521	0.3	1,570	1.5	1,571	1.6	1,533	0.6	
103610231010	NB Thru	839	830	0.3	859	1.0	873	1.5	914	2.8	894	2.2	867	1.3	807	0.8	870	1.4	884	1.8	909	2.7	875	1.5	
Beltline and Broadway EB Ramps																									
10801301062	SB Thru	810	818	0.3	833	0.5	813	0.2	840	0.8	846	1.0	792	0.9	780	1.3	839	0.7	781	1.3	793	0.9	813	0.2	
10801301070	SB Left	33	34	0.2	57	3.4	62	4.0	59	3.7	59	3.7	64	4.3	48	2.2	73	5.3	69	4.9	56	3.3	61	3.9	
105810701076	NB Right	250	254	0.3	207	3.1	203	3.4	227	1.7	240	0.9	188	4.4	220	2.2	213	2.7	204	3.3	215	2.5	213	2.7	
1058130129	NB Thru	298	329	1.8	291	2.2	324	0.3	327	0.1	311	1.0	317	0.7	342	0.7	315	0.8	317	0.7	303	1.5	316	0.7	
10461301062	EB Right	334	329	0.3	314	0.8	302	1.5	274	3.2	288	2.3	284	2.6	300	1.6	291	2.2	307	1.2	311	1.0	297	1.8	
10461301070	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
1046130129	EB Left	431	425	0.3	455	1.4	434	0.4	439	0.7	440	0.7	407	0.9	425	0.0	422	0.1	431	0.3	475	2.4	436	0.6	
South Towne Drive and Royal Ave																									
13010621063	SB Thru	1,021	1,123	3.1	1,147	0.7	1,115	0.2	1,114	0.3	1,134	0.3	1,076	1.4	1,080	1.3	1,130	0.2	1,088	1.1	1,104	0.6	1,110	0.4	
110711101058	WB Right	124	128	0.4	143	1.3	137	0.8	133	0.4	132	0.4	118	0.9	150	1.9	126	0.2	136	0.7	137	0.8	135	0.6	
106111101107	NB Right	144	144	0.0	167	1.8	127	1.5	152	0.7	139	0.4	139	0.4	118	2.3	148	0.3	133	0.9	146	0.2	141	0.3	
106111101058	NB Thru	442	455	0.6	355	5.0	390	3.2	421	1.6	419	1.7	387	3.3	412	2.1	402	2.6	385	3.4	381	3.6	395	2.9	
South Towne Dr and Industrial Dr																									
106514381069	SB Right	326	363	2.0	367	0.2	340	1.2	350	0.7	400	1.9	372	0.5	374	0.6	353	0.5	374	0.6	373	0.5	367	0.2	
106514381055	SB Thru	288	432	7.6	458	1.2	472	1.9	459	1.3	454	1.0	410	1.1	421	0.5	459	1.3	445	0.6	442	0.5	447	0.7	
106514381074	SB Left	190	212	1.6	223	0.7	236	1.6	217	0.3	202	0.7	221	0.6	219	0.5	244	2.1	206	0.4	217	0.3	221	0.6	
106514381059	SB U-Turn	109	121	1.1	99	2.1	67	5.6	88	3.2	78	4.3	73	4.9	66	5.7	74	4.8	63	6.0	72	5.0	76	4.6	
107414381059	WB Right	102	106	0.4	93	1.3	117	1.0	102	0.4	104	0.2	110	0.4	101	0.5	107	0.1	105	0.1	106	0.0	105	0.1	
107414381069	WB Thru	7	7	0.0	6	0.4	6	0.4	7	0.0	9	0.7	7	0.0	6	0.4	7	0.0	6	0.4	9	0.7	7	0.0	
107414381055	WB Left	28	28	0.0	23	1.0	34	1.1	27	0.2	33	0.9	25	0.6	18	2.1	24	0.8	35	1.2	31	0.6	28	0.0	
105714381074	NB Right	16	16	0.0	8	2.3	13	0.8	15	0.3	12	1.1	16	0.0	10	1.7	18	0.5	18	0.5	18	0.5	14	0.5	
105714381059	NB Thru	304	315	0.6	269	2.7	272	2.5	306	0.5	307	0.5	273	2.4	287	1.6	286	1.7	287	1.6	287	1.6	286	1.7	
105714381069	NB Left	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
106914381055	EB Right	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	
106914381074	EB Thru	7	7	0.0	9	0.7	6	0.4	8	0.4	7	0.0	6	0.4	5	0.8	3	1.8	6	0.4	6	0.4	6	0.3	
106914381059	EB Left	55	57	0.3	61	0.5	61	0.5	77	2.4	69	1.5	70	1.6	76	2.3	83	3.1	63	0.8	62	0.6	69	1.5	

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Beltline and Broadway WB Ramps																								
108410831088	SB Right	1,288	1,306	0.5	1,268	1.1	1,311	0.1	1,429	3.3	1,298	0.2	1,306	0.0	1,305	0.0	1,301	0.1	1,351	1.2	1,347	1.1	1,324	0.5
10811291080	SB Thru	622	614	0.3	669	2.2	635	0.8	641	1.1	659	1.8	651	1.5	598	0.6	646	1.3	616	0.1	622	0.3	637	0.9
10791291082	WB Right	39	39	0.0	6	7.0	8	6.4	6	7.0	5	7.2	3	7.9	7	6.7	10	5.9	9	6.1	5	7.2	7	6.8
10791291048	WB Thru	8	8	0.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0
10791291080	WB Left	239	237	0.1	221	1.1	240	0.2	258	1.3	246	0.6	205	2.2	230	0.5	266	1.8	234	0.2	227	0.7	236	0.0
1301291082	NB Thru	619	588	1.3	623	1.4	613	1.0	621	1.3	605	0.7	572	0.7	613	1.0	592	0.2	580	0.3	634	1.9	606	0.7
1301291048	NB Left	164	166	0.2	123	3.6	145	1.7	145	1.7	146	1.6	152	1.1	154	0.9	145	1.7	168	0.2	144	1.8	147	1.5
Broadway and Raywood																								
108510841091	SB Right	3	3	0.0	2	0.6	4	0.5	5	1.0	1	1.4	3	0.0	3	0.0	2	0.6	4	0.5	1	1.4	3	0.1
108510841083	SB Thru	1,832	1,869	0.9	1,888	0.4	1,911	1.0	2,033	3.7	1,923	1.2	1,918	1.1	1,870	0.0	1,917	1.1	1,930	1.4	1,931	1.4	1,925	1.3
108210861087	NB Thru	628	626	0.1	629	0.1	621	0.2	627	0.0	610	0.6	575	2.1	620	0.2	602	1.0	589	1.5	639	0.5	612	0.5
109110841083	EB Right	50	51	0.1	49	0.3	35	2.4	37	2.1	34	2.6	39	1.8	33	2.8	30	3.3	37	2.1	38	1.9	37	2.1
Broadway and Frazier Ave																								
109810871104	SB Right	10	10	0.0	9	0.3	8	0.7	11	0.3	8	0.7	7	1.0	13	0.9	12	0.6	11	0.3	13	0.9	10	0.1
109810871085	SB Thru	1,759	1,747	0.3	1,703	1.1	1,739	0.2	1,855	2.5	1,757	0.2	1,740	0.2	1,694	1.3	1,745	0.0	1,724	0.6	1,748	0.0	1,745	0.0
109810871101	SB Left	7	7	0.0	10	1.0	9	0.7	12	1.6	10	1.0	5	0.8	5	0.8	9	0.7	8	0.4	3	1.8	8	0.3
110110871096	WB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
110110871104	WB Thru	3	3	0.0	6	1.4	4	0.5	1	1.4	8	2.1	3	0.0	2	0.6	4	0.5	4	0.5	2	0.6	4	0.4
110110871085	WB Left	65	65	0.0	96	3.5	91	2.9	96	3.5	81	1.9	104	4.2	95	3.4	98	3.7	107	4.5	100	3.9	96	3.5
108610871101	NB Right	179	181	0.1	179	0.1	175	0.4	167	1.1	158	1.8	153	2.2	152	2.2	176	0.4	132	3.9	191	0.7	165	1.2
108610871096	NB Thru	387	391	0.2	396	0.3	380	0.6	393	0.1	398	0.4	373	0.9	404	0.7	376	0.8	395	0.2	391	0.0	390	0.1
108610871104	NB Left	54	55	0.1	54	0.1	66	1.4	67	1.5	54	0.1	49	0.8	64	1.2	50	0.7	62	0.9	57	0.3	58	0.4
110510871085	EB Right	61	61	0.0	91	3.4	85	2.8	87	3.0	86	2.9	77	1.9	84	2.7	76	1.8	103	4.6	84	2.7	86	2.9
110510871101	EB Thru	12	12	0.0	14	0.6	8	1.3	7	1.6	4	2.8	12	0.0	10	0.6	5	2.4	11	0.3	10	0.6	9	0.9
110510871096	EB Left	18	18	0.0	16	0.5	21	0.7	17	0.2	21	0.7	22	0.9	24	1.3	26	1.7	18	0.0	18	0.0	20	0.5
Beltline and Monona Dr EB Ramps																								
11151531116	SB Left	148	150	0.2	166	1.3	166	1.3	162	1.0	149	0.1	165	1.2	186	2.8	165	1.2	153	0.2	173	1.8	165	1.2
11131531114	EB Left	594	585	0.4	536	2.1	510	3.2	554	1.3	538	2.0	543	1.8	538	2.0	565	0.8	490	4.1	523	2.6	533	2.2
Beltline and Monona Dr WB Ramps																								
112611211128	SB Right	382	386	0.2	427	2.0	436	2.5	407	1.1	423	1.8	409	1.2	442	2.8	458	3.5	426	2.0	450	3.1	431	2.2
11211521115	SB Thru	155	146	0.7	166	1.6	166	1.6	162	1.3	149	0.2	165	1.5	186	3.1	165	1.5	153	0.6	173	2.1	165	1.5
111911201121	WB Right	348	348	0.0	447	5.0	386	2.0	436	4.4	462	5.7	411	3.2	418	3.6	393	2.3	407	3.0	450	5.1	423	3.8
11201521122	WB Thru	69	69	0.0	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7	0	11.7
11201521115	WB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
11141521127	NB Thru	598	580	0.7	536	1.9	510	3.0	554	1.1	538	1.8	543	1.6	538	1.8	565	0.6	490	3.9	523	2.4	533	2.0
11141521122	NB Left	5	5	0.0	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2	0	3.2

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK	ARTERIAL INTERSECTIONS	OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																			
		Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds										
Turn	Location (Clockwise from North)	Volume	Volume	G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Monona Dr and Broadway																								
114311251132	SB Right	294	294	0.0	270	1.4	259	2.1	306	0.7	293	0.1	298	0.2	292	0.1	316	1.3	275	1.1	295	0.1	289	0.3
114311251130	SB Thru	352	336	0.9	357	1.1	364	1.5	341	0.3	342	0.3	340	0.2	377	2.2	381	2.4	339	0.2	401	3.4	360	1.3
114311251138	SB Left	96	96	0.0	80	1.7	87	0.9	107	1.1	83	1.4	89	0.7	92	0.4	86	1.0	99	0.3	84	1.3	90	0.7
113711251144	WB Right	78	78	0.0	67	1.3	73	0.6	81	0.3	80	0.2	74	0.5	82	0.4	85	0.8	80	0.2	62	1.9	76	0.2
113711251132	WB Thru	1,136	1,136	0.0	1,122	0.4	1,120	0.5	1,130	0.2	1,154	0.5	1,156	0.6	1,150	0.4	1,142	0.2	1,126	0.3	1,097	1.2	1,133	0.1
113711251130	WB Left	151	144	0.6	180	2.8	178	2.7	178	2.7	165	1.7	175	2.5	194	3.8	184	3.1	179	2.8	161	1.4	177	2.6
141311251138	NB Right	123	128	0.4	102	2.4	99	2.7	100	2.6	114	1.3	110	1.7	104	2.2	99	2.7	117	1.0	92	3.4	104	2.2
141311251144	NB Thru	420	438	0.9	484	2.1	433	0.2	513	3.4	503	3.0	487	2.3	473	1.6	484	2.1	417	1.0	514	3.5	479	1.9
112911251132	NB Left	347	362	0.8	397	1.8	364	0.1	377	0.8	383	1.1	357	0.3	379	0.9	375	0.7	363	0.1	367	0.3	374	0.6
113111251130	EB Right	55	53	0.3	56	0.4	60	0.9	50	0.4	65	1.6	59	0.8	57	0.5	58	0.7	61	1.1	61	1.1	59	0.7
113111251138	EB Thru	150	150	0.0	166	1.3	147	0.2	145	0.4	148	0.2	141	0.7	158	0.6	162	1.0	158	0.6	142	0.7	152	0.2
113111251144	EB Left	67	67	0.0	70	0.4	71	0.5	71	0.5	75	0.9	68	0.1	69	0.2	73	0.7	58	1.1	65	0.2	69	0.2
Beltline and Stoughton Rd EB Ramps																								
12001511195	SB Thru	678	668	0.4	689	0.8	689	0.8	701	1.3	679	0.4	693	1.0	686	0.7	657	0.4	701	1.3	658	0.4	684	0.6
12001511202	SB Left	198	194	0.3	189	0.4	177	1.2	208	1.0	196	0.1	188	0.4	193	0.1	166	2.1	182	0.9	213	1.3	190	0.3
119312021203	NB Right	412	403	0.4	360	2.2	377	1.3	370	1.7	404	0.0	340	3.3	353	2.6	379	1.2	377	1.3	374	1.5	370	1.7
1192151150	NB Thru	1,854	1,713	3.3	1,761	1.2	1,728	0.4	1,767	1.3	1,751	0.9	1,629	2.1	1,674	0.9	1,691	0.5	1,784	1.7	1,749	0.9	1,726	0.3
119911951184	EB Right	374	368	0.3	387	1.0	359	0.5	393	1.3	338	1.6	388	1.0	372	0.2	358	0.5	359	0.5	348	1.1	367	0.1
11981511202	EB Thru	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
1198151150	EB Left	1,410	1,387	0.6	1,384	0.1	1,458	1.9	1,382	0.1	1,390	0.1	1,371	0.4	1,412	0.7	1,350	1.0	1,372	0.4	1,428	1.1	1,394	0.2
Stoughton Rd and Voges Rd																								
118811711170	SB Right	94	105	1.1	100	0.5	101	0.4	100	0.5	113	0.8	99	0.6	95	1.0	90	1.5	128	2.1	95	1.0	102	0.3
118511621166	SB Thru	529	590	2.6	634	1.8	623	1.3	630	1.6	596	0.2	631	1.7	607	0.7	611	0.9	611	0.9	618	1.1	618	1.1
118611621164	SB Left	305	340	1.9	342	0.1	324	0.9	364	1.3	308	1.8	351	0.6	356	0.9	314	1.4	321	1.0	293	2.6	330	0.5
117811791180	WB Right	254	268	0.9	285	1.0	276	0.5	270	0.1	294	1.6	278	0.6	287	1.1	264	0.2	267	0.1	297	1.7	280	0.7
117811621171	WB Thru	28	28	0.0	27	0.2	25	0.6	26	0.4	41	2.2	25	0.6	30	0.4	34	1.1	19	1.9	31	0.6	29	0.1
117811621166	WB Left	4	4	0.0	5	0.5	7	1.3	5	0.5	5	0.5	1	1.9	6	0.9	6	0.9	3	0.5	3	0.5	5	0.3
116511641177	NB Right	61	61	0.0	71	1.2	62	0.1	61	0.0	67	0.8	67	0.8	71	1.2	70	1.1	70	1.1	61	0.0	67	0.7
116311621179	NB Thru	1,697	1,789	2.2	1,780	0.2	1,769	0.5	1,807	0.4	1,819	0.7	1,642	3.5	1,696	2.2	1,749	1.0	1,848	1.4	1,767	0.5	1,764	0.6
116111621171	NB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
117211661160	EB Right	4	4	0.0	5	0.5	4	0.0	4	0.0	1	1.9	2	1.2	3	0.5	4	0.0	6	0.9	4	0.0	4	0.2
117211621164	EB Thru	6	6	0.0	7	0.4	8	0.8	8	0.8	5	0.4	9	1.1	9	1.1	6	0.0	5	0.4	7	0.4	7	0.4
117211621179	EB Left	57	60	0.4	56	0.5	60	0.0	60	0.0	42	2.5	49	1.5	44	2.2	57	0.4	46	1.9	59	0.1	53	1.0
Beltline and Stoughton Rd WB Ramps																								
121512061216	SB Right	751	749	0.1	752	0.1	690	2.2	731	0.7	793	1.6	728	0.8	729	0.7	743	0.2	690	2.2	780	1.1	737	0.4
12071501200	SB Thru	567	577	0.4	642	2.6	633	2.3	682	4.2	655	3.1	630	2.2	671	3.8	591	0.6	642	2.6	653	3.1	644	2.7
121112121219	WB Right	774	786	0.4	820	1.2	737	1.8	800	0.5	786	0.0	776	0.4	814	1.0	804	0.6	748	1.4	766	0.7	783	0.1
12111501206	WB Thru	99	101	0.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2	0	14.2
12111501200	WB Left	280	285	0.3	236	3.0	233	3.2	227	3.6	220	4.1	251	2.1	208	4.9	232	3.3	241	2.7	218	4.2	230	3.5
1511501212	NB Thru	2,178	2,319	3.0	2,428	2.2	2,416	2.0	2,360	0.8	2,309	0.2	2,277	0.9	2,349	0.6	2,281	0.8	2,356	0.8	2,392	1.5	2,352	0.7
12011501206	NB Left	783	781	0.1	717	2.3	770	0.4	789	0.3	832	1.8	723	2.1	737	1.6	760	0.8	800	0.7	785	0.1	768	0.5

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AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																	
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE		
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	
Stoughton Rd and Broadway																									
124912281227	SB Right	533	533	0.0	544	0.5	574	1.7	529	0.2	523	0.4	528	0.2	506	1.2	530	0.1	540	0.3	559	1.1	537	0.2	
124612131214	SB Thru	940	1,020	2.6	1,057	1.1	1,039	0.6	1,096	2.3	1,127	3.3	1,047	0.8	1,103	2.5	1,028	0.3	1,034	0.4	1,116	2.9	1,072	1.6	
125012131229	SB Left	73	73	0.0	63	1.2	69	0.5	72	0.1	94	2.3	72	0.1	73	0.0	68	0.6	67	0.7	77	0.5	73	0.0	
123412131240	WB Right	50	50	0.0	60	1.3	50	0.0	43	1.0	52	0.3	41	1.3	65	2.0	49	0.1	52	0.3	45	0.7	51	0.1	
123412131228	WB Thru	401	401	0.0	403	0.1	362	2.0	422	1.0	409	0.4	378	1.2	383	0.9	393	0.4	416	0.7	374	1.4	393	0.4	
123512131214	WB Left	149	162	1.0	172	0.8	141	1.7	156	0.5	146	1.3	158	0.3	132	2.5	156	0.5	131	2.6	155	0.6	150	1.0	
121912131229	NB Right	693	771	2.9	815	1.6	760	0.4	822	1.8	751	0.7	786	0.5	770	0.0	742	1.1	740	1.1	747	0.9	770	0.0	
121912131240	NB Thru	1,480	1,646	4.2	1,715	1.7	1,667	0.5	1,682	0.9	1,666	0.5	1,621	0.6	1,706	1.5	1,675	0.7	1,678	0.8	1,703	1.4	1,679	0.8	
122012131228	NB Left	619	688	2.7	718	1.1	726	1.4	656	1.2	678	0.4	646	1.6	687	0.0	668	0.8	686	0.1	708	0.8	686	0.1	
122112131214	EB Right	133	144	0.9	165	1.7	143	0.1	161	1.4	175	2.5	153	0.7	165	1.7	150	0.5	167	1.8	162	1.5	160	1.3	
122112131229	EB Thru	142	142	0.0	144	0.2	117	2.2	128	1.2	153	0.9	146	0.3	133	0.8	148	0.5	143	0.1	138	0.3	139	0.3	
122212131240	EB Left	160	160	0.0	142	1.5	154	0.5	164	0.3	146	1.1	187	2.0	157	0.2	162	0.2	186	2.0	161	0.1	162	0.2	
US 12 and Long Dr																									
13061611296	SB Right	14	13	0.3	19	1.5	16	0.8	13	0.0	20	1.7	9	1.2	8	1.5	19	1.5	13	0.0	24	2.6	16	0.7	
1306161170	SB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	
1306161167	SB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
1681611306	WB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
1681611296	WB Thru	1,191	1,164	0.8	1,151	0.4	1,097	2.0	1,149	0.4	1,213	1.4	1,093	2.1	1,138	0.8	1,181	0.5	1,157	0.2	1,199	1.0	1,153	0.3	
168161170	WB Left	21	24	0.6	21	0.6	24	0.0	24	0.0	28	0.8	18	1.3	23	0.2	19	1.1	25	0.2	19	1.1	22	0.3	
170161167	NB Right	4	3	0.5	3	0.0	5	1.0	4	0.5	3	0.0	2	0.6	3	0.0	1	1.4	4	0.5	1	1.4	3	0.1	
1701611306	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
1701611296	NB Left	38	35	0.5	43	1.3	43	1.3	46	1.7	55	3.0	56	3.1	56	3.1	49	2.2	60	3.6	53	2.7	51	2.5	
169161170	EB Right	75	128	5.3	86	4.1	104	2.2	124	0.4	109	1.7	116	1.1	95	3.1	97	2.9	108	1.8	116	1.1	106	2.0	
169161167	EB Thru	366	625	11.6	640	0.6	631	0.2	629	0.2	675	2.0	603	0.9	673	1.9	599	1.1	658	1.3	614	0.4	636	0.4	
168161170	EB Left	2	3	0.6	21	5.2	24	5.7	24	5.7	28	6.4	18	4.6	23	5.5	19	4.8	25	5.9	19	4.8	22	5.4	
US 12 and Co Hwy AB																									
1307174171	SB Right	197	171	1.9	149	1.7	145	2.1	181	0.8	183	0.9	173	0.2	173	0.2	162	0.7	161	0.8	179	0.6	167	0.3	
13071741310	SB Thru	23	23	0.0	23	0.0	17	1.3	18	1.1	23	0.0	26	0.6	21	0.4	12	2.6	16	1.6	25	0.4	20	0.6	
1307174176	SB Left	13	8	1.5	12	1.3	10	0.7	7	0.4	8	0.0	7	0.4	15	2.1	7	0.4	8	0.0	9	0.3	9	0.4	
1751741307	WB Right	24	21	0.6	24	0.6	21	0.0	23	0.4	26	1.0	22	0.2	14	1.7	17	0.9	28	1.4	21	0.0	22	0.2	
175174171	WB Thru	1,063	949	3.6	970	0.7	910	1.3	939	0.3	997	1.5	894	1.8	940	0.3	977	0.9	967	0.6	981	1.0	953	0.1	
1751741310	WB Left	35	31	0.7	30	0.2	28	0.6	27	0.7	35	0.7	28	0.6	24	1.3	28	0.6	33	0.4	39	1.4	30	0.1	
1310174176	NB Right	13	8	1.5	12	1.3	6	0.8	3	2.1	4	1.6	7	0.4	9	0.3	7	0.4	9	0.3	7	0.4	7	0.3	
13101741307	NB Thru	27	27	0.0	27	0.0	19	1.7	24	0.6	27	0.0	34	1.3	32	0.9	29	0.4	33	1.1	23	0.8	28	0.1	
1310174171	NB Left	80	69	1.3	53	2.0	66	0.4	53	2.0	61	1.0	44	3.3	48	2.7	61	1.0	54	1.9	58	1.4	55	1.7	
1721741310	EB Right	26	39	2.3	30	1.5	36	0.5	26	2.3	33	1.0	26	2.3	37	0.3	26	2.3	38	0.2	30	1.5	31	1.3	
172174176	EB Thru	317	470	7.7	499	1.3	477	0.3	509	1.8	518	2.2	476	0.3	512	1.9	467	0.1	506	1.6	493	1.0	495	1.1	
1721741307	EB Left	80	119	3.9	114	0.5	123	0.4	98	2.0	127	0.7	103	1.5	127	0.7	107	1.1	118	0.1	92	2.6	112	0.6	

