

| | |
|--|--|
| USH 12/18: VERONA RD TO USH 51 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: MONONA DR - CTH BW | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | AVERAGE SPEEDS IN MPH | | | | | | | | |
|-------------|------------------------------|-----------|-----------------|-----------|----------------|-----------------|-----------------------|-----------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | MAIN ROUTE | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 628 | 0.0 | 57 | 0.0 | 3000 | 628 | 0 | 57 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 1-2 AM | 422 | 0.0 | 40 | 0.0 | 3000 | 422 | 0 | 40 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 2-3 AM | 381 | 0.0 | 43 | 0.0 | 3000 | 381 | 0 | 43 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 3-4 AM | 239 | 0.0 | 27 | 0.0 | 3000 | 239 | 0 | 27 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 4-5 AM | 185 | 0.0 | 13 | 0.0 | 3000 | 185 | 0 | 13 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 5-6 AM | 323 | 0.0 | 20 | 0.0 | 3000 | 323 | 0 | 20 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 6-7 AM | 699 | 0.0 | 56 | 0.0 | 3000 | 699 | 0 | 56 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 7-8 AM | 781 | 0.0 | 68 | 0.0 | 3000 | 781 | 0 | 68 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 8-9 AM | 1300 | 0.0 | 116 | 0.0 | 3000 | 1300 | 0 | 116 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.4 | 29.4 |
| 9-10 AM | 1904 | 0.0 | 228 | 0.0 | 3000 | 1904 | 0 | 228 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.0 | 29.0 |
| 10-11 AM | 2444 | 0.0 | 344 | 0.0 | 2999 | 2444 | 0 | 344 | 0.28 | 0 | 60.2 | 50.8 | 47.4 | 28.6 | 28.6 |
| 11A-NOON | 2951 | 0.0 | 400 | 0.0 | 2999 | 2951 | 0 | 400 | 0.70 | 7 | 60.2 | 41.0 | 38.6 | 28.4 | 28.4 |
| NOON-1PM | 3338 | 0.0 | 463 | 0.0 | 3000 | 3070 | 268 | 731 | 2.68 | 116 | 60.2 | 21.7 | 37.8 | 28.2 | 27.3 |
| 1-2 PM | 3138 | 0.0 | 421 | 0.0 | 3000 | 3007 | 131 | 552 | 2.60 | 109 | 60.2 | 22.0 | 37.3 | 28.3 | 27.9 |
| 2-3 PM | 3112 | 0.0 | 396 | 0.0 | 3000 | 3000 | 111 | 508 | 2.58 | 108 | 60.2 | 22.0 | 37.3 | 28.4 | 28.0 |
| 3-4 PM | 3163 | 0.0 | 367 | 0.0 | 3000 | 3000 | 163 | 530 | 2.59 | 109 | 60.2 | 22.0 | 37.3 | 28.5 | 27.9 |
| 4-5 PM | 3081 | 0.0 | 359 | 0.0 | 3000 | 2997 | 84 | 443 | 2.55 | 106 | 60.2 | 22.2 | 37.3 | 28.6 | 28.3 |
| 5-6 PM | 2985 | 0.0 | 326 | 0.0 | 3000 | 2969 | 16 | 342 | 2.37 | 97 | 60.2 | 23.3 | 37.3 | 28.7 | 28.6 |
| 6-7 PM | 2731 | 0.0 | 288 | 0.0 | 3000 | 2731 | 0 | 288 | 0.68 | 16 | 60.2 | 41.4 | 41.4 | 28.8 | 28.8 |
| 7-8 PM | 2246 | 0.0 | 248 | 0.0 | 3000 | 2246 | 0 | 248 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 28.9 | 28.9 |
| 8-9 PM | 1963 | 0.0 | 181 | 0.0 | 3000 | 1963 | 0 | 181 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.2 | 29.2 |
| 9-10 PM | 1622 | 0.0 | 132 | 0.0 | 3000 | 1622 | 0 | 132 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.4 | 29.4 |
| 10-11 PM | 1405 | 0.0 | 85 | 0.0 | 3000 | 1405 | 0 | 85 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.5 | 29.5 |
| 11PM-MID | 705 | 0.0 | 60 | 0.0 | 3000 | 705 | 0 | 60 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0099 |
| MAIN ROUTE WITH WORKS | 0.0071 |
| DIVERSION | 0.0146 |

