

| | |
|---|--|
| USH 12: CTH K TO USH 14 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY WESTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | AVERAGE SPEEDS IN MPH | | | |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|-----------------------|-------------------|----------------|------|
| | MAIN ROUTE | | SITE CAPA CITY | FLOW | | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE |
| | DEMAND FLOW | PCT HEAVY | | MAIN ROUTE | 'DIVER TED' | | | WITHOUT WORK ZONE | WITH WORK ZONE | |
| MID-1 AM | 82 | 0.0 | 1500 | 82 | 0 | 0.34 | 0 | 60.2 | 54.3 | 45.1 |
| 1-2 AM | 52 | 0.0 | 1500 | 52 | 0 | 0.33 | 0 | 60.2 | 54.3 | 45.3 |
| 2-3 AM | 48 | 0.0 | 1500 | 48 | 0 | 0.33 | 0 | 60.2 | 54.3 | 45.3 |
| 3-4 AM | 41 | 0.0 | 1500 | 41 | 0 | 0.33 | 0 | 60.2 | 54.3 | 45.3 |
| 4-5 AM | 99 | 0.0 | 1500 | 99 | 0 | 0.34 | 0 | 60.2 | 54.3 | 45.1 |
| 5-6 AM | 245 | 0.0 | 1500 | 245 | 0 | 0.36 | 0 | 60.2 | 54.0 | 44.5 |
| 6-7 AM | 682 | 0.0 | 1500 | 682 | 0 | 0.41 | 0 | 60.2 | 53.2 | 42.8 |
| 7-8 AM | 1169 | 0.0 | 1500 | 1169 | 0 | 0.53 | 0 | 60.2 | 51.4 | 39.5 |
| 8-9 AM | 885 | 0.0 | 1500 | 885 | 0 | 0.44 | 0 | 60.2 | 52.8 | 42.1 |
| 9-10 AM | 777 | 0.0 | 1500 | 777 | 0 | 0.42 | 0 | 60.2 | 53.0 | 42.5 |
| 10-11 AM | 857 | 0.0 | 1500 | 857 | 0 | 0.43 | 0 | 60.2 | 52.8 | 42.2 |
| 11AM-NOON | 1034 | 0.0 | 1500 | 1034 | 0 | 0.46 | 0 | 60.2 | 52.5 | 41.5 |