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds									
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
US 12 and Siggelkow Rd																								
1317177175	SB Right	7	8	0.4	13	1.5	19	3.0	20	3.2	22	3.6	13	1.5	18	2.8	16	2.3	20	3.2	17	2.5	18	2.7
13171771313	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1317177180	SB Left	38	26	2.1	17	1.9	23	0.6	29	0.6	38	2.1	33	1.3	13	2.9	24	0.4	24	0.4	33	1.3	26	0.0
14011771317	WB Right	160	144	1.3	130	1.2	129	1.3	145	0.1	155	0.9	139	0.4	165	1.7	142	0.2	151	0.6	147	0.2	145	0.1
1401177175	WB Thru	1,098	990	3.3	1,011	0.7	935	1.8	969	0.7	1,034	1.4	929	2.0	960	1.0	1,004	0.4	1,004	0.4	1,021	1.0	985	0.2
14011771313	WB Left	11	10	0.3	17	1.9	11	0.3	11	0.3	13	0.9	10	0.0	10	0.0	12	0.6	5	1.8	5	1.8	10	0.1
1313177180	NB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
13131771317	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1313177175	NB Left	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
1781771313	EB Right	1	2	0.8	3	0.6	3	0.6	1	0.8	3	0.6	1	0.8	1	0.8	2	0.0	2	0.0	2	0.0	2	0.0
178177180	EB Thru	302	485	9.2	520	1.6	490	0.2	518	1.5	527	1.9	489	0.2	535	2.2	479	0.3	521	1.6	507	1.0	510	1.1
1781771317	EB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
US 12 and Vilas Rd																								
1327173181	SB Right	52	62	1.3	73	1.3	56	0.8	56	0.8	58	0.5	76	1.7	67	0.6	57	0.6	51	1.5	70	1.0	63	0.1
13271731322	SB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
1327173182	SB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
14061731327	WB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1406173181	WB Thru	896	1,068	5.5	1,075	0.2	1,010	1.8	1,057	0.3	1,133	2.0	988	2.5	1,058	0.3	1,088	0.6	1,095	0.8	1,088	0.6	1,066	0.1
14061731322	WB Left	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
1322173182	NB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
13221731327	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
1322173181	NB Left	12	14	0.6	10	1.2	9	1.5	12	0.6	11	0.8	14	0.0	10	1.2	13	0.3	14	0.0	15	0.3	12	0.6
14021731322	EB Right	3	4	0.5	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
1402173182	EB Thru	351	482	6.4	492	0.5	482	0.0	523	1.8	540	2.6	497	0.7	522	1.8	481	0.0	515	1.5	513	1.4	507	1.1
14021731327	EB Left	19	26	1.5	37	2.0	29	0.6	23	0.6	21	1.0	22	0.8	22	0.8	19	1.5	27	0.2	24	0.4	25	0.0
US 12 and Co Hwy N EB Ramps																								
135313491364	SB Thru	148	150	0.2	137	1.1	134	1.3	144	0.5	156	0.5	141	0.7	142	0.7	142	0.7	147	0.2	146	0.3	143	0.6
135313491350	SB Left	32	32	0.0	33	0.2	32	0.0	30	0.4	30	0.4	36	0.7	35	0.5	39	1.2	31	0.2	33	0.2	33	0.2
136313491350	NB Right	18	18	0.0	14	1.0	19	0.2	22	0.9	20	0.5	19	0.2	24	1.3	18	0.0	16	0.5	29	2.3	20	0.5
136313491354	NB Thru	202	187	1.1	184	0.2	171	1.2	194	0.5	185	0.1	178	0.7	183	0.3	199	0.9	205	1.3	198	0.8	189	0.1
134813491364	EB Right	42	63	2.9	80	2.0	65	0.3	90	3.1	67	0.5	68	0.6	77	1.7	76	1.6	68	0.6	84	2.4	75	1.4
134813491350	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
134813491354	EB Left	58	87	3.4	82	0.5	89	0.2	85	0.2	86	0.1	70	1.9	87	0.0	84	0.3	88	0.1	73	1.6	83	0.5
Co Hwy N and Co Rd Mn Fieldview Rd																								
136213561359	SB Right	14	15	0.3	18	0.7	13	0.5	12	0.8	22	1.6	13	0.5	23	1.8	15	0.0	20	1.2	24	2.0	18	0.7
136213561357	SB Thru	182	198	1.2	199	0.1	186	0.9	222	1.7	201	0.2	196	0.1	196	0.1	203	0.4	195	0.2	206	0.6	200	0.2
135713561362	NB Thru	192	176	1.2	180	0.3	174	0.2	192	1.2	188	0.9	178	0.2	180	0.3	198	1.6	190	1.0	206	2.2	187	0.8
135713561359	NB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
135913561357	EB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
135913561362	EB Left	31	28	0.6	18	2.1	16	2.6	24	0.8	17	2.3	19	1.9	27	0.2	19	1.9	31	0.6	21	1.4	21	1.3
US 12 and Co Hwy N WB Ramps																								
138013551365	SB Right	140	140	0.0	167	2.2	137	0.3	144	0.3	158	1.5	138	0.2	157	1.4	145	0.4	144	0.3	160	1.6	150	0.8
138013551353	SB Thru	147	145	0.2	130	1.3	134	0.9	132	1.1	147	0.2	150	0.4	137	0.7	152	0.6	142	0.3	149	0.3	141	0.3
137113551381	WB Right	25	25	0.0	24	0.2	22	0.6	32	1.3	22	0.6	19	1.3	29	0.8	23	0.4	26	0.2	26	0.2	25	0.0
137113551365	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
137113551353	WB Left	37	37	0.0	40	0.5	32	0.9	42	0.8	39	0.3	27	1.8	40	0.5	29	1.4	36	0.2	30	1.2	35	0.3
135413551381	NB Thru	177	193	1.2	185	0.6	185	0.6	183	0.7	187	0.4	158	2.6	192	0.1	192	0.1	214	1.5	180	1.0	186	0.5
135413551365	NB Left	81	81	0.0	81	0.0	75	0.7	96	1.6	84	0.3	90	1.0	78	0.3	91	1.1	79	0.2	91	1.1	85	0.4

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

AM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G_H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 961	Seed 17273	Seed 26551	Seed 32187	Seed 27817	Seed 8542	Seed 365	Seed 7849	Seed 9964	All Seeds	All Seeds									
					Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H	Model Volume	Model G_H
Co Hwy N and Natvig Rd																								
137413731376	SB Right	3	3	0.0	4	0.5	3	0.0	3	0.0	3	0.0	2	0.6	5	1.0	5	1.0	1	1.4	2	0.6	3	0.1
137413731372	SB Thru	275	271	0.2	286	0.9	257	0.9	262	0.6	295	1.4	277	0.4	285	0.8	288	1.0	277	0.4	293	1.3	280	0.5
137213731374	NB Thru	190	215	1.8	199	1.1	197	1.3	202	0.9	205	0.7	170	3.2	212	0.2	204	0.8	234	1.3	201	1.0	203	0.9
137213731376	NB Left	2	2	0.0	10	3.3	10	3.3	13	4.0	4	1.2	7	2.4	9	3.0	11	3.5	6	2.0	5	1.6	8	2.8
137613731372	EB Right	14	14	0.0	11	0.8	14	0.0	14	0.0	10	1.2	11	0.8	9	1.5	9	1.5	9	1.5	16	0.5	11	0.7
137613731374	EB Left	1	0	1.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
US 12 and Star Rd																								
13381891342	SB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
13381891325	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1338189190	SB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
14091891338	WB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
14091891342	WB Thru	933	933	0.0	868	2.2	827	3.6	872	2.0	931	0.1	781	5.2	865	2.3	882	1.7	924	0.3	868	2.2	869	2.1
14091891325	WB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1325189190	NB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
13251891338	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
13251891342	NB Left	26	26	0.0	26	0.0	28	0.4	20	1.3	26	0.0	25	0.2	31	0.9	27	0.2	13	2.9	27	0.2	25	0.2
14081891325	EB Right	3	4	0.5	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
1408189190	EB Thru	284	393	5.9	375	0.9	375	0.9	396	0.2	429	1.8	412	0.9	413	1.0	378	0.8	406	0.7	416	1.1	400	0.4
14081891338	EB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4

Turn Counts Average G_H	206,591	210,689	0.7	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	
Turn Counts Failing Calibration Test			21	35	40	38	38	38	34	37	42	36	34	34	34	34	34	34	34	34	34	34	34	34
Total Turn Counts			743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0
% of Turn Counts Passing Test			97%	95%	95%	95%	95%	95%	95%	95%	94%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%

Test	Criteria	Acceptance Target
WisDOT 1.3	$G_H < 5.0$	At least 75% of intersection turn volumes.

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
<i>Beltline and County K</i>																								
2016196	SB Right	16	16	0.0	16	0.0	11	1.4	12	1.1	15	0.3	7	2.7	15	0.3	11	1.4	11	1.4	17	0.2	13	0.8
20167	SB Thru	538	533	0.2	480	2.4	538	0.2	501	1.4	507	1.1	523	0.4	466	3.0	503	1.3	498	1.5	481	2.3	500	1.5
2016195	SB Left	14	14	0.0	14	0.0	16	0.5	23	2.1	15	0.3	9	1.5	4	3.3	16	0.5	15	0.3	11	0.8	14	0.1
1956204	WB Right	13	13	0.0	16	0.8	8	1.5	8	1.5	17	1.0	10	0.9	11	0.6	15	0.5	9	1.2	13	0.0	12	0.3
1956196	WB Thru	93	93	0.0	91	0.2	80	1.4	81	1.3	112	1.9	90	0.3	96	0.3	109	1.6	89	0.4	76	1.8	92	0.2
19567	WB Left	431	481	2.3	418	3.0	434	2.2	437	2.1	451	1.4	411	3.3	467	0.6	460	1.0	443	1.8	488	0.3	445	1.7
2066195	NB Right	852	898	1.6	850	1.6	941	1.4	889	0.3	899	0.0	874	0.8	878	0.7	959	2.0	887	0.4	947	1.6	903	0.2
2066204	NB Thru	1578	1,664	2.1	1,652	0.3	1,588	1.9	1,595	1.7	1,625	1.0	1,710	1.1	1,602	1.5	1,645	0.5	1,656	0.2	1,599	1.6	1,630	0.8
2066196	NB Left	105	111	0.6	108	0.3	108	0.3	117	0.6	114	0.3	106	0.5	94	1.7	111	0.0	117	0.6	90	2.1	107	0.4
19667	EB Right	47	52	0.7	38	2.1	16	6.2	25	4.4	30	3.4	19	5.5	24	4.5	31	3.3	22	4.9	18	5.7	25	4.4
1966195	EB Thru	45	45	0.0	38	1.1	35	1.6	51	0.9	47	0.3	45	0.0	40	0.8	38	1.1	53	1.1	49	0.6	44	0.1
1966204	EB Left	42	42	0.0	43	0.2	31	1.8	40	0.3	56	2.0	39	0.5	42	0.0	36	1.0	40	0.3	36	1.0	40	0.3
<i>Beltline and Parmenter SB Ramps</i>																								
21011211	SB Exit Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
2101112	SB Exit Left	61	61	0.0	47	1.9	54	0.9	59	0.3	61	0.0	53	1.1	42	2.6	57	0.5	57	0.5	43	2.5	53	1.1
1211211	WB Left	55	55	0.0	35	3.0	39	2.3	36	2.8	30	3.8	31	3.7	41	2.0	34	3.1	36	2.8	33	3.3	35	3.0
<i>Beltline and Parmenter NB Ramps</i>																								
22312219	WB Right	127	128	0.1	153	2.1	119	0.8	131	0.3	162	2.8	131	0.3	146	1.5	148	1.7	129	0.1	154	2.2	141	1.2
2231211	WB Thru	48	54	0.8	35	2.8	39	2.2	36	2.7	30	3.7	31	3.5	41	1.9	34	3.0	36	2.7	33	3.2	35	2.8
21812224	NB Right	178	178	0.0	211	2.4	182	0.3	197	1.4	230	3.6	179	0.1	211	2.4	189	0.8	209	2.2	198	1.5	201	1.6
21812219	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2181211	NB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
1112224	EB Thru	52	61	1.2	47	1.9	54	0.9	59	0.3	61	0.0	53	1.1	42	2.6	57	0.5	57	0.5	43	2.5	53	1.1
1112219	EB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
<i>Parmenter and Greenbriar</i>																								
22422225	SB Thru	105	107	0.2	124	1.6	102	0.5	132	2.3	139	2.9	117	0.9	129	2.0	103	0.4	134	2.5	119	1.1	122	1.4
22422228	SB Left	129	132	0.3	134	0.2	134	0.2	124	0.7	152	1.7	115	1.5	124	0.7	143	0.9	132	0.0	122	0.9	131	0.1
228222233	WB Right	24	25	0.2	31	1.1	26	0.2	29	0.8	24	0.2	28	0.6	28	0.6	32	1.3	27	0.4	33	1.5	29	0.7
22822225	WB Left	13	13	0.0	10	0.9	13	0.0	12	0.3	17	1.0	11	0.6	8	1.5	13	0.0	15	0.5	13	0.0	12	0.2
23222228	NB Right	47	47	0.0	54	1.0	40	1.1	42	0.7	60	1.8	45	0.3	45	0.3	34	2.0	52	0.7	40	1.1	46	0.2
23222233	NB Thru	154	157	0.2	157	0.0	132	2.1	138	1.6	168	0.9	134	1.9	159	0.2	150	0.6	138	1.6	154	0.2	148	0.7
<i>Beltline and Airport SB Ramps</i>																								
28232255	SB Right	82	82	0.0	97	1.6	106	2.5	90	0.9	89	0.8	88	0.7	79	0.3	89	0.8	99	1.8	80	0.2	91	0.9
28232241	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
28232254	SB Left	18	18	0.0	22	0.9	21	0.7	22	0.9	16	0.5	15	0.7	18	0.0	11	1.8	15	0.7	22	0.9	18	0.0
25332255	WB Thru	408	392	0.8	368	1.2	353	2.0	341	2.7	346	2.4	371	1.1	383	0.5	399	0.4	398	0.3	340	2.7	367	1.3
25332241	WB Left	496	495	0.0	462	1.5	465	1.4	459	1.6	485	0.5	480	0.7	470	1.1	466	1.3	515	0.9	487	0.4	477	0.8
28132241	EB Right	274	273	0.1	198	4.9	215	3.7	209	4.1	215	3.7	182	6.0	230	2.7	209	4.1	215	3.7	200	4.7	208	4.2
28132254	EB Thru	577	575	0.1	615	1.6	661	3.5	649	3.0	597	0.9	621	1.9	593	0.7	648	3.0	614	1.6	633	2.4	626	2.1
<i>Beltline and Airport NB Ramps</i>																								
25633240	WB Right	109	108	0.1	101	0.7	103	0.5	107	0.1	103	0.5	106	0.2	96	1.2	114	0.6	82	2.7	104	0.4	102	0.6
25633253	WB Thru	666	683	0.7	667	0.6	666	0.7	644	1.5	703	0.8	688	0.2	679	0.2	678	0.2	741	2.2	688	0.2	684	0.0
280279257	NB Right	368	387	1.0	351	1.9	379	0.4	338	2.6	341	2.4	349	2.0	362	1.3	360	1.4	365	1.1	364	1.2	357	1.6
28033240	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
28033253	NB Left	194	204	0.7	163	3.0	152	3.9	156	3.6	128	5.9	163	3.0	174	2.2	187	1.2	172	2.3	139	5.0	159	3.3
25433279	EB Thru	311	314	0.2	352	2.1	373	3.2	368	2.9	352	2.1	361	2.6	332	1.0	367	2.9	334	1.1	356	2.3	355	2.2
25433240	EB Left	282	279	0.2	285	0.4	309	1.7	303	1.4	261	1.1	275	0.2	279	0.0	292	0.8	295	0.9	299	1.2	289	0.6

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Airport Rd and Nursery Dr																								
270252278	SB Right	10	10	0.0	9	0.3	3	2.7	12	0.6	9	0.3	12	0.6	12	0.6	6	1.4	13	0.9	11	0.3	10	0.1
270252267	SB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
270252281	SB Left	10	10	0.0	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5	0	4.5
255252269	WB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
255252278	WB Thru	405	386	1.0	371	0.8	378	0.4	346	2.1	357	1.5	366	1.0	377	0.5	419	1.6	413	1.4	339	2.5	374	0.6
255252267	WB Left	90	86	0.4	94	0.8	81	0.5	85	0.1	78	0.9	93	0.7	85	0.1	69	1.9	84	0.2	81	0.5	83	0.3
267252281	NB Right	279	275	0.2	250	1.5	305	1.8	282	0.4	274	0.1	260	0.9	248	1.7	260	0.9	277	0.1	261	0.9	269	0.4
267252269	NB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
267252278	NB Left	6	6	0.0	11	1.7	5	0.4	8	0.8	12	2.0	12	2.0	5	0.4	9	1.1	5	0.4	7	0.4	8	0.8
274252267	EB Right	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
274252281	EB Thru	572	563	0.4	563	0.0	570	0.3	575	0.5	537	1.1	540	1.0	574	0.5	597	1.4	551	0.5	570	0.3	564	0.0
274252269	EB Left	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
Century Ave and Tribeca Dr																								
260251256	SB Right	32	33	0.2	42	1.5	36	0.5	33	0.0	39	1.0	38	0.8	32	0.2	31	0.4	35	0.3	37	0.7	36	0.5
260251258	SB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
260251266	SB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
262251260	WB Right	9	9	0.0	13	1.2	16	2.0	7	0.7	9	0.0	5	1.5	8	0.3	8	0.3	12	0.9	13	1.2	10	0.4
262251256	WB Thru	661	680	0.7	679	0.0	671	0.3	661	0.7	680	0.0	694	0.5	674	0.2	705	1.0	711	1.2	697	0.6	686	0.2
262251258	WB Left	9	9	0.0	7	0.7	11	0.6	8	0.3	7	0.7	8	0.3	7	0.7	6	1.1	8	0.3	6	1.1	8	0.5
258251266	NB Right	19	19	0.0	18	0.2	17	0.5	23	0.9	16	0.7	25	1.3	24	1.1	19	0.0	19	0.0	15	1.0	20	0.1
258251260	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
258251256	NB Left	76	78	0.2	47	3.9	62	1.9	57	2.6	87	1.0	62	1.9	69	1.0	56	2.7	77	0.1	58	2.4	64	1.7
257251258	EB Right	25	26	0.2	38	2.1	38	2.1	32	1.1	40	2.4	30	0.8	30	0.8	42	2.7	38	2.1	33	1.3	36	1.7
257251266	EB Thru	626	661	1.4	653	0.3	706	1.7	657	0.2	640	0.8	668	0.3	649	0.5	668	0.3	648	0.5	670	0.3	662	0.0
257251260	EB Left	13	14	0.3	12	0.6	8	1.8	17	0.8	13	0.3	12	0.6	15	0.3	17	0.8	13	0.3	17	0.8	14	0.1
Beltline and University SB Ramps																								
288289310	SB Right	84	84	0.0	78	0.7	78	0.7	83	0.1	81	0.3	86	0.2	92	0.9	81	0.3	91	0.7	87	0.3	84	0.0
28834366	SB Left	70	70	0.0	79	1.0	83	1.5	98	3.1	102	3.5	93	2.5	94	2.7	101	3.4	78	0.9	102	3.5	92	2.5
32734298	WB Right	232	231	0.1	247	1.0	251	1.3	257	1.7	260	1.9	258	1.7	254	1.5	253	1.4	275	2.8	253	1.4	256	1.6
32734289	WB Thru	947	946	0.0	1,040	3.0	987	1.3	984	1.2	1,000	1.7	1,013	2.1	982	1.2	937	0.3	987	1.3	985	1.3	991	1.4
30934366	EB Thru	653	638	0.6	625	0.5	617	0.8	597	1.6	654	0.6	609	1.2	623	0.6	598	1.6	648	0.4	644	0.2	624	0.6
142934298	EB Left	449	447	0.1	523	3.5	528	3.7	517	3.2	506	2.7	545	4.4	496	2.3	540	4.2	516	3.1	516	3.1	521	3.4