PIA: Personal Injury Accidents

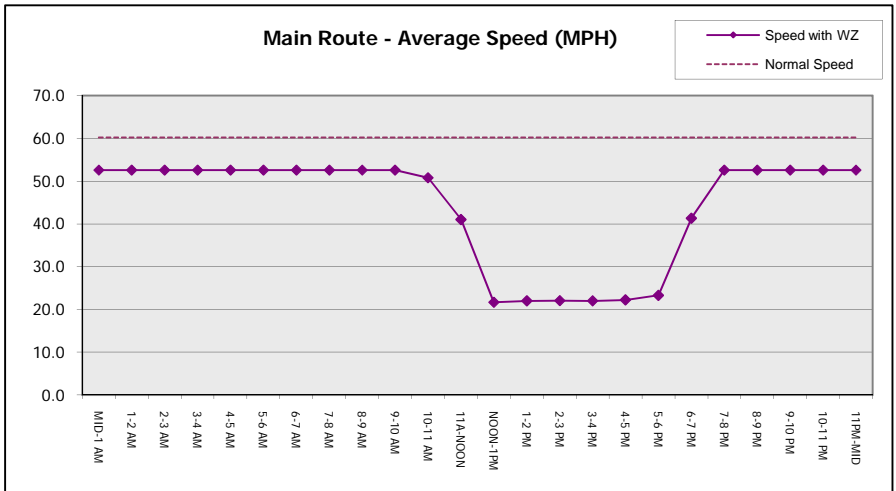
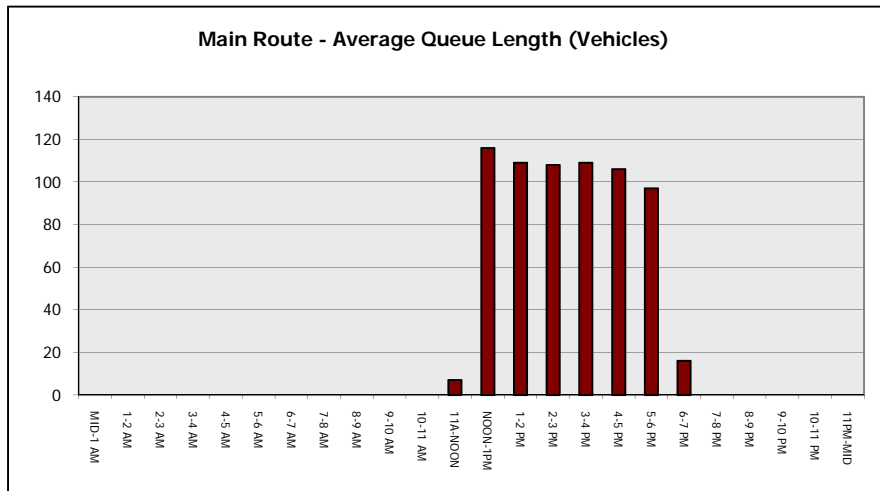
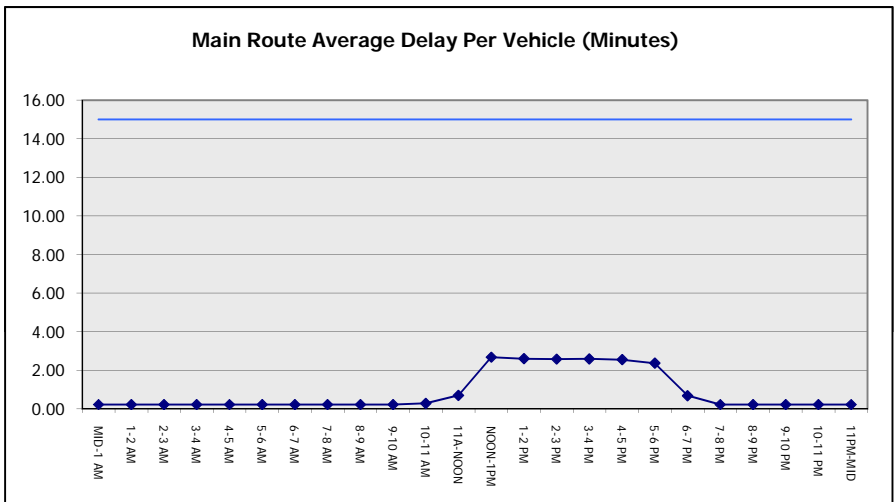
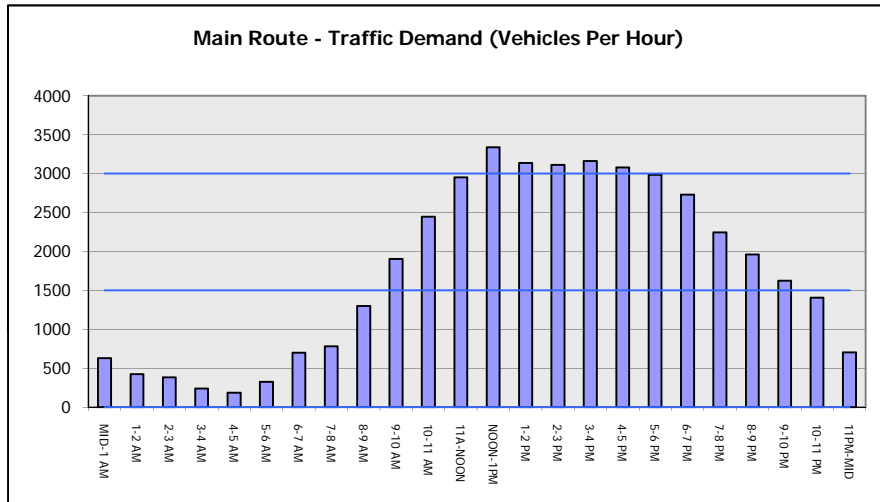
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$15,719 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