| NOON-1PM | 1196 | 0.0 | 1500 | 1196 | 0 | 0.57 | 0 | 60.2 | 50.9 | 38.6 |
| 1-2 PM | 1166 | 0.0 | 1500 | 1166 | 0 | 0.53 | 0 | 60.2 | 51.4 | 39.6 |
| 2-3 PM | 1317 | 0.0 | 1499 | 1317 | 0 | 0.73 | 0 | 60.2 | 48.7 | 35.1 |
| 3-4 PM | 1559 | 0.0 | 1499 | 1559 | 0 | 1.46 | 14 | 60.2 | 40.9 | 30.8 |
| 4-5 PM | 1802 | 0.0 | 1500 | 1802 | 0 | 7.83 | 206 | 60.2 | 17.0 | 30.8 |
| 5-6 PM | 1690 | 0.0 | 1499 | 1534 | 156 | 15.86+ | 403 | 60.2 | 10.4 | 30.8 |
| 6-7 PM | 1190 | 0.0 | 1499 | 1190 | 0 | 9.79 | 265 | 60.2 | 14.5 | 32.7 |
| 7-8 PM | 895 | 0.0 | 1500 | 895 | 0 | 0.61 | 6 | 60.2 | 50.3 | 42.0 |
| 8-9 PM | 740 | 0.0 | 1500 | 740 | 0 | 0.42 | 0 | 60.2 | 53.0 | 42.6 |
| 9-10 PM | 606 | 0.0 | 1500 | 606 | 0 | 0.40 | 0 | 60.2 | 53.3 | 43.1 |
| 10-11 PM | 397 | 0.0 | 1500 | 397 | 0 | 0.38 | 0 | 60.2 | 53.7 | 43.9 |
| 11PM-MID | 258 | 0.0 | 1500 | 258 | 0 | 0.36 | 0 | 60.2 | 54.0 | 44.5 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

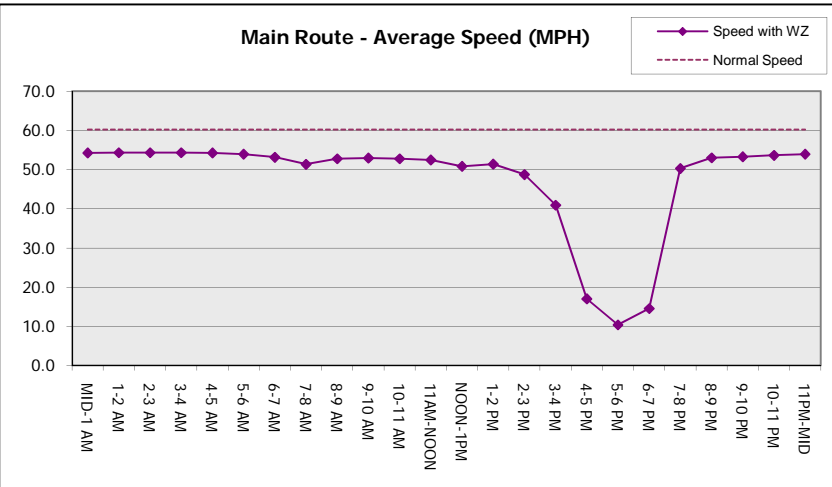
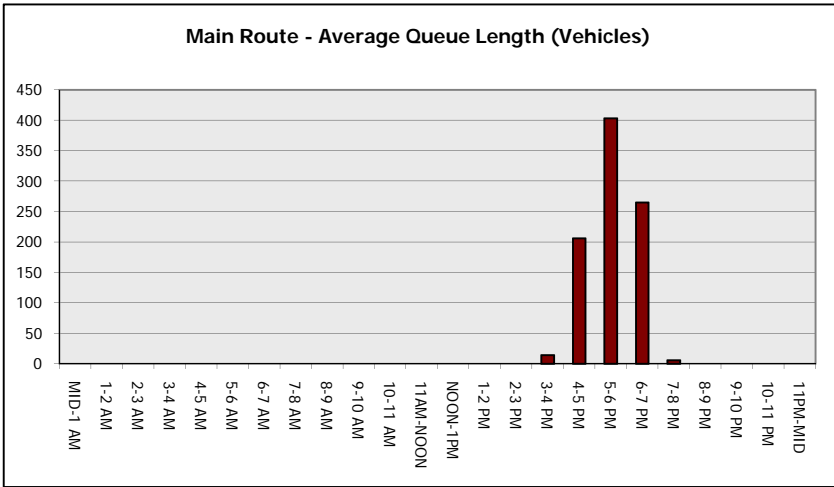
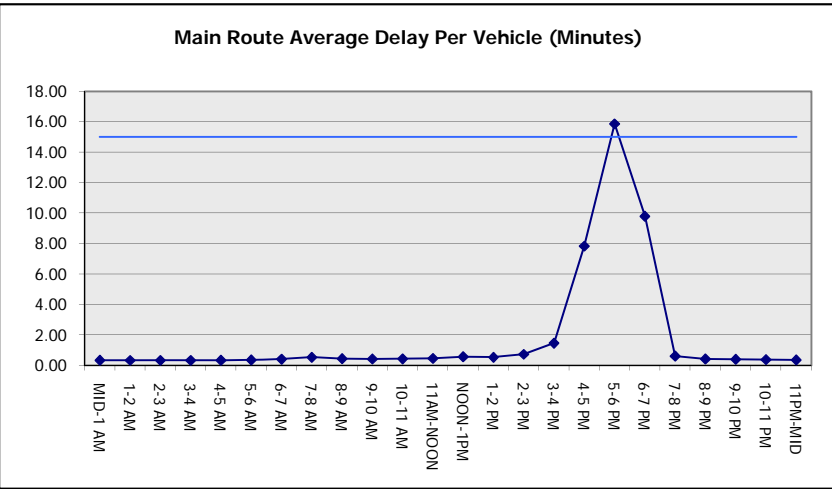
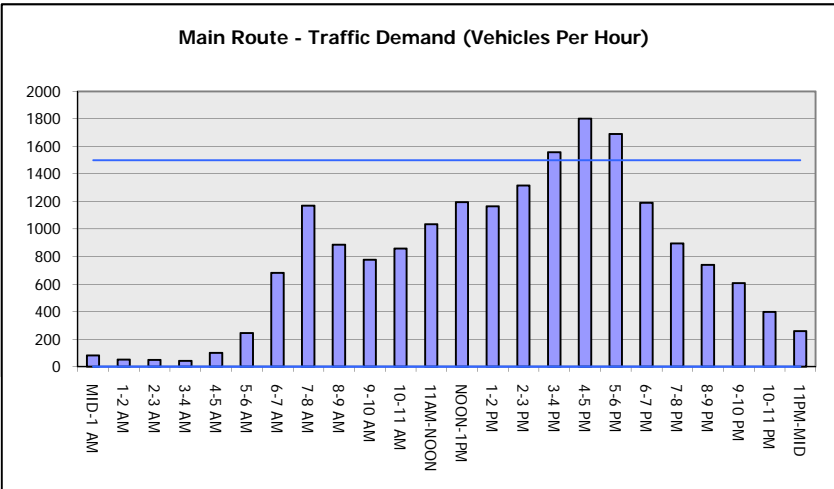
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0093 |
| MAIN ROUTE WITH WORKS | 0.0080 |
| 'DIVERSION' | 0.0002 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$13,671 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding User-Specified Maximum