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
University Ave and Deming Way																								
323311318	SB Right	138	138	0.0	150	1.0	151	1.1	140	0.2	142	0.3	149	0.9	118	1.8	146	0.7	148	0.8	139	0.1	143	0.4
323311319	SB Thru	193	193	0.0	201	0.6	206	0.9	168	1.9	209	1.1	208	1.1	196	0.2	196	0.2	179	1.0	193	0.0	195	0.2
323311309	SB Left	319	293	1.5	313	1.1	329	2.0	314	1.2	312	1.1	303	0.6	312	1.1	301	0.5	311	1.0	326	1.9	313	1.2
310311322	WB Right	251	250	0.1	276	1.6	267	1.1	267	1.1	257	0.4	268	1.1	299	3.0	276	1.6	283	2.0	295	2.7	276	1.6
310311318	WB Thru	687	683	0.2	718	1.3	683	0.0	680	0.1	695	0.5	708	0.9	670	0.5	623	2.3	683	0.0	640	1.7	678	0.2
310311319	WB Left	98	97	0.1	124	2.6	115	1.7	120	2.2	129	3.0	123	2.5	105	0.8	119	2.1	112	1.5	137	3.7	120	2.2
319311309	NB Right	226	208	1.2	213	0.3	202	0.4	200	0.6	243	2.3	241	2.2	219	0.8	212	0.3	205	0.2	199	0.6	215	0.5
319311322	NB Thru	153	153	0.0	143	0.8	162	0.7	163	0.8	139	1.2	141	1.0	170	1.3	160	0.6	154	0.1	144	0.7	153	0.0
319311318	NB Left	77	77	0.0	93	1.7	81	0.5	62	1.8	80	0.3	72	0.6	76	0.1	71	0.7	78	0.1	77	0.0	77	0.0
312311319	EB Right	46	46	0.0	40	0.9	52	0.9	46	0.0	44	0.3	55	1.3	47	0.1	46	0.0	42	0.6	59	1.8	48	0.3
312311309	EB Thru	635	584	2.1	622	1.5	614	1.2	600	0.7	605	0.9	610	1.1	588	0.2	625	1.7	648	2.6	635	2.1	616	1.3
312311322	EB Left	142	142	0.0	139	0.3	158	1.3	149	0.6	163	1.7	152	0.8	137	0.4	160	1.5	143	0.1	145	0.3	150	0.6
Beltline and University NB Ramps																								
368329367	SB Right	463	487	1.1	609	5.2	584	4.2	544	2.5	559	3.1	580	4.0	572	3.7	556	3.0	562	3.3	547	2.6	568	3.5
36835371	SB Thru	20	21	0.2	5	4.4	9	3.1	3	5.2	4	4.8	2	5.6	3	5.2	9	3.1	4	4.8	5	4.4	5	4.5
36835330	SB Left	111	117	0.6	110	0.7	139	1.9	117	0.0	126	0.8	119	0.2	137	1.8	115	0.2	112	0.5	119	0.2	122	0.4
33235369	WB Right	194	191	0.2	192	0.1	215	1.7	189	0.1	231	2.8	221	2.1	219	2.0	227	2.5	207	1.1	213	1.5	213	1.5
33235329	WB Thru	609	610	0.0	561	2.0	528	3.4	569	1.7	595	0.6	570	1.6	561	2.0	530	3.4	605	0.2	568	1.7	565	1.8
33235371	WB Left	33	33	0.0	42	1.5	28	0.9	24	1.7	30	0.5	31	0.4	32	0.2	26	1.3	39	1.0	27	1.1	31	0.4
37035330	NB Right	113	113	0.0	99	1.4	109	0.4	95	1.8	109	0.4	107	0.6	117	0.4	98	1.5	116	0.3	105	0.8	106	0.7
37035369	NB Thru	82	81	0.1	38	5.6	34	6.2	41	5.1	44	4.7	37	5.7	40	5.3	44	4.7	47	4.3	38	5.6	40	5.2
37035329	NB Left	80	80	0.0	117	3.7	126	4.5	128	4.7	106	2.7	121	4.1	103	2.4	104	2.5	95	1.6	123	4.3	114	3.4
32835371	EB Right	40	40	0.0	33	1.2	24	2.8	35	0.8	37	0.5	28	2.1	39	0.2	31	1.5	31	1.5	32	1.3	32	1.3
32835330	EB Thru	456	471	0.7	425	2.2	449	1.0	446	1.2	450	1.0	413	2.8	461	0.5	414	2.7	441	1.4	477	0.3	442	1.4
32835369	EB Left	200	197	0.2	246	3.3	227	2.1	214	1.2	269	4.7	261	4.2	217	1.4	254	3.8	254	3.8	237	2.7	242	3.0
Discovery and Parmenter Dr w/ University NB Ramp																								
3631437355	SB Right	110	110	0.0	90	2.0	102	0.8	96	1.4	103	0.7	109	0.1	98	1.2	120	0.9	110	0.0	106	0.4	104	0.6
3631437347	SB Left	237	221	1.1	207	1.0	218	0.2	214	0.5	242	1.4	216	0.3	252	2.0	238	1.1	209	0.8	242	1.4	226	0.4
3441437364	WB Right	233	224	0.6	225	0.1	225	0.1	184	2.8	207	1.2	200	1.6	226	0.1	212	0.8	208	1.1	223	0.1	212	0.8
3441437355	WB Thru	50	48	0.3	33	2.4	57	1.2	55	1.0	56	1.1	50	0.3	44	0.6	51	0.4	47	0.1	43	0.7	48	0.1
3511437347	NB Right	56	59	0.4	32	4.0	27	4.9	30	4.3	43	2.2	37	3.2	39	2.9	41	2.5	34	3.7	33	3.8	35	3.5
3511437364	NB Thru	372	391	1.0	466	3.6	432	2.0	459	3.3	471	3.9	445	2.6	415	1.2	481	4.3	454	3.1	457	3.2	453	3.0
3511437355	NB Left	72	76	0.5	95	2.1	81	0.6	60	1.9	62	1.7	66	1.2	77	0.1	80	0.5	80	0.5	78	0.2	75	0.1
3551437347	EB Thru	156	146	0.8	142	0.3	138	0.7	154	0.7	138	0.7	144	0.2	154	0.7	142	0.3	123	2.0	156	0.8	143	0.2
3551437364	EB Left	203	203	0.0	204	0.1	232	2.0	223	1.4	183	1.4	212	0.6	207	0.3	189	1.0	218	1.0	215	0.8	209	0.4

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
University Ave and Parmenter St																								
339333331	SB Right	136	137	0.1	128	0.8	113	2.1	134	0.3	125	1.0	119	1.6	117	1.8	108	2.6	136	0.1	125	1.0	123	1.2
339333336	SB Thru	139	153	1.2	141	1.0	151	0.2	158	0.4	179	2.0	138	1.2	138	1.2	137	1.3	150	0.2	165	1.0	151	0.2
339333334	SB Left	124	136	1.1	122	1.2	142	0.5	128	0.7	126	0.9	152	1.3	155	1.6	121	1.3	140	0.3	136	0.0	136	0.0
334333339	WB Right	99	104	0.5	102	0.2	109	0.5	98	0.6	98	0.6	126	2.1	96	0.8	106	0.2	112	0.8	106	0.2	106	0.2
334333331	WB Thru	648	653	0.2	635	0.7	640	0.5	619	1.3	709	2.1	675	0.9	657	0.2	641	0.5	690	1.4	650	0.1	657	0.2
334333336	WB Left	48	48	0.0	52	0.6	43	0.7	46	0.3	36	1.9	49	0.1	60	1.6	53	0.7	56	1.1	47	0.1	49	0.2
336333334	NB Right	50	50	0.0	48	0.3	33	2.6	50	0.0	39	1.6	66	2.1	47	0.4	48	0.3	40	1.5	50	0.0	47	0.5
336333339	NB Thru	110	116	0.6	99	1.6	116	0.0	110	0.6	130	1.3	102	1.3	109	0.7	125	0.8	125	0.8	112	0.4	114	0.2
336333331	NB Left	43	43	0.0	32	1.8	18	4.5	29	2.3	22	3.7	28	2.5	38	0.8	34	1.5	25	3.1	33	1.6	29	2.4
331333336	EB Right	36	53	2.5	43	1.4	51	0.3	56	0.4	49	0.6	47	0.8	55	0.3	39	2.1	39	2.1	47	0.8	47	0.8
331333334	EB Thru	402	595	8.6	538	2.4	573	0.9	551	1.8	571	1.0	532	2.7	601	0.2	534	2.6	575	0.8	604	0.4	564	1.3
331333339	EB Left	36	53	2.5	53	0.0	73	2.5	51	0.3	65	1.6	60	0.9	59	0.8	54	0.1	55	0.3	50	0.4	58	0.6
Beltline and Greenway Blvd SB Ramps																								
37637401	SB Right	84	84	0.0	103	2.0	114	3.0	120	3.6	102	1.9	98	1.5	117	3.3	112	2.8	110	2.6	95	1.2	108	2.4
37637379	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
37637400	SB Left	20	20	0.0	18	0.5	6	3.9	12	2.0	10	2.6	4	4.6	14	1.5	7	3.5	4	4.6	12	2.0	10	2.7
39937401	WB Thru	437	449	0.6	408	2.0	457	0.4	438	0.5	462	0.6	445	0.2	434	0.7	443	0.3	451	0.1	455	0.3	444	0.3
39937379	WB Left	141	140	0.1	139	0.1	179	3.1	165	2.0	173	2.6	172	2.6	167	2.2	163	1.9	152	1.0	162	1.8	164	1.9
40237379	EB Right	833	829	0.1	737	3.3	781	1.7	829	0.0	768	2.2	820	0.3	744	3.0	783	1.6	731	3.5	765	2.3	773	2.0
40237400	EB Thru	800	781	0.7	830	1.7	873	3.2	823	1.5	822	1.4	872	3.2	811	1.1	779	0.1	836	1.9	819	1.3	829	1.7
Greenway Blvd and John O Hammons Dr																								
414403405	SB Right	11	11	0.0	12	0.3	9	0.6	10	0.3	9	0.6	14	0.8	14	0.8	6	1.7	14	0.8	8	1.0	11	0.1
414403410	SB Thru	15	35	4.0	23	2.2	25	1.8	21	2.6	43	1.3	30	0.9	30	0.9	37	0.3	40	0.8	43	1.3	32	0.4
414403402	SB Left	144	146	0.2	176	2.4	155	0.7	193	3.6	151	0.4	186	3.1	161	1.2	150	0.3	132	1.2	170	1.9	164	1.4
401403414	WB Right	123	123	0.0	105	1.7	122	0.1	125	0.2	118	0.5	110	1.2	126	0.3	122	0.1	122	0.1	129	0.5	120	0.3
401403405	WB Thru	331	332	0.1	314	1.0	353	1.1	356	1.3	340	0.4	351	1.0	332	0.0	348	0.9	355	1.2	329	0.2	342	0.5
401403410	WB Left	78	78	0.0	92	1.5	96	1.9	77	0.1	106	2.9	82	0.4	93	1.6	85	0.8	84	0.7	92	1.5	90	1.3
410403402	NB Right	460	467	0.3	443	1.1	444	1.1	479	0.6	506	1.8	482	0.7	435	1.5	479	0.6	481	0.6	504	1.7	473	0.3
410403414	NB Thru	100	100	0.0	83	1.8	104	0.4	101	0.1	100	0.0	109	0.9	112	1.2	103	0.3	84	1.7	103	0.3	100	0.0
410403405	NB Left	41	41	0.0	39	0.3	35	1.0	40	0.2	50	1.3	30	1.8	42	0.2	41	0.0	41	0.0	41	0.0	40	0.2
404403410	EB Right	28	28	0.0	30	0.4	19	1.9	29	0.2	30	0.4	28	0.0	33	0.9	23	1.0	24	0.8	36	1.4	28	0.0
404403402	EB Thru	982	997	0.5	948	1.6	1,055	1.8	980	0.5	933	2.1	1,024	0.8	959	1.2	933	2.1	954	1.4	910	2.8	966	1.0
404403414	EB Left	22	22	0.0	23	0.2	20	0.4	19	0.7	20	0.4	20	0.4	20	0.4	27	1.0	20	0.4	23	0.2	21	0.1
Beltline and Greenway Blvd NB Ramps																								
39736378	WB Right	30	30	0.0	20	2.0	14	3.4	18	2.4	21	1.8	17	2.7	21	1.8	25	1.0	29	0.2	23	1.4	21	1.8
39736399	WB Thru	236	224	0.8	234	0.7	277	3.3	251	1.8	275	3.2	270	2.9	251	1.8	265	2.6	234	0.7	244	1.3	256	2.0
38236398	NB Right	153	161	0.6	115	3.9	106	4.8	121	3.4	116	3.8	108	4.6	106	4.8	117	3.7	121	3.4	104	5.0	113	4.1
38236378	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
38236399	NB Left	348	365	0.9	313	2.8	359	0.3	352	0.7	360	0.3	347	1.0	350	0.8	341	1.3	369	0.2	373	0.4	352	0.7
40036398	EB Thru	277	297	1.2	372	4.1	398	5.4	370	4.0	362	3.6	360	3.5	362	3.6	334	2.1	359	3.4	372	4.1	365	3.8
40036378	EB Left	512	504	0.4	476	1.3	481	1.0	465	1.8	470	1.5	516	0.5	463	1.9	452	2.4	481	1.0	459	2.1	474	1.4
Greenway Blvd and High Point Rd																								
389385397	SB Right	182	173	0.7	177	0.3	199	1.9	189	1.2	205	2.3	197	1.8	188	1.1	192	1.4	175	0.2	181	0.6	189	1.2
389385392	SB Thru	83	83	0.0	83	0.0	88	0.5	84	0.1	71	1.4	75	0.9	85	0.2	92	1.0	85	0.2	74	1.0	82	0.1
391385390	NB Thru	69	69	0.0	62	0.9	64	0.6	62	0.9	82	1.5	71	0.2	61	1.0	59	1.3	80	1.3	67	0.2	68	0.2
391385397	NB Left	85	81	0.4	77	0.5	92	1.2	80	0.1	91	1.1	90	1.0	84	0.3	98	1.8	88	0.8	86	0.5	87	0.7
398385392	EB Right	148	157	0.7	165	0.6	180	1.8	182	1.9	176	1.5	170	1.0	136	1.7	167	0.8	171	1.1	174	1.3	169	0.9
398385390	EB Left	284	301	1.0	322	1.2	324	1.3	309	0.5	302	0.1	298	0.2	332	1.7	284	1.0	309	0.5	302	0.1	309	0.5

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Beltline and Old Sauk Rd SB Ramps																								
41846454	SB Right	249	250	0.1	228	1.4	256	0.4	230	1.3	231	1.2	243	0.4	221	1.9	226	1.6	228	1.4	211	2.6	230	1.3
41846422	SB Thru	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
41846455	SB Left	138	139	0.1	134	0.4	156	1.4	153	1.2	140	0.1	161	1.8	134	0.4	130	0.8	144	0.4	133	0.5	143	0.3
45646454	WB Thru	861	889	0.9	874	0.5	948	1.9	919	1.0	924	1.2	931	1.4	896	0.2	947	1.9	904	0.5	948	1.9	921	1.1
45646422	WB Left	131	130	0.1	138	0.7	135	0.4	124	0.5	138	0.7	124	0.5	148	1.5	137	0.6	141	0.9	142	1.0	136	0.5
47346422	EB Right	675	671	0.2	720	1.9	659	0.5	748	2.9	715	1.7	710	1.5	679	0.3	709	1.4	715	1.7	723	2.0	709	1.4
47346455	EB Thru	1,132	1,155	0.7	1,155	0.0	1,181	0.8	1,152	0.1	1,191	1.1	1,167	0.4	1,163	0.2	1,136	0.6	1,226	2.1	1,126	0.9	1,166	0.3
Old Sauk Rd and Excelsior Dr																								
474429448	SB Right	28	28	0.0	26	0.4	26	0.4	35	1.2	22	1.2	21	1.4	29	0.2	29	0.2	31	0.6	39	1.9	29	0.1
474429450	SB Thru	44	44	0.0	40	0.6	38	0.9	41	0.5	47	0.4	48	0.6	36	1.3	44	0.0	47	0.4	56	1.7	44	0.0
474429453	SB Left	641	651	0.4	625	1.0	655	0.2	673	0.9	675	0.9	644	0.3	627	0.9	627	0.9	680	1.1	663	0.5	652	0.0
454429474	WB Right	170	182	0.9	174	0.6	202	1.4	167	1.1	192	0.7	186	0.3	166	1.2	178	0.3	170	0.9	178	0.3	179	0.2
454429448	WB Thru	801	859	2.0	827	1.1	897	1.3	879	0.7	853	0.2	872	0.4	844	0.5	870	0.4	848	0.4	869	0.3	862	0.1
454429450	WB Left	91	98	0.7	101	0.3	105	0.7	103	0.5	110	1.2	116	1.7	107	0.9	125	2.6	114	1.6	112	1.4	110	1.2
452453473	NB Right	142	144	0.2	152	0.7	135	0.8	147	0.2	140	0.3	148	0.3	156	1.0	159	1.2	165	1.7	137	0.6	149	0.4
446429450	EB Right	30	30	0.0	25	1.0	29	0.2	21	1.8	41	1.8	23	1.4	33	0.5	33	0.5	35	0.9	31	0.2	30	0.0
446429453	EB Thru	1,016	1,031	0.5	1,098	2.1	1,050	0.6	1,080	1.5	1,091	1.8	1,085	1.7	1,059	0.9	1,059	0.9	1,096	2.0	1,049	0.6	1,074	1.3
446429474	EB Left	121	121	0.0	110	1.0	116	0.5	107	1.3	109	1.1	117	0.4	129	0.7	94	2.6	144	2.0	106	1.4	115	0.6
Old Sauk Rd and Junction Dr																								
436430435	SB Right	26	26	0.0	30	0.8	22	0.8	29	0.6	28	0.4	18	1.7	22	0.8	22	0.8	20	1.3	22	0.8	24	0.5
436430444	SB Thru	44	44	0.0	42	0.3	50	0.9	44	0.0	36	1.3	37	1.1	47	0.4	35	1.4	49	0.7	45	0.1	43	0.2
436430445	SB Left	84	84	0.0	77	0.8	83	0.1	65	2.2	102	1.9	84	0.0	97	1.4	77	0.8	114	3.0	80	0.4	87	0.3
447430436	WB Right	105	87	1.8	80	0.8	108	2.1	100	1.3	93	0.6	105	1.8	79	0.9	102	1.5	96	0.9	97	1.0	96	0.9
447430435	WB Thru	504	419	4.0	390	1.4	419	0.0	423	0.2	398	1.0	410	0.4	418	0.0	410	0.4	381	1.9	426	0.3	408	0.5
447430444	WB Left	459	381	3.8	383	0.1	396	0.8	391	0.5	384	0.2	378	0.2	376	0.3	387	0.3	402	1.1	385	0.2	387	0.3
439430445	NB Right	643	639	0.2	700	2.4	672	1.3	718	3.0	691	2.0	717	3.0	674	1.4	670	1.2	693	2.1	679	1.6	690	2.0
439430436	NB Thru	33	33	0.0	33	0.0	28	0.9	31	0.4	29	0.7	41	1.3	37	0.7	39	1.0	35	0.3	33	0.0	34	0.2
439430435	NB Left	204	204	0.0	203	0.1	201	0.2	195	0.6	207	0.2	215	0.8	204	0.0	192	0.9	204	0.0	179	1.8	200	0.3
431430444	EB Right	152	152	0.0	151	0.1	151	0.1	146	0.5	139	1.1	144	0.7	168	1.3	149	0.2	181	2.2	158	0.5	154	0.2
431430445	EB Thru	462	459	0.1	456	0.1	440	0.9	425	1.6	448	0.5	424	1.7	450	0.4	439	0.9	468	0.4	427	1.5	442	0.8
431430436	EB Left	7	7	0.0	8	0.4	11	1.3	8	0.4	5	0.8	3	1.8	9	0.7	3	1.8	7	0.0	2	2.4	6	0.3
Beltline and Old Sauk Rd NB Ramps																								
45847419	WB Right	199	196	0.2	168	2.1	163	2.5	149	3.6	159	2.8	152	3.3	158	2.9	174	1.6	171	1.8	169	2.0	163	2.5
45847456	WB Thru	674	646	1.1	686	1.5	718	2.8	698	2.0	724	3.0	719	2.8	714	2.6	744	3.7	690	1.7	745	3.8	715	2.7
42747459	NB Right	176	185	0.7	133	4.1	117	5.5	120	5.3	118	5.4	120	5.3	136	3.9	144	3.2	121	5.2	127	4.6	126	4.7
42747419	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
42747456	NB Left	356	373	0.9	326	2.5	365	0.4	345	1.5	338	1.9	336	2.0	330	2.3	340	1.7	355	0.9	345	1.5	342	1.6
45547459	EB Thru	839	816	0.8	854	1.3	928	3.8	868	1.8	881	2.2	903	3.0	856	1.4	837	0.7	899	2.8	845	1.0	875	2.0
45547419	EB Left	485	478	0.3	435	2.0	409	3.3	437	1.9	450	1.3	425	2.5	441	1.7	429	2.3	471	0.3	414	3.0	435	2.0