USH 12/18: VERONA RD TO USH 51 (DANE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: MONONA DR - CTH BW

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| USH 12/18: VERONA RD TO USH 51 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: MONONA DR - CTH BW | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 659 | 0.0 | 54 | 0.0 | 3000 | 659 | 0 | 54 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 1-2 AM | 428 | 0.0 | 30 | 0.0 | 3000 | 428 | 0 | 30 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 2-3 AM | 380 | 0.0 | 39 | 0.0 | 3000 | 380 | 0 | 39 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 3-4 AM | 217 | 0.0 | 14 | 0.0 | 3000 | 217 | 0 | 14 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 4-5 AM | 198 | 0.0 | 10 | 0.0 | 3000 | 198 | 0 | 10 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 5-6 AM | 296 | 0.0 | 23 | 0.0 | 3000 | 296 | 0 | 23 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 6-7 AM | 556 | 0.0 | 36 | 0.0 | 3000 | 556 | 0 | 36 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.7 | 29.7 |
| 7-8 AM | 988 | 0.0 | 59 | 0.0 | 3000 | 988 | 0 | 59 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 8-9 AM | 1512 | 0.0 | 127 | 0.0 | 3000 | 1512 | 0 | 127 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.4 | 29.4 |
| 9-10 AM | 2288 | 0.0 | 207 | 0.0 | 3000 | 2288 | 0 | 207 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.1 | 29.1 |
| 10-11 AM | 2799 | 0.0 | 268 | 0.0 | 2999 | 2799 | 0 | 268 | 0.49 | 0 | 60.2 | 45.3 | 40.7 | 28.9 | 28.9 |
| 11A-NOON | 3078 | 0.0 | 311 | 0.0 | 2999 | 3078 | 0 | 311 | 0.93 | 19 | 60.2 | 37.1 | 37.3 | 28.7 | 28.7 |
| NOON-1PM | 3423 | 0.0 | 340 | 0.0 | 2999 | 3034 | 388 | 728 | 2.68 | 115 | 60.2 | 21.5 | 37.3 | 28.6 | 27.3 |
| 1-2 PM | 3371 | 0.0 | 350 | 0.0 | 3000 | 3003 | 369 | 719 | 2.69 | 114 | 60.2 | 21.5 | 37.3 | 28.6 | 27.3 |
| 2-3 PM | 3399 | 0.0 | 335 | 0.0 | 3000 | 3001 | 398 | 733 | 2.70 | 115 | 60.2 | 21.4 | 37.3 | 28.6 | 27.3 |
| 3-4 PM | 3536 | 0.0 | 342 | 0.0 | 3000 | 3004 | 532 | 874 | 2.78 | 119 | 60.2 | 21.1 | 37.3 | 28.6 | 26.8 |
| 4-5 PM | 3429 | 0.0 | 311 | 0.0 | 3000 | 2992 | 436 | 747 | 2.71 | 115 | 60.2 | 21.4 | 37.3 | 28.7 | 27.2 |
| 5-6 PM | 2965 | 0.0 | 250 | 0.0 | 3000 | 2918 | 47 | 297 | 2.10 | 85 | 60.2 | 25.0 | 37.6 | 28.9 | 28.8 |
| 6-7 PM | 2561 | 0.0 | 216 | 0.0 | 3000 | 2561 | 0 | 216 | 0.35 | 1 | 60.2 | 48.8 | 45.5 | 29.1 | 29.1 |
| 7-8 PM | 2167 | 0.0 | 178 | 0.0 | 3000 | 2167 | 0 | 178 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.2 | 29.2 |
| 8-9 PM | 1690 | 0.0 | 145 | 0.0 | 3000 | 1690 | 0 | 145 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.3 | 29.3 |
| 9-10 PM | 1237 | 0.0 | 104 | 0.0 | 3000 | 1237 | 0 | 104 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.4 | 29.4 |
| 10-11 PM | 848 | 0.0 | 77 | 0.0 | 3000 | 848 | 0 | 77 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |
| 11PM-MID | 597 | 0.0 | 47 | 0.0 | 3000 | 597 | 0 | 47 | 0.22 | 0 | 60.2 | 52.6 | 49.7 | 29.6 | 29.6 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0102 |
| MAIN ROUTE WITH WORKS | 0.0070 |
| DIVERSION | 0.0161 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$17,083 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 12/18: VERONA RD TO USH 51 (DANE COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: MONONA DR - CTH BW**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