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Old Sauk and High Point Rd																								
469428457	SB Right	230	244	0.9	263	1.2	265	1.3	269	1.6	270	1.6	269	1.6	266	1.4	285	2.5	250	0.4	257	0.8	266	1.4
469428460	SB Thru	147	147	0.0	136	0.9	142	0.4	146	0.1	144	0.2	143	0.3	146	0.1	161	1.1	156	0.7	141	0.5	146	0.1
469428468	SB Left	77	77	0.0	72	0.6	67	1.2	76	0.1	74	0.3	76	0.1	72	0.6	87	1.1	77	0.0	70	0.8	75	0.3
463428470	WB Right	59	59	0.0	44	2.1	46	1.8	61	0.3	67	1.0	60	0.1	53	0.8	57	0.3	64	0.6	54	0.7	56	0.4
463428457	WB Thru	477	505	1.3	513	0.4	526	0.9	496	0.4	530	1.1	521	0.7	524	0.8	546	1.8	517	0.5	544	1.7	524	0.8
463428460	WB Left	83	83	0.0	84	0.1	74	1.0	72	1.2	90	0.8	84	0.1	59	2.8	77	0.7	73	1.1	70	1.5	76	0.8
460428468	NB Right	57	57	0.0	53	0.5	61	0.5	61	0.5	54	0.4	61	0.5	61	0.5	56	0.1	55	0.3	53	0.5	57	0.0
460428470	NB Thru	134	134	0.0	126	0.7	136	0.2	121	1.2	123	1.0	128	0.5	124	0.9	123	1.0	133	0.1	131	0.3	127	0.6
460428457	NB Left	88	93	0.5	78	1.6	90	0.3	82	1.2	83	1.1	81	1.3	82	1.2	87	0.6	94	0.1	113	2.0	88	0.5
459428460	EB Right	172	182	0.8	195	0.9	199	1.2	181	0.1	181	0.1	220	2.7	200	1.3	168	1.1	210	2.0	184	0.1	193	0.8
459428468	EB Thru	553	584	1.3	567	0.7	594	0.4	606	0.9	605	0.9	571	0.5	577	0.3	595	0.5	599	0.6	594	0.4	590	0.2
459428470	EB Left	223	235	0.8	225	0.7	252	1.1	201	2.3	213	1.5	232	0.2	215	1.3	218	1.1	211	1.6	194	2.8	218	1.1
Beltline and Mineral Point Rd SB Ramps																								
485486514	SB Right	370	372	0.1	424	2.6	462	4.4	418	2.3	442	3.5	418	2.3	426	2.7	396	1.2	430	2.9	475	5.0	432	3.0
48566494	SB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
48566519	SB Left	348	350	0.1	361	0.6	363	0.7	362	0.6	346	0.2	370	1.1	354	0.2	376	1.4	364	0.7	342	0.4	360	0.5
52066486	WB Thru	1,464	1,467	0.1	1,423	1.2	1,457	0.3	1,521	1.4	1,407	1.6	1,483	0.4	1,432	0.9	1,471	0.1	1,453	0.4	1,468	0.0	1,457	0.3
52066494	WB Left	137	136	0.1	95	3.8	102	3.1	93	4.0	104	2.9	81	5.3	95	3.8	91	4.2	97	3.6	106	2.7	96	3.7
51866494	EB Right	302	300	0.1	311	0.6	308	0.5	319	1.1	343	2.4	355	3.0	321	1.2	324	1.4	360	3.3	333	1.9	330	1.7
51866519	EB Thru	1,032	1,098	2.0	1,088	0.3	1,110	0.4	1,033	2.0	1,062	1.1	1,079	0.6	1,123	0.8	1,127	0.9	1,088	0.3	1,071	0.8	1,087	0.3
Mineral Point Rd and Commerce Dr																								
542559565	SB Right	63	63	0.0	71	1.0	65	0.3	68	0.6	58	0.6	59	0.5	55	1.0	63	0.0	61	0.3	49	1.9	61	0.3
514515546	WB Right	344	335	0.5	336	0.1	362	1.4	404	3.6	329	0.3	348	0.7	339	0.2	366	1.7	339	0.2	368	1.8	355	1.1
514515559	WB Thru	1,295	1,259	1.0	1,287	0.8	1,284	0.7	1,267	0.2	1,268	0.3	1,284	0.7	1,242	0.5	1,240	0.5	1,275	0.4	1,319	1.7	1,274	0.4
514513543	WB Left	251	244	0.4	224	1.3	273	1.8	268	1.5	252	0.5	269	1.6	277	2.0	261	1.1	269	1.6	256	0.8	261	1.1
549513518	NB Right	224	205	1.3	180	1.8	182	1.7	161	3.3	193	0.9	192	0.9	196	0.6	202	0.2	195	0.7	179	1.9	187	1.3
517513543	EB Right	84	84	0.0	84	0.0	101	1.8	72	1.4	84	0.0	72	1.4	70	1.6	98	1.5	71	1.5	78	0.7	81	0.3
517513518	EB Thru	1,303	1,193	3.1	1,219	0.7	1,236	1.2	1,191	0.1	1,212	0.5	1,242	1.4	1,248	1.6	1,249	1.6	1,253	1.7	1,225	0.9	1,231	1.1
Mineral Point Rd and Junction Dr																								
502496498	SB Right	355	355	0.0	398	2.2	346	0.5	357	0.1	342	0.7	348	0.4	376	1.1	358	0.2	372	0.9	352	0.2	361	0.3
502496509	SB Thru	289	289	0.0	287	0.1	300	0.6	289	0.0	243	2.8	305	0.9	285	0.2	285	0.2	249	2.4	280	0.5	280	0.5
502496517	SB Left	153	239	6.1	232	0.5	293	3.3	237	0.1	278	2.4	281	2.6	279	2.5	260	1.3	264	1.6	270	1.9	266	1.7
516496503	WB Right	302	302	0.0	304	0.1	325	1.3	332	1.7	322	1.1	310	0.5	321	1.1	311	0.5	315	0.7	331	1.6	319	1.0
516496498	WB Thru	612	611	0.0	644	1.3	603	0.3	600	0.4	562	2.0	644	1.3	609	0.1	593	0.7	599	0.5	619	0.3	608	0.1
1412496509	WB Left	410	409	0.0	410	0.0	421	0.6	403	0.3	442	1.6	389	1.0	367	2.1	399	0.5	422	0.6	418	0.4	408	0.1
508496517	NB Right	368	575	9.5	585	0.4	567	0.3	599	1.0	572	0.1	580	0.2	607	1.3	602	1.1	615	1.6	574	0.0	589	0.6
508496503	NB Thru	197	197	0.0	185	0.9	187	0.7	208	0.8	207	0.7	184	0.9	219	1.5	184	0.9	205	0.6	196	0.1	197	0.0
508496498	NB Left	95	95	0.0	90	0.5	103	0.8	104	0.9	106	1.1	98	0.3	89	0.6	104	0.9	117	2.1	90	0.5	100	0.5
497496509	EB Right	47	47	0.0	49	0.3	49	0.3	63	2.2	49	0.3	40	1.1	46	0.1	44	0.4	55	1.1	46	0.1	49	0.3
497496517	EB Thru	296	463	8.6	486	1.1	477	0.6	427	1.7	446	0.8	453	0.5	432	1.5	485	1.0	445	0.8	459	0.2	457	0.3
497496503	EB Left	44	44	0.0	34	1.6	41	0.5	53	1.3	36	1.3	37	1.1	58	2.0	48	0.6	35	1.4	57	1.8	44	0.1

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		Model	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Beltline and Mineral Point Rd NB Ramps																								
52167480	WB Right	584	576	0.3	595	0.8	576	0.0	607	1.3	572	0.2	592	0.7	622	1.9	542	1.4	605	1.2	572	0.2	587	0.5
52167520	WB Thru	1,080	1,078	0.1	1,029	1.5	1,053	0.8	1,094	0.5	1,017	1.9	1,047	1.0	1,032	1.4	1,030	1.5	1,056	0.7	1,058	0.6	1,046	1.0
4915221391	NB Right	269	284	0.9	256	1.7	242	2.6	284	0.0	255	1.8	276	0.5	276	0.5	253	1.9	286	0.1	287	0.2	268	0.9
49167480	NB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
49167520	NB Left	498	525	1.2	489	1.6	506	0.8	520	0.2	494	1.4	517	0.4	495	1.3	532	0.3	494	1.4	516	0.4	507	0.8
51967522	EB Thru	1,012	946	2.1	940	0.2	975	0.9	930	0.5	927	0.6	942	0.1	995	1.6	972	0.8	972	0.8	922	0.8	953	0.2
51967480	EB Left	509	502	0.3	509	0.3	498	0.2	465	1.7	481	0.9	507	0.2	482	0.9	531	1.3	480	1.0	491	0.5	494	0.4
Mineral Point Rd and Tree Lane																								
5315241394	SB Right	92	89	0.3	80	1.0	98	0.9	112	2.3	82	0.8	98	0.9	110	2.1	81	0.9	110	2.1	86	0.3	95	0.6
531524538	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
531524530	SB Left	12	12	0.0	8	1.3	5	2.4	13	0.3	15	0.8	15	0.8	14	0.6	9	0.9	12	0.0	12	0.0	11	0.2
1392524532	WB Right	29	29	0.0	32	0.5	32	0.5	25	0.8	28	0.2	22	1.4	25	0.8	28	0.2	35	1.1	28	0.2	28	0.1
13925241394	WB Thru	1,605	1,552	1.3	1,536	0.4	1,522	0.8	1,577	0.6	1,498	1.4	1,532	0.5	1,532	0.5	1,480	1.8	1,539	0.3	1,540	0.3	1,528	0.6
525524538	WB Left	4	4	0.0	4	0.0	4	0.0	4	0.0	3	0.5	5	0.5	6	0.9	6	0.9	7	1.3	2	1.2	5	0.3
538524530	NB Right	16	16	0.0	19	0.7	25	2.0	13	0.8	16	0.0	10	1.7	14	0.5	9	2.0	19	0.7	17	0.2	16	0.1
538524532	NB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
5385241394	NB Left	13	13	0.0	8	1.5	9	1.2	12	0.3	9	1.2	9	1.2	12	0.3	11	0.6	12	0.3	4	3.1	10	1.0
523524538	EB Right	223	183	2.8	195	0.9	217	2.4	181	0.1	183	0.0	197	1.0	193	0.7	191	0.6	193	0.7	193	0.7	194	0.8
523524530	EB Thru	1,160	954	6.3	926	0.9	920	1.1	930	0.8	919	1.1	941	0.4	994	1.3	950	0.1	971	0.5	923	1.0	942	0.4
1390524532	EB Left	112	92	2.0	75	1.9	80	1.3	103	1.1	80	1.3	80	1.3	84	0.9	84	0.9	94	0.2	93	0.1	86	0.6
Beltline and Gammon Rd EB Ramps																								
59468589	SB Thru	1,585	1,606	0.5	1,623	0.4	1,616	0.2	1,632	0.6	1,625	0.5	1,614	0.2	1,619	0.3	1,651	1.1	1,579	0.7	1,669	1.6	1,625	0.5
59468564	SB Left	468	464	0.2	508	2.0	503	1.8	489	1.1	499	1.6	531	3.0	554	4.0	544	3.6	527	2.8	553	3.9	523	2.7
58868564	NB Right	347	344	0.2	376	1.7	369	1.3	376	1.7	329	0.8	373	1.5	375	1.6	366	1.2	367	1.2	372	1.5	367	1.2
58868593	NB Thru	1,177	1,160	0.5	1,169	0.3	1,192	0.9	1,186	0.8	1,170	0.3	1,181	0.6	1,164	0.1	1,203	1.3	1,166	0.2	1,189	0.8	1,180	0.6
562589624	EB Right	467	471	0.2	438	1.5	441	1.4	481	0.5	523	2.3	521	2.2	505	1.5	505	1.5	524	2.4	519	2.2	495	1.1
56268564	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
56268593	EB Left	145	146	0.1	167	1.7	166	1.6	190	3.4	182	2.8	198	4.0	183	2.9	195	3.8	180	2.7	198	4.0	184	3.0
Gammon Rd and Seybold Rd																								
624587590	SB Thru	1,956	2,000	1.0	1,991	0.2	1,998	0.0	2,027	0.6	2,058	1.3	2,054	1.2	2,038	0.8	2,084	1.9	2,020	0.4	2,102	2.3	2,041	0.9
624587591	SB Left	75	77	0.2	70	0.8	59	2.2	86	1.0	90	1.4	81	0.5	86	1.0	72	0.6	83	0.7	86	1.0	79	0.3
591587588	WB Right	88	88	0.0	112	2.4	89	0.1	81	0.8	79	1.0	110	2.2	82	0.7	95	0.7	78	1.1	107	1.9	93	0.5
585587591	NB Right	13	13	0.0	4	3.1	14	0.3	10	0.9	7	1.9	12	0.3	14	0.3	21	1.9	10	0.9	12	0.3	12	0.4
585587588	NB Thru	1,420	1,416	0.1	1,433	0.5	1,472	1.5	1,481	1.7	1,420	0.1	1,444	0.7	1,457	1.1	1,474	1.5	1,455	1.0	1,454	1.0	1,454	1.0
Gammon Rd and Watts Rd																								
584566577	SB Right	555	571	0.7	586	0.6	605	1.4	664	3.7	609	1.6	618	1.9	594	1.0	626	2.2	578	0.3	624	2.2	612	1.7
584566569	SB Thru	1,044	1,075	1.0	1,050	0.8	1,055	0.6	1,010	2.0	1,075	0.0	1,011	2.0	1,059	0.5	1,110	1.1	1,079	0.1	1,118	1.3	1,063	0.4
584566574	SB Left	344	354	0.5	355	0.1	338	0.9	353	0.1	374	1.0	425	3.6	385	1.6	348	0.3	363	0.5	360	0.3	367	0.7
574566585	WB Right	335	341	0.3	361	1.1	374	1.7	351	0.5	324	0.9	326	0.8	348	0.4	331	0.5	344	0.2	346	0.3	345	0.2
574566577	WB Thru	190	190	0.0	195	0.4	206	1.1	191	0.1	181	0.7	185	0.4	185	0.4	182	0.6	211	1.5	202	0.9	193	0.2
574566569	WB Left	102	102	0.0	106	0.4	108	0.6	107	0.5	119	1.6	95	0.7	109	0.7	109	0.7	121	1.8	97	0.5	108	0.6
567566574	NB Right	345	345	0.0	356	0.6	351	0.3	393	2.5	346	0.1	325	1.1	314	1.7	341	0.2	368	1.2	353	0.4	350	0.3
567566585	NB Thru	714	726	0.4	716	0.4	722	0.1	745	0.7	722	0.1	744	0.7	768	1.5	775	1.8	738	0.4	730	0.1	740	0.5
567566577	NB Left	160	160	0.0	159	0.1	172	0.9	130	2.5	160	0.0	165	0.4	179	1.5	160	0.0	143	1.4	166	0.5	159	0.1
583566569	EB Right	191	191	0.0	192	0.1	198	0.5	176	1.1	190	0.1	182	0.7	162	2.2	184	0.5	201	0.7	188	0.2	186	0.4
583566574	EB Thru	160	160	0.0	150	0.8	171	0.9	171	0.9	150	0.8	160	0.0	169	0.7	172	0.9	164	0.3	148	1.0	162	0.1
583566585	EB Left	356	362	0.3	360	0.1	390	1.4	395	1.7	381	1.0	386	1.2	355	0.4	389	1.4	383	1.1	390	1.4	381	1.0

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Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Beltline and Gammon Rd WB Ramps																								
623596557	SB Right	245	240	0.3	257	1.1	256	1.0	239	0.1	235	0.3	263	1.5	243	0.2	249	0.6	243	0.2	251	0.7	248	0.5
59669594	SB Thru	1,595	1,575	0.5	1,586	0.3	1,581	0.2	1,591	0.4	1,597	0.6	1,599	0.6	1,641	1.6	1,676	2.5	1,613	1.0	1,686	2.7	1,619	1.1
556595597	WB Right	580	613	1.4	697	3.3	650	1.5	616	0.1	684	2.8	699	3.4	619	0.2	614	0.0	696	3.2	601	0.5	653	1.6
55669557	WB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
55669594	WB Left	468	495	1.2	545	2.2	538	1.9	530	1.5	527	1.4	546	2.2	532	1.6	519	1.1	493	0.1	536	1.8	530	1.5
59369595	NB Thru	946	964	0.6	981	0.5	988	0.8	995	1.0	983	0.6	1,014	1.6	989	0.8	1,020	1.8	986	0.7	1,022	1.8	998	1.1
59369557	NB Left	349	342	0.4	355	0.7	370	1.5	381	2.1	369	1.4	365	1.2	358	0.9	378	1.9	360	1.0	365	1.2	367	1.3
Gammon Rd and Odana Rd																								
603601612	SB Right	21	21	0.0	16	1.2	15	1.4	25	0.8	18	0.7	24	0.6	26	1.0	26	1.0	16	1.2	26	1.0	21	0.1
603601586	SB Thru	884	865	0.6	888	0.8	898	1.1	893	0.9	878	0.4	888	0.8	865	0.0	894	1.0	911	1.5	944	2.6	895	1.0
604601622	SB Left	175	175	0.0	153	1.7	163	0.9	185	0.7	190	1.1	183	0.6	173	0.2	155	1.6	186	0.8	170	0.4	173	0.1
617601602	WB Right	277	277	0.0	269	0.5	321	2.5	287	0.6	276	0.1	254	1.4	265	0.7	259	1.1	267	0.6	282	0.3	276	0.1
617601612	WB Thru	164	164	0.0	167	0.2	171	0.5	162	0.2	175	0.8	189	1.9	173	0.7	166	0.2	151	1.0	182	1.4	171	0.5
617601586	WB Left	601	588	0.5	598	0.4	605	0.7	594	0.2	596	0.3	625	1.5	636	1.9	640	2.1	560	1.2	650	2.5	612	1.0
598601622	NB Right	389	399	0.5	417	0.9	422	1.1	412	0.6	442	2.1	452	2.6	399	0.0	414	0.7	414	0.7	386	0.7	418	0.9
598601602	NB Thru	795	815	0.7	891	2.6	849	1.2	870	1.9	854	1.4	868	1.8	853	1.3	874	2.0	875	2.1	859	1.5	866	1.8
599601612	NB Left	353	362	0.5	370	0.4	367	0.3	329	1.8	371	0.5	393	1.6	356	0.3	346	0.9	393	1.6	378	0.8	367	0.3
611586600	EB Right	370	362	0.4	357	0.3	334	1.5	343	1.0	358	0.2	349	0.7	383	1.1	391	1.5	385	1.2	343	1.0	360	0.1
611601622	EB Thru	105	105	0.0	94	1.1	112	0.7	117	1.1	109	0.4	100	0.5	110	0.5	93	1.2	121	1.5	125	1.9	109	0.4
611601602	EB Left	35	35	0.0	39	0.7	38	0.5	41	1.0	38	0.5	31	0.7	37	0.3	31	0.7	40	0.8	37	0.3	37	0.3
Beltline and Schroeder Rd EB Ramp																								
62767570	SB Right	50	50	0.0	101	5.9	83	4.0	104	6.2	94	5.2	85	4.3	77	3.4	102	6.0	94	5.2	107	6.4	94	5.2
627630631	SB Left	344	347	0.2	384	1.9	402	2.8	384	1.9	405	3.0	399	2.7	394	2.4	384	1.9	351	0.2	416	3.5	391	2.3
674630675	WB Thru	557	575	0.8	570	0.2	546	1.2	530	1.9	557	0.8	608	1.4	537	1.6	572	0.1	549	1.1	569	0.3	560	0.6
70630631	EB Thru	549	573	1.0	568	0.2	571	0.1	587	0.6	538	1.5	527	2.0	489	3.6	549	1.0	521	2.2	532	1.7	542	1.3
Whitney Way and Schroeder Rd																								
7271674	SB Right	495	495	0.0	494	0.0	469	1.2	454	1.9	482	0.6	532	1.6	476	0.9	498	0.1	473	1.0	500	0.2	486	0.4
7271643	SB Thru	1,340	1,340	0.0	1,240	2.8	1,276	1.8	1,163	5.0	1,267	2.0	1,226	3.2	1,235	2.9	1,238	2.8	1,207	3.7	1,218	3.4	1,230	3.1
7271635	SB Left	887	880	0.2	998	3.9	919	1.3	922	1.4	1,026	4.7	952	2.4	923	1.4	960	2.6	983	3.4	972	3.0	962	2.7
13971395635	NB Right	92	91	0.1	105	1.4	90	0.1	100	0.9	95	0.4	80	1.2	78	1.4	87	0.4	99	0.8	82	1.0	91	0.0
63771644	NB Thru	566	568	0.1	599	1.3	617	2.0	597	1.2	621	2.2	579	0.5	630	2.5	623	2.3	574	0.3	637	2.8	609	1.7
63771674	NB Left	80	80	0.0	76	0.5	77	0.3	76	0.5	75	0.6	76	0.5	61	2.3	74	0.7	76	0.5	69	1.3	73	0.8
63171643	EB Right	284	284	0.0	341	3.2	353	3.9	336	3.0	354	3.9	362	4.3	334	2.8	337	3.0	305	1.2	356	4.0	342	3.3
63171635	EB Thru	217	215	0.1	157	4.3	166	3.6	162	3.9	133	6.2	147	5.1	118	7.5	129	6.6	128	6.6	151	4.7	143	5.3
63171644	EB Left	421	421	0.0	454	1.6	454	1.6	473	2.5	456	1.7	417	0.2	431	0.5	467	2.2	439	0.9	441	1.0	448	1.3
Whitney Way and Gilbert Rd																								
1398671642	SB Thru	1,293	1,292	0.0	1,278	0.4	1,302	0.3	1,203	2.5	1,318	0.7	1,274	0.5	1,274	0.5	1,279	0.4	1,231	1.7	1,278	0.4	1,271	0.6
695671694	SB Left	298	298	0.0	303	0.3	327	1.6	296	0.1	303	0.3	314	0.9	295	0.2	296	0.1	281	1.0	296	0.1	301	0.2
6946711396	WB Right	203	204	0.1	228	1.6	217	0.9	216	0.8	228	1.6	205	0.1	207	0.2	211	0.5	207	0.2	220	1.1	215	0.8
694671642	WB Left	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
639671694	NB Right	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
6396711396	NB Thru	503	507	0.2	552	2.0	567	2.6	557	2.2	563	2.4	530	1.0	562	2.4	573	2.8	542	1.5	568	2.6	557	2.2

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Beltline and Whitney Way WB Ramps																								
65272650	SB Right	272	266	0.4	276	0.6	296	1.8	297	1.8	288	1.3	298	1.9	282	1.0	306	2.4	311	2.6	295	1.7	294	1.7
6527271	SB Thru	2,073	2,074	0.0	2,119	1.0	2,068	0.1	1,969	2.3	2,176	2.2	2,107	0.7	2,027	1.0	2,048	0.6	2,085	0.2	2,092	0.4	2,077	0.1
645676653	WB Right	615	650	1.4	563	3.5	595	2.2	586	2.6	589	2.5	578	2.9	570	3.2	612	1.5	593	2.3	631	0.8	591	2.4
64572650	WB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
6457271	WB Left	607	641	1.4	613	1.1	596	1.8	570	2.9	599	1.7	603	1.5	607	1.4	648	0.3	578	2.6	598	1.7	601	1.6
64472676	NB Thru	840	838	0.1	979	4.7	988	5.0	1,001	5.4	987	4.9	903	2.2	957	4.0	1,000	5.3	931	3.1	981	4.7	970	4.4
64472650	NB Left	154	151	0.2	74	7.3	83	6.3	69	7.8	90	5.6	93	5.3	104	4.2	90	5.6	82	6.4	97	4.8	87	5.9
Whitney Way and Odana Rd																								
660654662	SB Right	79	79	0.0	71	0.9	79	0.0	81	0.2	76	0.3	78	0.1	81	0.2	94	1.6	71	0.9	81	0.2	79	0.0
660654652	SB Thru	1,368	1,349	0.5	1,422	2.0	1,355	0.2	1,335	0.4	1,386	1.0	1,396	1.3	1,361	0.3	1,373	0.7	1,377	0.8	1,390	1.1	1,377	0.8
660654670	SB Left	111	111	0.0	101	1.0	103	0.8	122	1.0	115	0.4	117	0.6	106	0.5	110	0.1	126	1.4	106	0.5	112	0.1
666654661	WB Right	111	111	0.0	104	0.7	107	0.4	104	0.7	92	1.9	103	0.8	126	1.4	129	1.6	98	1.3	107	0.4	108	0.3
666654662	WB Thru	249	249	0.0	237	0.8	242	0.4	253	0.3	252	0.2	215	2.2	220	1.9	264	0.9	252	0.2	248	0.1	243	0.4
666654652	WB Left	478	471	0.3	455	0.7	498	1.2	458	0.6	521	2.2	490	0.9	480	0.4	485	0.6	510	1.8	490	0.9	487	0.8
653654670	NB Right	341	351	0.5	357	0.3	389	2.0	398	2.4	389	2.0	357	0.3	406	2.8	401	2.6	395	2.3	414	3.2	390	2.0
653654661	NB Thru	673	693	0.8	744	1.9	711	0.7	729	1.4	709	0.6	677	0.6	707	0.5	739	1.7	682	0.4	727	1.3	714	0.8
655654662	NB Left	431	444	0.6	441	0.1	483	1.8	460	0.8	478	1.6	447	0.1	414	1.4	472	1.3	447	0.1	471	1.3	457	0.6
662654652	EB Right	526	517	0.4	518	0.0	511	0.3	473	2.0	557	1.7	519	0.1	468	2.2	496	0.9	509	0.4	507	0.4	506	0.5
662654670	EB Thru	240	240	0.0	242	0.1	228	0.8	221	1.3	249	0.6	227	0.9	221	1.3	255	1.0	241	0.1	241	0.1	236	0.3
662654661	EB Left	105	105	0.0	103	0.2	125	1.9	91	1.4	100	0.5	93	1.2	115	1.0	107	0.2	98	0.7	107	0.2	104	0.1
Beltline and Verona Rd EB Ramps																								
9392691	SB Thru	2,145	2,218	1.6	2,252	0.7	2,355	2.9	2,309	1.9	2,263	1.0	2,412	4.0	2,320	2.1	2,304	1.8	2,201	0.4	2,300	1.7	2,302	1.8
9392698	SB Left	393	390	0.2	384	0.3	405	0.8	370	1.0	378	0.6	442	2.5	425	1.7	419	1.4	421	1.5	379	0.6	403	0.6
699698881	NB Right	1,136	1,128	0.2	1,058	2.1	1,073	1.7	1,077	1.5	1,098	0.9	1,095	1.0	1,054	2.2	1,097	0.9	1,015	3.5	1,077	1.5	1,072	1.7
70292735	NB Thru	1,019	1,016	0.1	1,054	1.2	1,088	2.2	1,047	1.0	1,061	1.4	1,041	0.8	1,068	1.6	1,055	1.2	1,072	1.7	1,042	0.8	1,059	1.3
690691703	EB Right	472	475	0.1	408	3.2	374	4.9	400	3.6	407	3.2	430	2.1	406	3.3	405	3.3	428	2.2	407	3.2	407	3.2
69092698	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
69092735	EB Left	147	148	0.1	130	1.5	126	1.9	123	2.1	110	3.3	119	2.5	114	3.0	119	2.5	115	2.9	96	4.7	117	2.7
Verona Rd and Atticus Way																								
703704710	SB Right	266	272	0.4	258	0.9	271	0.1	263	0.6	288	1.0	259	0.8	260	0.7	252	1.2	244	1.7	243	1.8	260	0.7
703704716	SB Thru	2,100	2,149	1.1	2,124	0.5	2,166	0.4	2,182	0.7	2,089	1.3	2,299	3.2	2,181	0.7	2,149	0.0	2,125	0.5	2,154	0.1	2,163	0.3
703704705	SB Left	265	271	0.4	278	0.4	292	1.3	264	0.4	293	1.3	284	0.8	285	0.8	308	2.2	260	0.7	310	2.3	286	0.9
882704701	WB Right	305	303	0.1	288	0.9	318	0.9	298	0.3	296	0.4	329	1.5	312	0.5	296	0.4	299	0.2	277	1.5	301	0.1
882704710	WB Thru	56	56	0.0	59	0.4	47	1.3	38	2.6	61	0.7	47	1.3	54	0.3	58	0.3	62	0.8	53	0.4	53	0.4
882704716	WB Left	135	135	0.0	124	1.0	133	0.2	118	1.5	131	0.3	148	1.1	148	1.1	154	1.6	122	1.1	145	0.8	136	0.1
712704705	NB Right	165	165	0.0	161	0.3	182	1.3	196	2.3	149	1.3	171	0.5	144	1.7	193	2.1	184	1.4	174	0.7	173	0.6
712704701	NB Thru	1,627	1,616	0.3	1,596	0.5	1,602	0.3	1,613	0.1	1,611	0.1	1,592	0.6	1,581	0.9	1,595	0.5	1,537	2.0	1,596	0.5	1,591	0.6
712704710	NB Left	61	61	0.0	61	0.0	68	0.9	61	0.0	56	0.7	53	1.1	57	0.5	58	0.4	78	2.0	50	1.5	60	0.1
711704716	EB Right	86	86	0.0	91	0.5	81	0.5	82	0.4	83	0.3	95	0.9	89	0.3	87	0.1	86	0.0	71	1.7	85	0.1
711704705	EB Thru	83	83	0.0	73	1.1	57	3.1	83	0.0	81	0.2	87	0.4	80	0.3	87	0.4	79	0.4	92	1.0	80	0.3
711704701	EB Left	226	225	0.1	228	0.2	241	1.0	213	0.8	252	1.7	215	0.7	229	0.3	261	2.3	251	1.7	246	1.4	237	0.8

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Beltline and Verona Rd WB Ramps																								
71793684	SB Right	242	237	0.3	232	0.3	232	0.3	230	0.5	222	1.0	208	1.9	232	0.3	240	0.2	199	2.6	229	0.5	225	0.8
7179392	SB Thru	1,334	1,261	2.0	1,226	1.0	1,294	0.9	1,244	0.5	1,204	1.6	1,342	2.2	1,285	0.7	1,260	0.0	1,265	0.1	1,230	0.9	1,261	0.0
739737719	WB Right	273	289	1.0	329	2.3	337	2.7	331	2.4	292	0.2	317	1.6	304	0.9	316	1.6	335	2.6	326	2.1	321	1.8
68893684	WB Thru	11	12	0.3	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9	0	4.9
6889392	WB Left	1,273	1,347	2.0	1,410	1.7	1,466	3.2	1,435	2.4	1,437	2.4	1,512	4.4	1,460	3.0	1,463	3.1	1,357	0.3	1,449	2.7	1,443	2.6
73593737	NB Thru	661	664	0.1	667	0.1	686	0.8	645	0.7	618	1.8	612	2.1	666	0.1	630	1.3	628	1.4	605	2.3	640	1.0
73593684	NB Left	511	500	0.5	517	0.8	528	1.2	525	1.1	553	2.3	548	2.1	516	0.7	544	1.9	559	2.6	533	1.5	536	1.6
Midvale Blvd and Nakoma Rd																								
733721738	SB Right	41	41	0.0	34	1.1	33	1.3	40	0.2	44	0.5	39	0.3	50	1.3	37	0.6	45	0.6	54	1.9	42	0.1
733721722	SB Thru	797	964	5.6	913	1.7	999	1.1	1,004	1.3	922	1.4	1,033	2.2	988	0.8	998	1.1	925	1.3	968	0.1	972	0.3
733721725	SB Left	69	69	0.0	69	0.0	77	0.9	59	1.3	79	1.2	70	0.1	59	1.3	73	0.5	68	0.1	66	0.4	69	0.0
725721729	WB Right	40	40	0.0	28	2.1	35	0.8	28	2.1	27	2.2	27	2.2	24	2.8	26	2.4	26	2.4	26	2.4	27	2.2
725721738	WB Thru	26	26	0.0	43	2.9	35	1.6	44	3.0	37	2.0	42	2.7	29	0.6	41	2.6	34	1.5	29	0.6	37	2.0
725721722	WB Left	359	434	3.8	457	1.1	440	0.3	384	2.5	410	1.2	424	0.5	450	0.8	431	0.1	471	1.7	422	0.6	432	0.1
720721725	NB Right	286	285	0.1	273	0.7	271	0.8	288	0.2	257	1.7	269	1.0	256	1.8	265	1.2	281	0.2	255	1.8	268	1.0
720721729	NB Thru	570	567	0.1	615	2.0	659	3.7	593	1.1	573	0.3	552	0.6	618	2.1	579	0.5	590	1.0	578	0.5	595	1.2
720721738	NB Left	102	101	0.1	108	0.7	93	0.8	95	0.6	80	2.2	108	0.7	96	0.5	102	0.1	92	0.9	98	0.3	97	0.4
738721722	EB Right	82	99	1.8	88	1.1	87	1.2	86	1.4	94	0.5	93	0.6	79	2.1	71	3.0	68	3.4	69	3.3	82	1.8
738721725	EB Thru	42	42	0.0	33	1.5	39	0.5	36	1.0	36	1.0	38	0.6	37	0.8	42	0.0	46	0.6	48	0.9	39	0.4
738721729	EB Left	28	28	0.0	23	1.0	37	1.6	40	2.1	42	2.4	22	1.2	37	1.6	32	0.7	41	2.2	25	0.6	33	0.9
Beltline and Seminole Hwy EB Ramps																								
78394740	SB Right	107	107	0.0	101	0.6	91	1.6	94	1.3	96	1.1	105	0.2	95	1.2	90	1.7	103	0.4	108	0.1	98	0.9
78394744	SB Thru	667	715	1.8	709	0.2	699	0.6	707	0.3	690	0.9	741	1.0	733	0.7	743	1.0	697	0.7	698	0.6	713	0.1
78394753	SB Left	245	245	0.0	215	2.0	209	2.4	214	2.0	201	2.9	197	3.2	203	2.8	178	4.6	183	4.2	206	2.6	201	3.0
75394783	WB Right	51	51	0.0	54	0.4	50	0.1	43	1.2	49	0.3	49	0.3	63	1.6	53	0.3	40	1.6	53	0.3	50	0.1
75394740	WB Thru	175	175	0.0	188	1.0	164	0.8	166	0.7	165	0.8	174	0.1	166	0.7	162	1.0	169	0.5	199	1.8	173	0.2
75394744	WB Left	98	98	0.0	103	0.5	106	0.8	93	0.5	99	0.1	97	0.1	88	1.0	107	0.9	100	0.2	102	0.4	99	0.1
140094753	NB Right	336	336	0.0	345	0.5	329	0.4	358	1.2	315	1.2	333	0.2	331	0.3	353	0.9	344	0.4	346	0.5	339	0.2
74494783	NB Thru	225	225	0.0	211	0.9	245	1.3	214	0.7	258	2.1	219	0.4	181	3.1	221	0.3	223	0.1	224	0.1	222	0.2
74494740	NB Left	26	26	0.0	27	0.2	18	1.7	27	0.2	29	0.6	29	0.6	24	0.4	28	0.4	27	0.2	28	0.4	26	0.1
74094744	EB Right	39	39	0.0	44	0.8	35	0.7	35	0.7	35	0.7	43	0.6	43	0.6	36	0.5	34	0.8	36	0.5	38	0.2
74094753	EB Thru	226	233	0.5	247	0.9	255	1.4	219	0.9	256	1.5	234	0.1	237	0.3	230	0.2	239	0.4	249	1.0	241	0.5
74094783	EB Left	23	23	0.0	25	0.4	27	0.8	18	1.1	20	0.6	25	0.4	21	0.4	27	0.8	25	0.4	26	0.6	24	0.2
Beltline and Seminole Hwy WB Ramps																								
75095748	SB Right	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
75095783	SB Thru	615	567	2.0	577	0.4	573	0.3	617	2.1	579	0.5	601	1.4	602	1.4	579	0.5	552	0.6	582	0.6	585	0.7
78595750	WB Right	151	159	0.6	177	1.4	181	1.7	197	2.8	226	4.8	220	4.4	182	1.8	201	3.1	193	2.6	206	3.5	198	2.9
78595748	WB Thru	5	5	0.0	17	3.6	16	3.4	23	4.8	11	2.1	15	3.2	11	2.1	12	2.4	16	3.4	9	1.5	14	3.0
78595783	WB Left	420	441	1.0	362	3.9	365	3.8	344	4.9	350	4.6	378	3.1	352	4.5	373	3.4	363	3.9	368	3.6	362	4.0
78395750	NB Thru	274	274	0.0	257	1.0	297	1.4	257	1.0	298	1.4	271	0.2	242	2.0	273	0.1	263	0.7	275	0.1	270	0.2
78395748	NB Left	25	25	0.0	33	1.5	25	0.0	18	1.5	29	0.8	22	0.6	23	0.4	28	0.6	25	0.0	28	0.6	26	0.1
74895783	EB Right	59	59	0.0	86	3.2	61	0.3	54	0.7	58	0.1	64	0.6	77	2.2	59	0.0	68	1.1	62	0.4	65	0.8
74895750	EB Left	7	7	0.0	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7
Beltline Frontage and EB Entrance Ramps																								
75896754	WB Thru	334	324	0.6	345	1.1	320	0.2	302	1.2	313	0.6	320	0.2	317	0.4	322	0.1	309	0.8	354	1.6	322	0.1
784757758	EB Thru	321	314	0.4	304	0.6	318	0.2	300	0.8	298	0.9	295	1.1	274	2.3	308	0.3	281	1.9	278	2.1	295	1.1
75596756	EB Left	505	500	0.2	503	0.1	475	1.1	491	0.4	474	1.2	469	1.4	497	0.1	453	2.2	485	0.7	523	1.0	486	0.7

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Beltline Frontage and Grandview Blvd																								
767760759	WB Thru	294	275	1.1	297	1.3	264	0.7	254	1.3	261	0.9	259	1.0	277	0.1	272	0.2	264	0.7	283	0.5	270	0.3
767760762	WB Left	30	30	0.0	35	0.9	34	0.7	36	1.0	29	0.2	28	0.4	31	0.2	35	0.9	29	0.2	35	0.9	32	0.4
761760767	NB Right	24	24	0.0	27	0.6	17	1.5	35	2.0	23	0.2	36	2.2	14	2.3	23	0.2	28	0.8	26	0.4	25	0.3
761760759	NB Left	52	49	0.4	48	0.1	56	1.0	48	0.1	52	0.4	61	1.6	40	1.3	50	0.1	45	0.6	71	2.8	52	0.5
759760762	EB Right	72	68	0.5	60	1.0	60	1.0	55	1.7	50	2.3	59	1.1	57	1.4	60	1.0	53	1.9	58	1.3	57	1.4
759760767	EB Thru	262	246	1.0	244	0.1	258	0.8	245	0.1	248	0.1	236	0.6	217	1.9	248	0.1	228	1.2	220	1.7	238	0.5
Beltline Frontage and EB Exit Ramps																								
782771769	SB Right	55	56	0.1	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6	0	10.6
78297788	SB Left	661	668	0.3	678	0.4	656	0.5	640	1.1	648	0.8	707	1.5	634	1.3	627	1.6	692	0.9	645	0.9	659	0.4
77297771	WB Thru	264	288	1.4	292	0.2	287	0.1	266	1.3	295	0.4	316	1.6	292	0.2	276	0.7	298	0.6	281	0.4	289	0.1
77097788	EB Thru	446	394	2.5	365	1.5	329	3.4	338	2.9	361	1.7	350	2.3	329	3.4	356	2.0	352	2.2	362	1.6	349	2.3
Todd Dr and Beltline Frontage																								
143098774	SB Right	163	163	0.0	189	2.0	187	1.8	162	0.1	176	1.0	207	3.2	179	1.2	171	0.6	192	2.2	176	1.0	182	1.5
78998795	SB Thru	141	145	0.3	104	3.7	116	2.5	132	1.1	138	0.6	119	2.3	88	5.3	122	2.0	130	1.3	134	0.9	120	2.1
78998817	SB Left	154	154	0.0	222	5.0	190	2.7	199	3.4	202	3.6	226	5.2	203	3.7	207	3.9	230	5.5	228	5.4	212	4.3
8179899	WB Right (to NBL/T)	270	270	0.0	171	0.5	205	1.2	185	1.3	206	1.5	187	0.5	179	0.7	221	2.2	204	2.5	201	1.1	195	1.3
81798774	WB Right (to NBR)	88	88	0.0	108	0.5	85	1.2	106	0.5	89	0.5	91	0.5	103	0.7	87	0.7	108	0.5	88	0.5	96	0.6
81798774	WB Thru	88	88	0.0	82	0.7	79	1.0	84	0.4	92	0.4	78	1.1	87	0.1	85	0.3	84	0.4	75	1.4	83	0.6
81798795	WB Left	14	14	0.0	18	1.0	12	0.6	11	0.8	17	0.8	17	0.8	6	2.5	8	1.8	12	0.6	12	0.6	13	0.4
143298817	NB Right	85	85	0.0	177	8.0	145	5.6	139	5.1	152	6.2	135	4.8	157	6.5	157	6.5	151	6.1	164	7.1	153	6.2
14329899	NB Thru (to NBL/T)	234	235	0.1	177	1.5	180	2.4	161	0.9	143	1.4	146	1.0	162	0.1	175	2.0	161	0.1	179	1.9	165	0.9
14329899	NB Thru (to NBR)	234	235	0.1	82	1.5	94	2.4	88	0.9	71	1.4	105	1.0	71	0.1	91	2.0	76	0.1	86	1.9	85	0.9
143398774	NB Left	37	37	0.0	21	3.0	21	3.0	20	3.2	27	1.8	31	1.0	26	2.0	20	3.2	22	2.8	30	1.2	24	2.3
77498795	EB Right	152	152	0.0	246	6.7	244	6.5	247	6.7	250	6.9	257	7.3	246	6.7	249	6.9	258	7.4	245	6.6	249	6.9
77498817	EB Thru	580	580	0.0	619	1.6	576	0.2	558	0.9	580	0.0	615	1.4	556	1.0	567	0.5	623	1.8	612	1.3	590	0.4
774981431	EB Left (to NBL/T)	330	330	0.0	14	9.5	7	10.5	7	9.9	7	9.5	9	6	10.8	6	10.3	8	10.6	15	11.6	9	10.2	
774981431	EB Left (to NBR)	330	330	0.0	164	9.5	158	10.5	166	9.9	172	9.5	176	9.0	155	10.8	161	10.3	155	10.6	135	11.6	160	10.2
Todd Dr and Beltline WB Entrance Ramp																								
79199775	SB Right	61	39	3.1	84	5.7	74	4.7	85	5.8	74	4.7	67	3.8	59	2.9	85	5.8	97	7.0	83	5.6	79	5.2
79199789	SB Thru (to SBL/T)	74	70	0.5	58	1.2	51	1.2	62	0.9	53	1.3	59	0.9	56	0.7	62	1.4	56	1.2	61	2.2	58	1.2
791991430	SB Thru (to SBR)	74	70	0.5	22	1.2	29	1.2	16	0.9	28	1.3	19	0.9	20	0.7	20	1.4	24	1.2	29	2.2	23	1.2
79199798	SB Left	4	4	0.0	4	0.0	6	0.9	5	0.5	5	0.5	3	0.5	8	1.6	5	0.5	3	0.5	3	0.5	5	0.3
79899791	WB Right	14	14	0.0	15	0.3	10	1.2	14	0.0	18	1.0	12	0.6	14	0.0	13	0.3	15	0.3	12	0.6	14	0.1
79899775	WB Thru	384	247	7.7	197	3.4	210	2.4	211	2.4	212	2.3	223	1.6	203	2.9	220	1.8	213	2.2	216	2.0	212	2.3
79899789	WB Left (to SBL/T)	392	392	0.0	268	2.1	255	1.0	269	1.1	287	2.1	286	3.9	235	0.1	267	1.3	304	3.8	301	2.7	275	2.1
798991430	WB Left (to SBR)	392	392	0.0	167	2.1	158	1.0	146	1.1	148	2.1	188	3.9	159	0.1	151	1.3	168	3.8	147	2.7	159	2.1
143199798	NB Right	393	292	5.5	324	1.8	318	1.5	341	2.8	309	1.0	341	2.8	302	0.6	317	1.4	321	1.7	288	0.2	318	1.5
143199791	NB Thru	15	14	0.3	30	3.4	19	1.2	19	1.2	23	2.1	31	3.6	27	2.9	22	1.9	18	1.0	21	1.7	23	2.2
9899775	NB Left	529	529	0.0	362	7.9	392	6.4	353	8.4	356	8.2	342	9.0	347	8.7	402	5.9	373	7.3	395	6.2	369	7.5
Todd Dr and Beltline Frontage EB Entrance Ramp																								
827826822	WB Right	55	54	0.1	126	7.6	144	9.0	120	7.1	128	7.8	138	8.6	110	6.2	125	7.5	128	7.8	124	7.4	127	7.7
826820819	WB Thru	337	355	1.0	379	1.3	381	1.4	386	1.6	404	2.5	373	0.9	375	1.0	401	2.4	408	2.7	376	1.1	387	1.7
818821826	EB Thru	293	387	5.1	515	6.0	489	4.9	491	5.0	487	4.8	529	6.6	457	3.4	456	3.4	511	5.9	501	5.4	493	5.0
821820822	EB Left	437	432	0.2	503	3.3	422	0.5	405	1.3	447	0.7	447	0.7	459	1.3	475	2.0	493	2.8	503	3.3	462	1.4
Todd Dr and Beltline WB Exit Ramp																								
805804807	WB Thru	606	460	6.3	542	3.7	520	2.7	516	2.5	555	4.2	580	5.3	496	1.6	543	3.7	585	5.5	565	4.6	545	3.8
808804805	NB Right	42	44	0.3	41	0.5	55	1.6	52	1.2	62	2.5	70	3.4	49	0.7	52	1.2	60	2.2	69	3.3	57	1.8
808803807	NB Left	184	193	0.7	105	7.2	113	6.5	124	5.5	110	6.7	129	5.0	115	6.3	108	6.9	115	6.3	111	6.7	114	6.3
802803804	EB Thru	275	296	1.2	328	1.8	324	1.6	346	2.8	314	1.0	344	2.7	310	0.8	322	1.5	324	1.6	291	0.3	323	1.5

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Beltline Frontage and Coho Rd																								
812829828	WB Thru	202	204	0.1	261	3.7	312	6.7	281	4.9	279	4.8	275	4.6	259	3.6	302	6.2	306	6.4	272	4.4	283	5.1
8128291387	WB Left	5	5	0.0	7	0.8	3	1.0	3	1.0	4	0.5	7	0.8	6	0.4	7	0.8	3	1.0	2	1.6	5	0.2
1387829812	NB Right	6	6	0.0	5	0.4	4	0.9	5	0.4	5	0.4	2	2.0	7	0.4	4	0.9	12	2.0	6	0.0	6	0.2
1387829828	NB Left	203	205	0.1	244	2.6	213	0.6	225	1.4	253	3.2	236	2.1	226	1.4	224	1.3	230	1.7	228	1.6	231	1.8
8288291387	EB Right	203	209	0.4	273	4.1	270	3.9	264	3.6	267	3.8	271	4.0	227	1.2	233	1.6	270	3.9	263	3.5	260	3.3
828829812	EB Thru	177	183	0.4	242	4.0	219	2.5	227	3.1	220	2.6	258	5.1	230	3.3	223	2.8	241	4.0	238	3.8	233	3.5
Beltline and Fish Hatchery Rd EB Ramps																								
909122899	SB Thru	1,701	1,696	0.1	1,759	1.5	1,650	1.1	1,639	1.4	1,721	0.6	1,682	0.3	1,727	0.7	1,702	0.1	1,677	0.5	1,673	0.6	1,692	0.1
910904905	SB Left	192	190	0.1	237	3.2	245	3.7	219	2.0	227	2.6	246	3.8	251	4.1	238	3.3	232	2.9	237	3.2	237	3.2
912904911	WB Right	218	221	0.2	231	0.7	255	2.2	232	0.7	225	0.3	237	1.1	250	1.9	224	0.2	233	0.8	238	1.1	236	1.0
902905906	NB Right	931	920	0.4	833	2.9	865	1.8	874	1.5	820	3.4	802	4.0	897	0.8	871	1.6	844	2.6	891	1.0	855	2.2
902904911	NB Thru	995	980	0.5	1,009	0.9	1,031	1.6	1,024	1.4	1,071	2.8	966	0.4	986	0.2	970	0.3	1,026	1.5	1,015	1.1	1,011	1.0
900122899	EB Right	195	197	0.1	170	2.0	183	1.0	167	2.2	195	0.1	201	0.3	174	1.7	210	0.9	190	0.5	204	0.5	188	0.6
Fish Hatchery Rd and Greenway Cross																								
1405883893	SB Right	244	258	0.9	252	0.4	253	0.3	263	0.3	251	0.4	272	0.9	237	1.3	245	0.8	241	1.1	239	1.2	250	0.5
1405883887	SB Thru	1,323	1,400	2.1	1,440	1.1	1,339	1.6	1,293	2.9	1,445	1.2	1,377	0.6	1,434	0.9	1,419	0.5	1,408	0.2	1,391	0.2	1,394	0.2
1407883914	SB Left	223	236	0.9	237	0.1	241	0.3	250	0.9	220	1.1	234	0.1	230	0.4	248	0.8	218	1.2	247	0.7	236	0.0
915903902	WB Right	450	446	0.2	408	1.8	411	1.7	423	1.1	454	0.4	441	0.2	455	0.4	419	1.3	451	0.2	428	0.9	432	0.7
915883893	WB Thru	121	121	0.0	126	0.4	123	0.2	138	1.5	121	0.0	132	1.0	123	0.2	98	2.2	128	0.6	111	0.9	122	0.1
915883887	WB Left	185	185	0.0	196	0.8	180	0.4	177	0.6	216	2.2	182	0.2	175	0.7	205	1.4	211	1.8	182	0.2	192	0.5
888883914	NB Right	76	76	0.0	71	0.6	91	1.6	68	0.9	70	0.7	72	0.5	87	1.2	82	0.7	81	0.6	80	0.5	78	0.2
888883903	NB Thru	1,120	1,110	0.3	1,105	0.2	1,120	0.3	1,119	0.3	1,126	0.5	1,031	2.4	1,122	0.4	1,103	0.2	1,096	0.4	1,142	1.0	1,107	0.1
888883893	NB Left	54	54	0.0	49	0.7	52	0.3	62	1.1	64	1.3	64	1.3	65	1.4	44	1.4	50	0.6	43	1.6	55	0.1
892883887	EB Right	96	96	0.0	94	0.2	108	1.2	81	1.6	89	0.7	110	1.4	95	0.1	82	1.5	95	0.1	104	0.8	95	0.1
892883914	EB Thru	135	135	0.0	146	0.9	128	0.6	154	1.6	127	0.7	140	0.4	111	2.2	144	0.8	144	0.8	147	1.0	138	0.2
892883903	EB Left	347	344	0.2	329	0.8	365	1.1	356	0.6	311	1.8	296	2.7	306	2.1	319	1.4	323	1.1	336	0.4	327	0.9
Beltline and Fish Hatchery Rd WB Ramps																								
920123917	SB Right	579	579	0.0	335	11.4	367	9.7	386	8.8	355	10.4	355	10.4	357	10.3	383	8.9	374	9.4	393	8.4	367	9.7
920123909	SB Thru	1,146	1,151	0.1	1,362	6.0	1,321	4.8	1,295	4.1	1,337	5.3	1,362	6.0	1,345	5.5	1,393	6.8	1,327	5.0	1,324	4.9	1,341	5.4
924925921	WB Right	123	124	0.1	120	0.4	114	0.9	123	0.1	138	1.2	137	1.1	123	0.1	124	0.0	122	0.2	133	0.8	126	0.2
924123917	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
924123909	WB Left	729	735	0.2	634	3.9	574	6.3	563	6.8	611	4.8	566	6.6	633	3.9	547	7.4	582	6.0	586	5.8	588	5.7
911123925	NB Thru	844	859	0.5	843	0.5	901	1.4	846	0.4	899	1.3	838	0.7	875	0.5	843	0.5	877	0.6	840	0.7	862	0.1
916123917	NB Left	346	341	0.3	397	2.9	385	2.3	410	3.6	397	2.9	365	1.3	361	1.1	351	0.5	382	2.2	413	3.7	385	2.3

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume
Fish Hatchery Rd and Emil St																								
935919938	SB Right	331	331	0.0	323	0.4	329	0.1	330	0.1	349	1.0	330	0.1	309	1.2	312	1.1	311	1.1	331	0.0	325	0.3
935919920	SB Thru	960	1,433	13.7	1,387	1.2	1,382	1.4	1,384	1.3	1,394	1.0	1,392	1.1	1,406	0.7	1,451	0.5	1,371	1.7	1,430	0.1	1,400	0.9
935919927	SB Left	5	5	0.0	8	1.2	8	1.2	5	0.0	6	0.4	4	0.5	4	0.5	5	0.0	3	1.0	7	0.8	6	0.2
926919931	WB Right	8	8	0.0	9	0.3	11	1.0	10	0.7	15	2.1	9	0.3	8	0.0	7	0.4	7	0.4	4	1.6	9	0.3
926919938	WB Thru	23	23	0.0	18	1.1	18	1.1	21	0.4	24	0.2	24	0.2	23	0.0	25	0.4	26	0.6	26	0.6	23	0.0
926919920	WB Left	37	55	2.7	60	0.7	64	1.2	64	1.2	68	1.7	73	2.3	76	2.6	85	3.6	77	2.7	62	0.9	70	1.9
921919927	NB Right	30	31	0.2	29	0.4	31	0.0	35	0.7	23	1.5	24	1.3	42	1.8	32	0.2	33	0.4	25	1.1	30	0.1
921919931	NB Thru	820	858	1.3	852	0.2	882	0.8	848	0.3	906	1.6	866	0.3	868	0.3	849	0.3	881	0.8	871	0.4	869	0.4
921919938	NB Left	90	94	0.4	82	1.3	102	0.8	86	0.8	108	1.4	85	1.0	88	0.6	86	0.8	85	1.0	77	1.8	89	0.5
938919920	EB Right	162	242	5.6	250	0.5	242	0.0	233	0.6	230	0.8	252	0.6	220	1.4	240	0.1	253	0.7	225	1.1	238	0.2
938919927	EB Thru	17	17	0.0	11	1.6	23	1.3	15	0.5	24	1.5	20	0.7	16	0.2	19	0.5	14	0.8	17	0.0	18	0.2
938919931	EB Left	231	231	0.0	213	1.2	216	1.0	257	1.7	236	0.3	234	0.2	268	2.3	261	1.9	243	0.8	257	1.7	243	0.8
Beltline and Park St EB Ramps																								
865858860	SB Right	596	596	0.0	481	5.0	482	4.9	482	4.9	521	3.2	476	5.2	471	5.4	495	4.3	460	5.9	513	3.5	487	4.7
858125846	SB Thru	1,432	1,436	0.1	1,474	1.0	1,469	0.9	1,444	0.2	1,472	0.9	1,428	0.2	1,509	1.9	1,401	0.9	1,458	0.6	1,424	0.3	1,453	0.5
847848853	NB Right	263	260	0.2	249	0.7	227	2.1	247	0.8	218	2.7	234	1.7	262	0.1	234	1.7	217	2.8	207	3.5	233	1.7
845125859	NB Thru	189	182	0.5	176	0.4	212	2.1	172	0.8	178	0.3	177	0.4	187	0.4	168	1.1	176	0.4	157	1.9	178	0.3
838850851	EB Right	883	893	0.3	890	0.1	845	1.6	887	0.2	873	0.7	854	1.3	840	1.8	865	0.9	856	1.3	870	0.8	864	1.0
838850849	EB Left	274	277	0.2	329	3.0	290	0.8	325	2.8	283	0.4	268	0.5	299	1.3	325	2.8	299	1.3	312	2.0	303	1.5
Beltline and Park St WB Ramps																								
126877878	SB Right	688	537	6.1	563	1.1	575	1.6	549	0.5	597	2.5	574	1.6	600	2.6	548	0.5	586	2.1	562	1.1	573	1.5
877124863	SB Thru	1,484	1,480	0.1	1,395	2.2	1,369	2.9	1,371	2.9	1,443	1.0	1,351	3.4	1,408	1.9	1,351	3.4	1,339	3.8	1,386	2.5	1,379	2.7
869124876	WB Right	363	365	0.1	288	4.3	314	2.8	326	2.1	307	3.2	311	2.9	297	3.7	291	4.1	310	3.0	276	5.0	302	3.4
869124863	WB Left	548	551	0.1	560	0.4	582	1.3	555	0.2	550	0.0	553	0.1	572	0.9	545	0.3	579	1.2	551	0.0	561	0.4
847848852	NB Right	281	279	0.1	270	0.5	290	0.7	283	0.2	267	0.7	293	0.8	277	0.1	290	0.7	281	0.1	277	0.1	281	0.1
862124876	NB Thru	453	460	0.3	505	2.0	502	1.9	497	1.7	461	0.0	445	0.7	486	1.2	493	1.5	475	0.7	469	0.4	481	1.0
Park Street and Badger Rd																								
948126953	SB Right	105	105	0.0	100	0.5	91	1.4	108	0.3	89	1.6	110	0.5	98	0.7	98	0.7	110	0.5	88	1.7	99	0.6
948126877	SB Thru	1,807	1,675	3.2	1,597	1.9	1,626	1.2	1,596	2.0	1,671	0.1	1,597	1.9	1,656	0.5	1,560	2.9	1,645	0.7	1,623	1.3	1,619	1.4
948126949	SB Left	123	123	0.0	119	0.4	139	1.4	127	0.4	132	0.8	138	1.3	127	0.4	116	0.6	95	2.7	115	0.7	123	0.0
949126944	WB Right	98	98	0.0	98	0.0	97	0.1	81	1.8	106	0.8	94	0.4	98	0.0	102	0.4	91	0.7	96	0.2	96	0.2
949126953	WB Thru	95	95	0.0	115	2.0	88	0.7	108	1.3	82	1.4	91	0.4	88	0.7	91	0.4	89	0.6	98	0.3	94	0.1
949126877	WB Left	131	121	0.9	139	1.6	110	1.0	122	0.1	155	2.9	132	1.0	146	2.2	137	1.4	124	0.3	130	0.8	133	1.0
876126949	NB Right	87	88	0.1	62	3.0	62	3.0	66	2.5	59	3.4	57	3.6	67	2.4	63	2.9	52	4.3	63	2.9	61	3.1
876126944	NB Thru	636	641	0.2	654	0.5	649	0.3	660	0.7	621	0.8	627	0.6	643	0.1	633	0.3	640	0.0	621	0.8	639	0.1
876126953	NB Left	95	96	0.1	77	2.0	105	0.9	97	0.1	88	0.8	72	2.6	73	2.5	88	0.8	93	0.3	61	4.0	84	1.3
953126877	EB Right	239	221	1.2	222	0.1	208	0.9	202	1.3	214	0.5	196	1.7	206	1.0	202	1.3	156	4.7	195	1.8	200	1.4
953126949	EB Thru	128	128	0.0	120	0.7	122	0.5	118	0.9	152	2.0	135	0.6	128	0.0	122	0.5	130	0.2	131	0.3	129	0.1
953126944	EB Left	135	135	0.0	124	1.0	137	0.2	133	0.2	152	1.4	131	0.3	126	0.8	143	0.7	133	0.2	128	0.6	134	0.1
Beltline and Co Hwy MM EB Ramps																								
984127982	SB Thru	928	926	0.1	1,002	2.4	922	0.1	951	0.8	867	2.0	888	1.3	901	0.8	937	0.4	881	1.5	886	1.3	915	0.4
984127960	SB Left	112	110	0.2	237	9.6	267	11.4	233	9.4	218	8.4	251	10.5	218	8.4	232	9.3	228	9.1	224	8.8	234	9.5
983127960	NB Right	347	342	0.3	331	0.6	314	1.5	346	0.2	311	1.7	316	1.4	331	0.6	327	0.8	356	0.7	308	1.9	327	0.8
983127985	NB Thru	663	661	0.1	681	0.8	697	1.4	700	1.5	648	0.5	668	0.3	701	1.5	704	1.6	676	0.6	656	0.2	681	0.8
957127982	EB Right	298	302	0.2	349	2.6	321	1.1	320	1.0	323	1.2	316	0.8	366	3.5	369	3.7	334	1.8	333	1.7	337	1.9
957127960	EB Thru	14	14	0.0	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3	0	5.3
957127985	EB Left	291	295	0.2	142	10.4	164	8.6	139	10.6	142	10.4	153	9.5	180	7.5	181	7.4	118	12.3	148	9.9	152	9.6

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Co Hwy MM and Badger Rd																								
982970976	SB Right	150	160	0.8	157	0.2	156	0.3	165	0.4	157	0.2	172	0.9	166	0.5	159	0.1	154	0.5	167	0.5	161	0.1
982970973	SB Thru	877	935	1.9	1,012	2.5	930	0.2	943	0.3	878	1.9	872	2.1	931	0.1	961	0.8	903	1.1	901	1.1	926	0.3
982970979	SB Left	125	133	0.7	182	3.9	157	2.0	163	2.5	155	1.8	160	2.2	170	3.0	186	4.2	158	2.1	151	1.5	165	2.6
979970983	WB Right	189	191	0.1	234	2.9	217	1.8	204	0.9	173	1.3	177	1.0	208	1.2	214	1.6	222	2.2	205	1.0	206	1.1
979970976	WB Thru	12	12	0.0	12	0.0	6	2.0	17	1.3	15	0.8	8	1.3	12	0.0	11	0.3	13	0.3	14	0.6	12	0.0
979970973	WB Left	51	51	0.0	66	2.0	41	1.5	52	0.1	53	0.3	45	0.9	43	1.2	54	0.4	57	0.8	49	0.3	51	0.0
975970979	NB Right	29	29	0.0	27	0.4	23	1.2	29	0.0	35	1.1	26	0.6	20	1.8	27	0.4	28	0.2	36	1.2	28	0.2
975970983	NB Thru	582	589	0.3	555	1.4	604	0.6	628	1.6	570	0.8	584	0.2	592	0.1	595	0.2	605	0.7	566	1.0	589	0.0
975970976	NB Left	39	39	0.0	42	0.5	43	0.6	40	0.2	36	0.5	25	2.5	44	0.8	33	1.0	37	0.3	41	0.3	38	0.2
976970973	EB Right	46	46	0.0	54	1.1	44	0.3	41	0.8	37	1.4	53	1.0	54	1.1	43	0.4	45	0.1	53	1.0	47	0.2
976970979	EB Thru	20	20	0.0	22	0.4	13	1.7	19	0.2	18	0.5	18	0.5	22	0.4	16	0.9	18	0.5	15	1.2	18	0.5
976970983	EB Left	221	224	0.2	223	0.1	190	2.4	214	0.7	216	0.5	223	0.1	232	0.5	222	0.1	205	1.3	193	2.1	213	0.7
Beltline and Co Hwy MM WB Ramps																								
989990992	SB Right	554	551	0.1	387	7.6	399	7.0	371	8.4	367	8.6	433	5.3	398	7.0	386	7.6	393	7.3	377	8.1	390	7.4
990128987	SB Thru	719	721	0.1	909	6.6	874	5.4	866	5.1	791	2.5	845	4.4	814	3.4	873	5.4	823	3.7	817	3.5	846	4.5
968128991	WB Right	70	70	0.0	25	6.5	25	6.5	23	6.9	18	7.8	27	6.2	22	7.1	19	7.6	28	6.0	26	6.4	24	6.8
968128963	WB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
968128987	WB Left	315	315	0.0	330	0.8	315	0.0	318	0.2	294	1.2	294	1.2	305	0.6	296	1.1	286	1.7	293	1.3	303	0.7
986128991	NB Thru	568	570	0.1	437	5.9	423	6.6	416	6.9	395	8.0	400	7.7	469	4.4	452	5.2	390	8.2	416	6.9	422	6.6
986128963	NB Left	388	386	0.1	386	0.0	438	2.6	423	1.8	395	0.5	421	1.7	412	1.3	433	2.3	404	0.9	388	0.1	411	1.3
Co Hwy MM and Rusk Rd																								
815988993	SB Right	94	94	0.0	95	0.1	75	2.1	113	1.9	94	0.0	93	0.1	90	0.4	119	2.4	94	0.0	90	0.4	96	0.2
815988989	SB Thru	894	914	0.7	769	5.0	763	5.2	725	6.6	669	8.7	716	6.9	706	7.3	754	5.5	719	6.8	691	7.9	724	6.7
815988813	SB Left	12	12	0.0	12	0.0	14	0.6	15	0.8	11	0.3	12	0.0	4	2.8	14	0.6	13	0.3	17	1.3	12	0.1
813988815	WB Right	36	36	0.0	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5	0	8.5
813988993	WB Thru	20	20	0.0	19	0.2	17	0.7	26	1.3	21	0.2	13	1.7	23	0.6	25	1.1	23	0.6	16	0.9	20	0.1
813988989	WB Left	139	142	0.3	182	3.1	182	3.1	184	3.3	170	2.2	195	4.1	179	2.9	187	3.5	178	2.8	175	2.6	181	3.1
991988813	NB Right	20	20	0.0	8	3.2	5	4.2	6	3.9	7	3.5	6	3.9	10	2.6	11	2.3	8	3.2	10	2.6	8	3.2
991988815	NB Thru	510	509	0.0	238	14.0	214	15.5	210	15.8	201	16.3	188	17.2	211	15.7	214	15.5	217	15.3	211	15.7	212	15.7
1428988993	NB Left	111	111	0.0	216	8.2	229	9.1	223	8.7	205	7.5	233	9.3	270	11.5	246	10.1	193	6.7	221	8.5	226	8.9
993988989	EB Right	211	216	0.3	345	7.7	328	6.8	328	6.8	319	6.3	367	8.8	327	6.7	318	6.2	319	6.3	328	6.8	331	7.0
993988813	EB Thru	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
993988815	EB Left	97	97	0.0	67	3.3	59	4.3	71	2.8	60	4.2	53	5.1	77	2.1	70	3.0	67	3.3	53	5.1	64	3.7
Co Hwy MM and Parking Lot/ Alliant Energy Center Way																								
10061001997	SB Right	3	3	0.0	6	1.4	4	0.5	2	0.6	4	0.5	7	1.8	4	0.5	8	2.1	5	1.0	5	1.0	5	1.0
100610011000	SB Thru	1,037	1,006	1.0	833	5.7	805	6.7	825	6.0	735	9.2	791	7.2	762	8.2	842	5.4	784	7.4	760	8.3	793	7.1
100010011005	NB Thru	757	635	4.6	303	15.3	273	17.0	280	16.6	257	17.9	241	18.8	285	16.3	283	16.4	283	16.4	261	17.7	274	16.9
10001001997	NB Left	8	7	0.4	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7	0	3.7
99710011000	EB Right	14	14	0.0	43	5.4	47	6.0	28	3.1	39	4.9	30	3.4	38	4.7	45	5.7	42	5.3	38	4.7	39	4.8
99710011005	EB Left	8	8	0.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0	0	4.0

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Co Hwy MM and John Nolen Dr																								
142414251007	SB Right	1,135	953	5.6	816	4.6	784	5.7	807	4.9	718	8.1	781	5.8	746	7.1	833	4.0	779	5.9	749	7.0	779	5.9
100810021018	SB Thru (to EB Beltline)	1,711	1,855	3.4	1,363	3.0	1,476	5.0	1,460	4.4	1,465	5.4	1,424	4.8	1,449	5.0	1,448	4.7	1,447	4.6	1,463	4.9	1,444	4.6
142610021017	SB Thru (to WB Beltline)				624	599	588	628	643	629	617	613	608	617	617	617	617	617	617	617	617	617	617	617
100810021019	SB Left	22	22	0.0	17	1.1	25	0.6	26	0.8	18	0.9	27	1.0	20	0.4	20	0.4	20	0.4	28	1.2	22	0.1
101910021009	WB Right	30	30	0.0	37	1.2	30	0.0	32	0.4	28	0.4	32	0.4	38	1.4	26	0.8	29	0.2	30	0.0	31	0.2
101910021007	WB Thru	51	43	1.2	23	3.5	25	3.1	20	4.1	21	3.9	17	4.7	20	4.1	17	4.7	10	6.4	16	5.0	19	4.4
101910021018	WB Left (to EB Beltline)	77	83	0.7	69	0.3	56	0.9	62	0.2	40	3.0	47	2.3	49	2.0	42	3.4	47	2.8	59	1.2	52	1.7
101910021017	WB Left (to WB Beltline)				17	19	19	18	16	17	17	13	12	13	13	13	13	13	13	13	13	13	13	13
101010021019	NB Right	28	25	0.6	18	1.5	19	1.3	18	1.5	19	1.3	20	1.1	11	3.3	16	2.0	17	1.7	18	1.5	17	1.7
101010021009	NB Thru	926	824	3.4	1,079	8.3	1,071	8.0	1,038	7.0	1,025	6.6	1,063	7.8	1,002	5.9	1,142	10.1	1,030	6.8	1,062	7.8	1,057	7.6
101010021007	NB Left	15	13	0.5	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1	0	5.1
100510021018	EB Right (to EB Beltline)	175	173	0.2	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6	0	18.6
100510021017	EB Right (to WB Beltline)				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100510021019	EB Thru	15	15	0.0	28	2.8	27	2.6	26	2.4	17	0.5	13	0.5	22	1.6	22	1.6	23	1.8	20	1.2	22	1.6
100510021009	EB Left	462	456	0.3	275	9.5	246	11.2	254	10.7	240	11.6	228	12.3	263	10.2	261	10.3	260	10.4	241	11.5	252	10.8
Beltline and John Nolen Dr Ramps																								
101714271024	SB Right	554	553	0.0	641	3.6	618	2.7	607	2.2	646	3.8	659	4.3	646	3.8	630	3.2	625	3.0	621	2.8	633	3.3
101810221025	SB Thru	1,577	1,558	0.5	1,432	3.3	1,532	0.7	1,522	0.9	1,505	1.4	1,471	2.2	1,498	1.5	1,490	1.7	1,494	1.6	1,522	0.9	1,496	1.6
104110231010	WB Right	576	575	0.0	727	6.0	716	5.5	685	4.4	702	5.0	702	5.0	629	2.2	712	5.4	655	3.2	682	4.3	690	4.6
103610231010	NB Thru	283	287	0.2	370	4.6	374	4.8	371	4.6	342	3.1	381	5.1	384	5.3	446	8.3	392	5.7	398	6.0	384	5.3
Beltline and Broadway EB Ramps																								
10801301062	SB Thru	452	451	0.0	419	1.5	437	0.7	456	0.2	446	0.2	436	0.7	403	2.3	431	1.0	433	0.9	442	0.4	434	0.8
10801301070	SB Left	60	59	0.1	44	2.1	68	1.1	66	0.9	72	1.6	68	1.1	64	0.6	70	1.4	72	1.6	69	1.3	66	0.9
105810701076	NB Right	628	620	0.3	493	5.4	517	4.3	540	3.3	529	3.8	523	4.1	513	4.5	552	2.8	539	3.4	527	3.9	526	3.9
1058130129	NB Thru	631	615	0.6	696	3.2	648	1.3	680	2.6	674	2.3	684	2.7	710	3.7	625	0.4	650	1.4	657	1.7	669	2.1
10461301062	EB Right	215	218	0.2	172	3.3	175	3.1	218	0.0	190	2.0	201	1.2	202	1.1	192	1.8	192	1.8	212	0.4	195	1.6
10461301070	EB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1046130129	EB Left	840	850	0.3	820	1.0	800	1.7	801	1.7	795	1.9	821	1.0	830	0.7	788	2.2	847	0.1	783	2.3	809	1.4
South Towne Drive and Royal Ave																								
13010621063	SB Thru	660	662	0.1	591	2.8	612	2.0	674	0.5	636	1.0	637	1.0	605	2.3	623	1.5	625	1.5	654	0.3	629	1.3
110711101058	WB Right	342	363	1.1	351	0.6	335	1.5	389	1.3	378	0.8	353	0.5	365	0.1	369	0.3	354	0.5	350	0.7	360	0.1
106111101107	NB Right	338	338	0.0	296	2.4	316	1.2	358	1.1	314	1.3	320	1.0	303	2.0	332	0.3	325	0.7	339	0.1	323	0.8
106111101058	NB Thru	822	872	1.7	838	1.2	830	1.4	831	1.4	825	1.6	854	0.6	858	0.5	808	2.2	835	1.3	834	1.3	835	1.3
South Towne Dr and Industrial Dr																								
106514381069	SB Right	62	59	0.4	51	1.1	47	1.6	43	2.2	43	2.2	41	2.5	47	1.6	55	0.5	45	1.9	49	1.4	47	1.7
106514381055	SB Thru	279	267	0.7	240	1.7	245	1.4	276	0.5	276	0.5	275	0.5	257	0.6	227	2.5	268	0.1	267	0.0	259	0.5
106514381074	SB Left	95	91	0.4	86	0.5	85	0.6	91	0.0	84	0.7	77	1.5	78	1.4	92	0.1	82	1.0	87	0.4	85	0.7
106514381059	SB U-Turn	265	254	0.7	214	2.6	235	1.2	264	0.6	233	1.3	244	0.6	223	2.0	249	0.3	230	1.5	251	0.2	238	1.0
107414381059	WB Right	189	203	1.0	192	0.8	175	2.0	207	0.3	181	1.6	195	0.6	194	0.6	188	1.1	184	1.4	198	0.4	190	0.9
107414381069	WB Thru	13	13	0.0	12	0.3	7	1.9	15	0.5	6	2.3	13	0.0	20	1.7	18	1.3	18	1.3	13	0.0	14	0.2
107414381055	WB Left	79	79	0.0	68	1.3	83	0.4	80	0.1	88	1.0	79	0.0	66	1.5	92	1.4	79	0.0	78	0.1	79	0.0
105714381074	NB Right	14	14	0.0	10	1.2	11	0.8	13	0.3	8	1.8	17	0.8	16	0.5	13	0.3	19	1.2	17	0.8	14	0.1
105714381059	NB Thru	371	399	1.4	390	0.5	390	0.5	380	1.0	358	2.1	395	0.2	393	0.3	388	0.6	408	0.4	404	0.2	390	0.5
105714381069	NB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
106914381055	EB Right	12	12	0.0	8	1.3	13	0.3	11	0.3	10	0.6	11	0.3	12	0.0	18	1.5	15	0.8	12	0.0	12	0.1
106914381074	EB Thru	9	9	0.0	5	1.5	13	1.2	11	0.6	9	0.0	5	1.5	12	0.9	8	0.3	10	0.3	8	0.3	9	0.0
106914381059	EB Left	330	354	1.3	338	0.9	346	0.4	338	0.9	367	0.7	340	0.8	351	0.2	315	2.1	338	0.9	320	1.9	339	0.8

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES										AVERAGE						
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		All Seeds	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	Model Volume	Model G _H									
Beltline and Broadway WB Ramps																								
108410831088	SB Right	691	692	0.0	638	2.1	608	3.3	619	2.9	623	2.7	629	2.5	555	5.5	638	2.1	589	4.1	601	3.6	611	3.2
10811291080	SB Thru	295	296	0.1	274	1.3	297	0.1	312	0.9	329	1.9	293	0.2	301	0.3	322	1.5	318	1.3	314	1.0	307	0.6
10791291082	WB Right	69	68	0.1	39	4.0	40	3.8	37	4.3	51	2.2	48	2.6	39	4.0	41	3.7	51	2.2	42	3.5	43	3.3
10791291048	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
10791291080	WB Left	216	213	0.2	189	1.7	208	0.3	210	0.2	189	1.7	211	0.1	166	3.4	179	2.4	187	1.8	197	1.1	193	1.4
1301291082	NB Thru	1,167	1,183	0.5	1,148	1.0	1,109	2.2	1,135	1.4	1,131	1.5	1,147	1.1	1,189	0.2	1,074	3.2	1,151	0.9	1,113	2.1	1,133	1.5
1301291048	NB Left	281	281	0.0	368	4.8	339	3.3	346	3.7	338	3.2	358	4.3	351	3.9	339	3.3	346	3.7	327	2.6	346	3.7
Broadway and Raywood																								
108510841091	SB Right	6	6	0.0	4	0.9	4	0.9	6	0.0	5	0.4	6	0.0	2	2.0	8	0.8	9	1.1	9	1.1	6	0.0
108510841083	SB Thru	949	950	0.0	891	1.9	875	2.5	908	1.4	934	0.5	897	1.7	834	3.9	939	0.4	884	2.2	892	1.9	895	1.8
108210861087	NB Thru	1,104	1,251	4.3	1,187	1.8	1,149	2.9	1,172	2.3	1,182	2.0	1,195	1.6	1,228	0.7	1,115	4.0	1,202	1.4	1,155	2.8	1,176	2.1
109110841083	EB Right	39	39	0.0	21	3.3	30	1.5	23	2.9	18	3.9	25	2.5	22	3.1	21	3.3	23	2.9	23	2.9	23	2.9
Broadway and Frazier Ave																								
109810871104	SB Right	21	21	0.0	21	0.0	25	0.8	22	0.2	19	0.4	21	0.0	19	0.4	21	0.0	20	0.2	17	0.9	21	0.1
109810871085	SB Thru	649	659	0.4	639	0.8	624	1.4	684	1.0	697	1.5	647	0.5	615	1.7	683	0.9	633	1.0	663	0.2	654	0.2
109810871101	SB Left	34	34	0.0	29	0.9	34	0.0	32	0.3	35	0.2	30	0.7	30	0.7	35	0.2	27	1.3	30	0.7	31	0.5
110110871096	WB Right	63	63	0.0	61	0.3	55	1.0	53	1.3	70	0.9	55	1.0	65	0.3	67	0.5	71	1.0	67	0.5	63	0.0
110110871104	WB Thru	7	7	0.0	8	0.4	8	0.4	8	0.4	2	2.4	4	1.3	5	0.8	8	0.4	8	0.4	12	1.6	7	0.0
110110871085	WB Left	255	259	0.2	247	0.8	240	1.2	217	2.7	229	1.9	246	0.8	213	3.0	251	0.5	250	0.6	227	2.1	236	1.5
108610871101	NB Right	226	226	0.0	227	0.1	195	2.1	215	0.7	222	0.3	194	2.2	227	0.1	210	1.1	216	0.7	213	0.9	213	0.9
108610871096	NB Thru	931	931	0.0	906	0.8	887	1.5	888	1.4	904	0.9	934	0.1	928	0.1	843	3.0	911	0.7	886	1.5	899	1.1
108610871104	NB Left	94	94	0.0	54	4.6	67	3.0	69	2.8	56	4.4	67	3.0	73	2.3	62	3.6	75	2.1	56	4.4	64	3.3
110510871085	EB Right	38	39	0.2	9	6.1	15	4.6	13	5.1	13	5.1	10	5.9	8	6.4	13	5.1	10	5.9	11	5.6	11	5.5
110510871101	EB Thru	8	8	0.0	10	0.7	5	1.2	6	0.8	11	1.0	11	1.0	13	1.5	7	0.4	11	1.0	7	0.4	9	0.3
110510871096	EB Left	26	26	0.0	21	1.0	27	0.2	24	0.4	19	1.5	23	0.6	31	0.9	32	1.1	25	0.2	32	1.1	26	0.0
Beltline and Monona Dr EB Ramps																								
11151531116	SB Left	637	628	0.4	556	3.0	599	1.2	572	2.3	606	0.9	569	2.4	544	3.5	541	3.6	579	2.0	551	3.2	569	2.4
11131531114	EB Left	535	542	0.3	478	2.8	513	1.3	545	0.1	493	2.2	455	3.9	525	0.7	498	1.9	520	1.0	516	1.1	505	1.6
Beltline and Monona Dr WB Ramps																								
112611211128	SB Right	461	467	0.3	495	1.3	526	2.6	501	1.5	521	2.4	510	1.9	512	2.0	481	0.6	474	0.3	529	2.8	505	1.7
11211521115	SB Thru	656	624	1.3	556	2.8	599	1.0	572	2.1	606	0.7	569	2.3	544	3.3	541	3.4	579	1.8	551	3.0	569	2.3
111911201121	WB Right	294	288	0.4	277	0.7	261	1.6	263	1.5	259	1.8	289	0.1	273	0.9	295	0.4	301	0.8	295	0.4	279	0.5
11201521122	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
11201521115	WB Left	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
11141521127	NB Thru	534	542	0.3	478	2.8	513	1.3	545	0.1	493	2.2	455	3.9	525	0.7	498	1.9	520	1.0	516	1.1	505	1.6
11141521122	NB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Monona Dr and Broadway																								
114311251132	SB Right	157	157	0.0	162	0.4	161	0.3	156	0.1	200	3.2	173	1.2	139	1.5	137	1.6	160	0.2	151	0.5	160	0.2
114311251130	SB Thru	434	478	2.1	499	1.0	549	3.1	539	2.7	522	2.0	535	2.5	509	1.4	504	1.2	513	1.6	491	0.6	518	1.8
114311251138	SB Left	200	200	0.0	188	0.9	181	1.4	191	0.6	217	1.2	182	1.3	182	1.3	196	0.3	210	0.7	197	0.2	194	0.4
113711251144	WB Right	179	179	0.0	178	0.1	188	0.7	174	0.4	173	0.5	164	1.1	160	1.5	195	1.2	159	1.5	177	0.1	174	0.4
113711251132	WB Thru	310	310	0.0	281	1.7	287	1.3	308	0.1	300	0.6	294	0.9	314	0.2	288	1.3	323	0.7	310	0.0	301	0.5
113711251130	WB Left	202	223	1.4	210	0.9	220	0.2	215	0.5	217	0.4	186	2.6	231	0.5	200	1.6	202	1.4	245	1.4	214	0.6
141311251138	NB Right	109	124	1.4	95	2.8	93	3.0	111	1.2	95	2.8	79	4.5	90	3.3	88	3.5	110	1.3	95	2.8	95	2.8
141311251144	NB Thru	515	588	3.1	559	1.2	570	0.7	607	0.8	565	1.0	585	0.1	611	0.9	614	1.1	604	0.7	620	1.3	593	0.2
112911251132	NB Left	103	118	1.4	101	1.6	111	0.7	90	2.7	92	2.5	80	3.8	97	2.0	91	2.6	107	1.0	96	2.1	96	2.1
113111251130	EB Right	354	390	1.9	342	2.5	356	1.8	319	3.8	388	0.1	358	1.7	316	3.9	318	3.8	338	2.7	344	2.4	342	2.5
113111251138	EB Thru	623	623	0.0	635	0.5	645	0.9	593	1.2	646	0.9	643	0.8	649	1.0	629	0.2	664	1.6	630	0.3	637	0.6
113111251144	EB Left	309	309	0.0	294	0.9	325	0.9	330	1.2	289	1.2	330	1.2	292	1.0	302	0.4	299	0.6	303	0.3	307	0.1
Beltline and Stoughton Rd EB Ramps																								
12001511195	SB Thru	1,140	1,114	0.8	1,086	0.8	1,008	3.3	1,074	1.2	1,013	3.1	1,026	2.7	1,016	3.0	1,038	2.3	1,085	0.9	1,055	1.8	1,045	2.1
12001511202	SB Left	506	457	2.2	478	1.0	496	1.8	476	0.9	500	2.0	487	1.4	498	1.9	500	2.0	481	1.1	444	0.6	484	1.3
119312021203	NB Right	337	304	1.8	322	1.0	331	1.5	319	0.8	299	0.3	341	2.1	309	0.3	308	0.2	352	2.7	316	0.7	322	1.0
1192151150	NB Thru	954	923	1.0	970	1.5	927	0.1	899	0.8	898	0.8	929	0.2	944	0.7	914	0.3	904	0.6	899	0.8	920	0.1
119911951184	EB Right	995	1,009	0.4	1,037	0.9	1,092	2.6	1,049	1.2	1,105	3.0	1,048	1.2	1,032	0.7	1,062	1.6	1,098	2.7	1,063	1.7	1,065	1.7
11981511202	EB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1198151150	EB Left	1,040	1,055	0.5	1,029	0.8	1,074	0.6	1,062	0.2	1,131	2.3	1,114	1.8	1,046	0.3	1,099	1.3	1,143	2.7	1,105	1.5	1,089	1.0
Stoughton Rd and Voges Rd																								
118811711170	SB Right	118	114	0.4	133	1.7	103	1.1	123	0.8	118	0.4	124	0.9	100	1.4	122	0.7	141	2.4	124	0.9	121	0.6
118511621166	SB Thru	1,858	1,798	1.4	1,794	0.1	1,785	0.3	1,790	0.2	1,802	0.1	1,733	1.5	1,751	1.1	1,754	1.0	1,802	0.1	1,772	0.6	1,776	0.5
118611621164	SB Left	218	211	0.5	196	1.1	212	0.1	210	0.1	198	0.9	217	0.4	197	1.0	224	0.9	240	1.9	222	0.7	213	0.1
117811791180	WB Right	362	308	3.0	341	1.8	357	2.7	336	1.6	310	0.1	352	2.4	314	0.3	328	1.1	363	3.0	329	1.2	337	1.6
117811621171	WB Thru	13	13	0.0	9	1.2	19	1.5	12	0.3	12	0.3	9	1.2	9	1.2	11	0.6	10	0.9	16	0.8	12	0.3
117811621166	WB Left	88	88	0.0	85	0.3	65	2.6	83	0.5	81	0.8	84	0.4	94	0.6	87	0.1	93	0.5	104	1.6	86	0.2
116511641177	NB Right	23	23	0.0	18	1.1	25	0.4	17	1.3	18	1.1	25	0.4	21	0.4	22	0.2	27	0.8	20	0.6	21	0.3
116311621179	NB Thru	996	846	4.9	870	0.8	821	0.9	806	1.4	812	1.2	838	0.3	854	0.3	814	1.1	815	1.1	812	1.2	827	0.7
116111621171	NB Left	10	10	0.0	14	1.2	12	0.6	9	0.3	10	0.0	11	0.3	8	0.7	13	0.9	16	1.7	14	1.2	12	0.6
117211661160	EB Right	16	16	0.0	10	1.7	12	1.1	21	1.2	15	0.3	18	0.5	8	2.3	22	1.4	19	0.7	16	0.0	16	0.1
117211621164	EB Thru	17	17	0.0	8	2.5	19	0.5	9	2.2	18	0.2	13	1.0	16	0.2	16	0.2	17	0.0	15	0.5	15	0.6
117211621179	EB Left	86	73	1.5	81	0.9	80	0.8	76	0.3	75	0.2	80	0.8	85	1.4	80	0.8	78	0.6	74	0.1	79	0.7
Beltline and Stoughton Rd WB Ramps																								
121512061216	SB Right	1,414	1,446	0.8	1,430	0.4	1,442	0.1	1,424	0.6	1,420	0.7	1,429	0.4	1,443	0.1	1,394	1.4	1,444	0.1	1,401	1.2	1,425	0.5
12071501200	SB Thru	1,185	1,211	0.8	1,214	0.1	1,210	0.0	1,192	0.5	1,151	1.7	1,194	0.5	1,172	1.1	1,202	0.3	1,254	1.2	1,159	1.5	1,194	0.5
121112121219	WB Right	254	238	1.0	187	3.5	206	2.1	202	2.4	209	1.9	212	1.7	222	1.1	213	1.7	219	1.3	231	0.5	211	1.8
12111501206	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
12111501200	WB Left	384	360	1.2	350	0.5	294	3.6	358	0.1	362	0.1	319	2.2	342	1.0	336	1.3	312	2.6	340	1.1	335	1.4
1511501212	NB Thru	1,469	1,500	0.8	1,476	0.6	1,482	0.5	1,463	1.0	1,531	0.8	1,513	0.3	1,486	0.4	1,507	0.2	1,541	1.1	1,493	0.2	1,499	0.0
12011501206	NB Left	467	478	0.5	523	2.0	519	1.8	498	0.9	498	0.9	530	2.3	504	1.2	506	1.3	506	1.3	511	1.5	511	1.5

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Stoughton Rd and Broadway																								
124912281227	SB Right	254	254	0.0	280	1.6	251	0.2	248	0.4	252	0.1	243	0.7	234	1.3	256	0.1	252	0.1	279	1.5	255	0.1
124612131214	SB Thru	1,736	1,712	0.6	1,755	1.0	1,743	0.7	1,746	0.8	1,692	0.5	1,748	0.9	1,705	0.2	1,748	0.9	1,735	0.6	1,702	0.2	1,730	0.4
125012131229	SB Left	63	63	0.0	72	1.1	73	1.2	60	0.4	78	1.8	51	1.6	65	0.3	74	1.3	65	0.3	61	0.3	67	0.4
123412131240	WB Right	74	74	0.0	78	0.5	59	1.8	75	0.1	77	0.3	87	1.4	81	0.8	72	0.2	66	1.0	75	0.1	74	0.1
123412131228	WB Thru	254	254	0.0	246	0.5	269	0.9	251	0.2	260	0.4	255	0.1	273	1.2	258	0.3	237	1.1	259	0.3	256	0.2
123512131214	WB Left	615	607	0.3	537	2.9	551	2.3	531	3.2	522	3.6	519	3.7	573	1.4	537	2.9	581	1.1	530	3.2	542	2.7
121912131229	NB Right	314	320	0.3	267	3.1	309	0.6	301	1.1	336	0.9	306	0.8	316	0.2	290	1.7	296	1.4	329	0.5	306	0.8
121912131240	NB Thru	1,226	1,251	0.7	1,277	0.7	1,244	0.2	1,224	0.8	1,290	1.1	1,289	1.1	1,264	0.4	1,282	0.9	1,298	1.3	1,247	0.1	1,268	0.5
122012131228	NB Left	164	167	0.2	119	4.0	135	2.6	140	2.2	114	4.5	130	3.0	128	3.2	148	1.5	166	0.1	148	1.5	136	2.5
122112131214	EB Right	343	338	0.3	352	0.8	358	1.1	339	0.1	357	1.0	356	1.0	337	0.1	311	1.5	382	2.3	328	0.5	347	0.5
122112131229	EB Thru	238	238	0.0	242	0.3	268	1.9	212	1.7	245	0.5	243	0.3	257	1.2	229	0.6	232	0.4	227	0.7	239	0.1
122212131240	EB Left	384	384	0.0	380	0.2	395	0.6	383	0.1	402	0.9	357	1.4	406	1.1	401	0.9	368	0.8	390	0.3	387	0.1
US 12 and Long Dr																								
13061611296	SB Right	3	3	0.0	5	1.0	12	3.3	8	2.1	3	0.0	4	0.5	5	1.0	6	1.4	4	0.5	9	2.4	6	1.5
1306161170	SB Thru	4	4	0.0	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8	0	2.8
1306161167	SB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1681611306	WB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
1681611296	WB Thru	508	536	1.2	573	1.6	541	0.2	546	0.4	542	0.3	559	1.0	536	0.0	556	0.9	536	0.0	558	0.9	550	0.6
168161170	WB Left	38	35	0.5	20	2.9	30	0.9	20	2.9	21	2.6	23	2.2	23	2.2	31	0.7	28	1.2	28	1.2	25	1.8
170161167	NB Right	48	35	2.0	33	0.3	44	1.4	33	0.3	33	0.3	35	0.0	30	0.9	37	0.3	34	0.2	37	0.3	35	0.0
1701611306	NB Thru	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1701611296	NB Left	169	180	0.8	118	5.1	136	3.5	146	2.7	128	4.2	141	3.1	146	2.7	151	2.3	123	4.6	155	1.9	138	3.3
169161170	EB Right	185	279	6.2	267	0.7	257	1.3	280	0.1	241	2.4	233	2.9	240	2.4	280	0.1	276	0.2	268	0.7	260	1.1
169161167	EB Thru	1,114	1,681	15.2	1,627	1.3	1,637	1.1	1,699	0.4	1,617	1.6	1,579	2.5	1,702	0.5	1,681	0.0	1,646	0.9	1,650	0.8	1,649	0.8
168161170	EB Left	19	29	2.0	20	1.8	30	0.2	20	1.8	21	1.6	23	1.2	23	1.2	31	0.4	28	0.2	28	0.2	25	0.8
US 12 and Co Hwy AB																								
1307174171	SB Right	117	126	0.8	119	0.6	103	2.1	119	0.6	104	2.1	111	1.4	111	1.4	128	0.2	124	0.2	112	1.3	115	1.0
13071741310	SB Thru	60	60	0.0	46	1.9	61	0.1	58	0.3	68	1.0	64	0.5	76	1.9	62	0.3	49	1.5	66	0.8	61	0.1
1307174176	SB Left	15	12	0.8	14	0.6	14	0.6	13	0.3	9	0.9	12	0.0	15	0.8	11	0.3	18	1.5	19	1.8	14	0.5
1751741307	WB Right	16	15	0.3	12	0.8	11	1.1	27	2.6	20	1.2	19	1.0	18	0.7	10	1.4	21	1.4	18	0.7	17	0.6
175174171	WB Thru	431	417	0.7	456	1.9	437	1.0	410	0.3	424	0.3	450	1.6	424	0.3	426	0.4	409	0.4	441	1.2	431	0.7
1751741310	WB Left	18	17	0.2	18	0.2	24	1.5	20	0.7	18	0.2	23	1.3	20	0.7	18	0.2	23	1.3	20	0.7	20	0.8
1310174176	NB Right	18	15	0.7	14	0.3	19	1.0	14	0.3	12	0.8	16	0.3	12	0.8	20	1.2	11	1.1	15	0.0	15	0.1
13101741307	NB Thru	23	23	0.0	28	1.0	30	1.4	18	1.1	29	1.2	29	1.2	19	0.9	17	1.3	22	0.2	20	0.6	24	0.1
1310174171	NB Left	29	31	0.4	22	1.7	32	0.2	37	1.0	37	1.0	24	1.3	27	0.7	35	0.7	33	0.4	33	0.4	31	0.0
1721741310	EB Right	98	139	3.8	150	0.9	126	1.1	113	2.3	133	0.5	119	1.8	124	1.3	141	0.2	135	0.3	131	0.7	130	0.8
172174176	EB Thru	894	1,265	11.3	1,225	1.1	1,279	0.4	1,318	1.5	1,217	1.4	1,226	1.1	1,273	0.2	1,260	0.1	1,234	0.9	1,268	0.1	1,256	0.3
1721741307	EB Left	221	313	5.6	285	1.6	276	2.2	301	0.7	300	0.7	269	2.6	335	1.2	317	0.2	311	0.1	288	1.4	298	0.9

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647		Seed 4008		Seed 21407		Seed 10352		Seed 16844		Seed 125		Seed 28045		Seed 3742		Seed 1945		All Seeds	
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
US 12 and Siggelkow Rd																								
1317177175	SB Right	3	3	0.0	22	5.4	24	5.7	27	6.2	23	5.5	21	5.2	22	5.4	22	5.4	25	5.9	22	5.4	23	5.6
13171771313	SB Thru	5	5	0.0	7	0.8	2	1.6	6	0.4	5	0.0	2	1.6	4	0.5	11	2.1	6	0.4	3	1.0	5	0.0
1317177180	SB Left	129	109	1.8	105	0.4	107	0.2	98	1.1	101	0.8	105	0.4	106	0.3	100	0.9	105	0.4	134	2.3	107	0.2
14011771317	WB Right	33	34	0.2	33	0.2	43	1.5	36	0.3	35	0.2	37	0.5	36	0.3	31	0.5	40	1.0	29	0.9	36	0.3
1401177175	WB Thru	437	445	0.4	462	0.8	446	0.0	429	0.8	436	0.4	468	1.1	437	0.4	429	0.8	426	0.9	456	0.5	443	0.1
14011771313	WB Left	4	4	0.0	6	0.9	7	1.3	6	0.9	7	1.3	6	0.9	6	0.9	6	0.9	10	2.3	5	0.5	7	1.1
1313177180	NB Right	18	15	0.7	17	0.5	12	0.8	19	1.0	17	0.5	19	1.0	17	0.5	18	0.7	14	0.3	11	1.1	16	0.3
13131771317	NB Thru	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
1313177175	NB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1781771313	EB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
178177180	EB Thru	1,030	1,284	7.5	1,241	1.2	1,303	0.5	1,327	1.2	1,223	1.7	1,241	1.2	1,289	0.1	1,274	0.3	1,253	0.9	1,285	0.0	1,271	0.4
1781771317	EB Left	6	7	0.4	9	0.7	7	0.0	14	2.2	11	1.3	11	1.3	9	0.7	12	1.6	8	0.4	16	2.7	11	1.3
US 12 and Vilas Rd																								
1327173181	SB Right	33	30	0.5	30	0.0	25	1.0	31	0.2	25	1.0	22	1.6	29	0.2	34	0.7	22	1.6	42	2.0	29	0.2
13271731322	SB Thru	10	10	0.0	13	0.9	12	0.6	6	1.4	7	1.0	4	2.3	9	0.3	8	0.7	7	1.0	7	1.0	8	0.6
1327173182	SB Left	43	43	0.0	41	0.3	41	0.3	43	0.0	46	0.4	38	0.8	58	2.1	39	0.6	62	2.6	39	0.6	45	0.3
14061731327	WB Right	2	2	0.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0	0	2.0
1406173181	WB Thru	493	447	2.1	463	0.8	466	0.9	434	0.6	449	0.1	484	1.7	444	0.1	419	1.3	453	0.3	441	0.3	450	0.2
14061731322	WB Left	3	3	0.0	6	1.4	2	0.6	5	1.0	1	1.4	6	1.4	3	0.0	6	1.4	5	1.0	5	1.0	4	0.7
1322173182	NB Right	5	5	0.0	6	0.4	2	1.6	3	1.0	3	1.0	7	0.8	7	0.8	6	0.4	8	1.2	6	0.4	5	0.1
13221731327	NB Thru	6	6	0.0	6	0.0	6	0.0	7	0.4	5	0.4	5	0.4	6	0.0	6	0.0	4	0.9	9	1.1	6	0.0
1322173181	NB Left	7	6	0.4	8	0.8	5	0.4	6	0.0	4	0.9	5	0.4	6	0.0	13	2.3	1	2.7	7	0.4	6	0.0
14021731322	EB Right	11	14	0.8	8	1.8	10	1.2	10	1.2	9	1.5	10	1.2	7	2.2	10	1.2	13	0.3	15	0.3	10	1.1
1402173182	EB Thru	1,045	1,291	7.2	1,268	0.6	1,304	0.4	1,323	0.9	1,241	1.4	1,255	1.0	1,294	0.1	1,281	0.3	1,253	1.1	1,318	0.7	1,282	0.3
14021731327	EB Left	84	104	2.1	87	1.7	108	0.4	111	0.7	91	1.3	100	0.4	111	0.7	101	0.3	106	0.2	97	0.7	101	0.3
US 12 and Co Hwy N EB Ramps																								
135313491364	SB Thru	160	160	0.0	185	1.9	165	0.4	161	0.1	187	2.0	158	0.2	164	0.3	188	2.1	181	1.6	172	0.9	173	1.0
135313491350	SB Left	34	34	0.0	26	1.5	26	1.5	37	0.5	27	1.3	32	0.3	35	0.2	30	0.7	30	0.7	25	1.7	30	0.7
136313491350	NB Right	38	38	0.0	45	1.1	33	0.8	45	1.1	48	1.5	39	0.2	27	1.9	42	0.6	34	0.7	36	0.3	39	0.1
136313491354	NB Thru	151	141	0.8	162	1.7	137	0.3	142	0.1	128	1.1	167	2.1	140	0.1	140	0.1	161	1.6	147	0.5	147	0.5
134813491364	EB Right	76	91	1.6	97	0.6	117	2.5	90	0.1	89	0.2	84	0.7	81	1.1	94	0.3	89	0.2	92	0.1	93	0.2
134813491350	EB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
134813491354	EB Left	128	153	2.1	156	0.2	143	0.8	141	1.0	135	1.5	152	0.1	158	0.4	160	0.6	148	0.4	166	1.0	151	0.2
Co Hwy N and Co Rd Mn Fieldview Rd																								
136213561359	SB Right	35	39	0.7	33	1.0	37	0.3	44	0.8	52	1.9	40	0.2	44	0.8	41	0.3	40	0.2	41	0.3	41	0.4
136213561357	SB Thru	192	212	1.4	249	2.4	245	2.2	207	0.3	224	0.8	202	0.7	201	0.8	241	1.9	230	1.2	223	0.7	225	0.9
135713561362	NB Thru	165	154	0.9	168	1.1	137	1.4	161	0.6	146	0.7	166	0.9	142	1.0	145	0.7	157	0.2	145	0.7	152	0.2
135713561359	NB Left	6	6	0.0	1	2.7	9	1.1	2	2.0	4	0.9	6	0.0	9	1.1	5	0.4	5	0.4	7	0.4	5	0.3
135913561357	EB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
135913561362	EB Left	27	25	0.4	39	2.5	33	1.5	26	0.2	30	1.0	40	2.6	25	0.0	37	2.2	38	2.3	38	2.3	34	1.7
US 12 and Co Hwy N WB Ramps																								
138013551365	SB Right	70	70	0.0	73	0.4	90	2.2	86	1.8	91	2.3	80	1.2	79	1.0	77	0.8	92	2.4	87	1.9	84	1.6
138013551353	SB Thru	166	171	0.4	179	0.6	170	0.1	178	0.5	185	1.0	170	0.1	169	0.2	198	2.0	178	0.5	175	0.3	178	0.5
137113551381	WB Right	19	19	0.0	21	0.4	21	0.4	19	0.0	15	1.0	22	0.7	20	0.2	15	1.0	22	0.7	22	0.7	20	0.2
137113551365	WB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
137113551353	WB Left	23	23	0.0	32	1.7	21	0.4	20	0.6	29	1.2	20	0.6	30	1.4	20	0.6	33	1.9	22	0.2	25	0.5
135413551381	NB Thru	248	258	0.6	286	1.7	257	0.1	257	0.1	246	0.8	284	1.6	275	1.0	279	1.3	281	1.4	292	2.1	273	0.9
135413551365	NB Left	36	36	0.0	32	0.7	23	2.4	26	1.8	17	3.7	35	0.2	23	2.4	21	2.8	28	1.4	21	2.8	25	2.0

Microsimulation Model Traffic Volume Calibration Report: Intersection Volumes (Calibration Test 1.3)

Project: 5304-02-01: Madison Beltline PEL

Prepared By: Joe Urban, P.E., Strand Associates, Inc.

Date: 06/09/2014

PM PEAK		ARTERIAL INTERSECTIONS			OBSERVED VOLUMES			MODELED TRAFFIC VOLUMES																
Turn	Location (Clockwise from North)	Raw Volume	Balanced Volume	Balancing G _H	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Run 7		Run 8		Run 9		AVERAGE	
					Seed 7647	Seed 4008	Seed 21407	Seed 10352	Seed 16844	Seed 125	Seed 28045	Seed 3742	Seed 1945	All Seeds										
					Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H	Model Volume	Model G _H
Co Hwy N and Natvig Rd																								
137413731376	SB Right	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
137413731372	SB Thru	223	238	1.0	251	0.8	257	1.2	262	1.5	271	2.1	249	0.7	244	0.4	272	2.1	268	1.9	258	1.3	259	1.3
137213731374	NB Thru	261	272	0.7	289	1.0	269	0.2	265	0.4	250	1.4	291	1.1	285	0.8	278	0.4	293	1.2	303	1.8	280	0.5
137213731376	NB Left	5	5	0.0	18	3.8	9	1.5	11	2.1	11	2.1	15	3.2	10	1.8	16	3.4	10	1.8	11	2.1	12	2.5
137613731372	EB Right	3	3	0.0	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4	0	2.4
137613731374	EB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
US 12 and Star Rd																								
13381891342	SB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
13381891325	SB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1338189190	SB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
14091891338	WB Right	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
14091891342	WB Thru	417	417	0.0	396	1.0	381	1.8	354	3.2	371	2.3	399	0.9	380	1.9	352	3.3	383	1.7	366	2.6	376	2.1
14091891325	WB Left	1	1	0.0	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4	0	1.4
1325189190	NB Right	2	2	0.0	2	0.0	3	0.6	1	0.8	3	0.6	1	0.8	3	0.6	2	0.0	1	0.8	2	0.0	2	0.0
13251891338	NB Thru	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
13251891342	NB Left	4	4	0.0	22	5.0	16	3.8	13	3.1	18	4.2	21	4.8	18	4.2	11	2.6	14	3.3	20	4.6	17	4.0
14081891325	EB Right	17	24	1.5	19	1.1	16	1.8	13	2.6	22	0.4	24	0.0	24	0.0	15	2.0	19	1.1	21	0.6	19	1.0
1408189190	EB Thru	863	1,193	10.3	1,114	2.3	1,130	1.8	1,207	0.4	1,119	2.2	1,111	2.4	1,158	1.0	1,129	1.9	1,131	1.8	1,145	1.4	1,138	1.6
14081891338	EB Left	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

Turn Counts Average G _H	227,357	230,593	6.8	1.6	1.7	1.6	1.7	1.7	1.6	1.6	1.6	1.6	1.6	1.6	1.4
Turn Counts Failing Calibration Test			21	38	37	37	36	45	36	39	43	38	38		
Total Turn Counts			743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0	743.0		
% of Turn Counts Passing Test			97%	95%	95%	95%	95%	94%	95%	95%	94%	95%	95%		

Test	Criteria	Acceptance Target
WisDOT 1.3	G _H < 5.0	At least 75% of intersection turn volumes.

APPENDIX D
PARAMICS OVERALL INTERSECTION OPERATIONS RESULTS

Int #	Intersection	Control Type	Worst 15 Minute Period of Operation					
			AM Peak Hour			PM Peak Hour		
			Delay (s)	LOS	LOS Scale	Delay (s)	LOS	LOS Scale
1	US 12 / County K	Signalized	306	F	6+	90.6	F	6+
2	Parmenter St / EB Ramps	Unsignalized	32.4	D	4.75	1.8	A	1.19
3	Parmenter St / WB Ramps	Unsignalized	5.7	A	1.58	6.0	A	1.61
4	Parmenter St / Greenbriar Rd	Unsignalized	6.9	A	1.70	3.2	A	1.33
5	Airport Rd / Nursery Dr	Unsignalized	2.8	A	1.29	12.1	B	2.43
6	Airport Rd / EB Ramps	Signalized	17.2	B	2.73	39.9	D	4.25
7	Airport Rd / WB Ramps	Signalized	30.1	C	3.68	40.7	D	4.30
8	Century Ave / Tribeca Dr	Unsignalized	34.9	D	5.00	90.0	F	6+
10	US 14 / University Ave / Deming Way	Signalized	24.7	C	3.32	149	F	6+
11	US 14 / University Ave / EB Ramps	Signalized	27.5	C	3.51	25.1	C	3.35
12	US 14 / University Ave / WB Ramps	Signalized	21.7	C	3.12	23.2	C	3.23
13	US 14 / University Ave / Parmenter St	Signalized	19.9	B	3.00	16.6	B	2.67
14	Discovery Dr / Parmenter St	Roundabout	2.5	A	1.26	3.0	A	1.31
15	Greenway Blvd / John Q Hammons Dr	Signalized	21.6	C	3.11	23.2	C	3.22
16	Greenway Blvd / EB Ramps	Signalized	11.3	B	2.14	18.7	B	2.88
17	Greenway Blvd / WB Ramps	Signalized	23.2	C	3.23	16.1	B	2.62
18	Greenway Blvd / High Point Rd	Unsignalized	4.0	A	1.41	5.3	A	1.54
19	Old Sauk Rd / Junction Rd	Signalized	11.9	B	2.20	20.2	C	3.02
20	Old Sauk Rd / Excelsior Dr	Signalized	18.4	B	2.85	24.7	C	3.33
21	Old Sauk Rd / EB Ramps	Signalized	20.1	C	3.02	21.1	C	3.08
22	Old Sauk Rd / WB Ramps	Signalized	18.1	B	2.82	14.3	B	2.44
23	Old Sauk Rd / High Point Rd	Signalized	23.6	C	3.25	20.1	C	3.01
24	Mineral Point Rd / Junction Rd	Signalized	24.9	C	3.34	22.0	C	3.14
25	Mineral Point Rd / Commerce Dr	Unsignalized	38.5	E	5.24	50.5	F	6+
26	Mineral Point Rd / EB Ramps	Signalized	16.7	B	2.68	18.4	B	2.85
27	Mineral Point Rd / WB Ramps	Signalized	11.6	B	2.17	14.5	B	2.46
28	Mineral Point Rd / Tree Ln	Unsignalized	21.6	C	3.67	239	F	6+
29	Gammon Rd / Odana Rd	Signalized	23.3	C	3.23	26.5	C	3.44
30	Gammon Rd / WB Ramps	Signalized	10.4	B	2.05	19.8	B	2.99
31	Gammon Rd / EB Ramps	Signalized	7.8	A	1.79	14.3	B	2.44
32	Gammon Rd / Seybold Rd	Signalized	4.6	A	1.47	9.8	A	1.99
33	Gammon Rd / Watts Rd	Signalized	25.9	C	3.41	30.8	C	3.73
34	Schroeder Rd / EB Exit Ramp	Unsignalized	4.2	A	1.43	16.0	C	3.11
35	Whitney Way / Odana Rd	Signalized	30.4	C	3.70	35.8	D	4.05
36	Whitney Way / WB Ramps	Signalized	28.6	C	3.58	29.1	C	3.62
37	Whitney Way / Schroeder Rd / EB Entrance Ramp	Signalized	29.9	C	3.67	18.2	B	2.83
38	Whitney Way / Gilbert Rd	Unsignalized	112	F	6+	15.5	C	3.06
39	Midvale Blvd / Hammersley Rd / Nakoma Rd	Signalized	19.3	B	2.94	30.1	C	3.68
40	Verona Rd / WB Ramps	Signalized	16.9	B	2.70	32.5	C	3.85
41	Verona Rd / EB Ramps	Signalized	77.2	E	5.90	22.9	C	3.21
42	Verona Rd / Summit Rd / Atticus Way	Signalized	136	F	6+	22.5	C	3.18
43	Seminole Hwy / Warwick Way / WB Exit Ramp	Signalized	12.7	B	2.28	17.2	B	2.73
44	Seminole Hwy / W Beltline Frontage Road	Signalized	14.9	B	2.50	12.0	B	2.21

Int #	Intersection	Control Type	Worst 15 Minute Period of Operation					
			AM Peak Hour			PM Peak Hour		
			Delay (s)	LOS	LOS Scale	Delay (s)	LOS	LOS Scale
45	W Beltline Frontage Rd / EB Entrance Ramp from Seminole Hwy	Unsignalized	50.8	F	6+	13.6	B	2.73
46	W Beltline Frontage Rd / Grandview Blvd	Unsignalized	2.9	A	1.30	5.0	A	1.51
47	W Beltline Frontage Rd / EB Exit Ramp to Todd Dr	Unsignalized	15.2	C	3.03	23.1	C	3.82
48	Todd Dr / WB Entrance Ramp (North Int)	Signalized	12.1	B	2.22	22.7	C	3.19
49	Todd Dr / W Beltline Frontage Rd (South Int)	Signalized	12.6	B	2.27	22.1	C	3.15
50	W Beltline Frontage Rd / WB Exit Ramp to Todd Dr	Unsignalized	3.3	A	1.34	5.9	A	1.60
51	W Beltline Frontage Rd / EB Entrance Ramp from Todd Dr	Unsignalized	1.8	A	1.19	4.0	A	1.41
52	W Beltline Frontage Rd / Coho St	Unsignalized	3.4	A	1.35	8.5	A	1.86
53	Fish Hatchery Rd / Emil St / Ann St	Signalized	10.3	B	2.04	17.8	B	2.79
54	Fish Hatchery Rd / WB Ramps	Signalized	14.7	B	2.48	14.6	B	2.47
55	Fish Hatchery Rd / EB Ramps	Signalized	13.4	B	2.35	10.7	B	2.08
56	Fish Hatchery Rd / Greenway Cross	Signalized	23.1	C	3.21	31.1	C	3.75
57	Park St / Badger Rd	Signalized	16.3	B	2.64	23.0	C	3.21
58	Park St / WB Ramps	Signalized	28.0	C	3.54	11.6	B	2.17
59	US 14 / Park St / EB Ramps	Signalized	12.5	B	2.26	16.8	B	2.69
60	Rimrock Rd / Alliant Energy Center Way	Unsignalized	1.5	A	1.16	7.3	A	1.74
61	Rimrock Rd / Rusk Rd	Signalized	7.1	A	1.72	20.5	C	3.04
62	Rimrock Rd / WB Ramps	Signalized	9.4	A	1.95	21.2	C	3.09
63	Rimrock Rd / EB Ramps	Signalized	15.6	B	2.57	12.1	B	2.22
64	Rimrock Rd / Badger Rd	Signalized	16.2	B	2.63	26.8	C	3.46
65	Rimrock Rd / John Nolen Dr	Signalized	39.4	D	4.23	116	F	6+
67	W Broadway / Frazier Ave	Signalized	67.5	E	5.51	23.5	C	3.24
68	W Broadway / Raywood Rd	Unsignalized	>300	F	6+	3.1	A	1.32
69	South Towne Dr / WB Ramps	Signalized	41.8	D	4.35	10.8	B	2.09
70	South Towne Dr / EB Ramps	Signalized	6.2	A	1.63	6.8	A	1.69
71	South Towne Dr / Royal Ave	Unsignalized	2.6	A	1.27	12.9	B	2.60
72	South Towne Dr / Industrial Dr	Roundabout	5.1	A	1.52	3.1	A	1.32
73	Monona Dr / W Broadway	Signalized	52.5	D	4.88	55.4	E	5.03
74	Monona Dr / WB Ramps	Unsignalized	1.2	A	1.13	2.4	A	1.25
75	Monona Dr / EB Ramps	Signalized	20.0	B	3.01	15.5	B	2.56
76	US 51 / Stoughton Rd / E Broadway	Signalized	125	F	6+	35.2	D	4.02
77	US 51 / Stoughton Rd / WB Ramps	Signalized	89.3	F	6+	18.7	B	2.88
78	US 51 / Stoughton Rd / EB Ramps	Signalized	148	F	6+	19.1	B	2.92
79	US 51 / Stoughton Rd / Terminal Dr/ Voges Rd	Signalized	161	F	6+	17.6	B	2.77
80	US 12/18 / Long Dr	Unsignalized	15.3	C	3.04	>300	F	6+
81	US 12/18 / County AB	Unsignalized	122	F	6+	>300	F	6+
82	US 12/18 / Siggelkow Rd / Femrite Dr	Unsignalized	39.3	E	5.30	39.2	E	5.29
83	US 12/18 / Vilas Rd	Unsignalized	30.5	D	4.56	43.0	E	5.54
84	County N / Natvig Rd	Unsignalized	7.3	A	1.74	7.3	A	1.74
85	County N / US 12/18 WB Ramps	Unsignalized	3.3	A	1.34	3.7	A	1.38
86	County N / US 12/18 EB Ramps	Unsignalized	3.7	A	1.38	4.5	A	1.46
87	County N / County MN	Unsignalized	6.6	A	1.67	6.6	A	1.67
88	US 12/18 / N Star Rd	Unsignalized	11.7	B	2.35	11.0	B	2.22