**USH 12: CTH K TO USH 14 (DANE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|---|--|
| USH 12: CTH K TO USH 14 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | AVERAGE SPEEDS IN MPH | | |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|---------------------|-----------------------|----------------|------|
| | MAIN ROUTE | | SITE CAPA CITY | FLOW | | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE |
| | DEMAND FLOW | PCT HEAVY | | MAIN ROUTE | 'DIVER TED' | | | WITHOUT WORK ZONE | WITH WORK ZONE | |
| MID-1 AM | 106 | 0.0 | 1500 | 106 | 0 | 0.34 | 0 | 60.2 | 54.2 | 45.1 |
| 1-2 AM | 72 | 0.0 | 1500 | 72 | 0 | 0.34 | 0 | 60.2 | 54.3 | 45.2 |
| 2-3 AM | 49 | 0.0 | 1500 | 49 | 0 | 0.33 | 0 | 60.2 | 54.3 | 45.3 |
| 3-4 AM | 49 | 0.0 | 1500 | 49 | 0 | 0.33 | 0 | 60.2 | 54.3 | 45.3 |
| 4-5 AM | 96 | 0.0 | 1500 | 96 | 0 | 0.34 | 0 | 60.2 | 54.3 | 45.1 |
| 5-6 AM | 310 | 0.0 | 1500 | 310 | 0 | 0.37 | 0 | 60.2 | 53.8 | 44.2 |
| 6-7 AM | 999 | 0.0 | 1499 | 999 | 0 | 0.48 | 0 | 60.2 | 52.1 | 40.9 |
| 7-8 AM | 1677 | 0.0 | 1499 | 1677 | 0 | 3.40 | 76 | 60.2 | 28.7 | 30.8 |
| 8-9 AM | 1383 | 0.0 | 1499 | 1383 | 0 | 5.96 | 141 | 60.2 | 20.6 | 31.4 |
| 9-10 AM | 971 | 0.0 | 1500 | 971 | 0 | 0.56 | 3 | 60.2 | 51.0 | 41.7 |
| 10-11 AM | 925 | 0.0 | 1500 | 925 | 0 | 0.44 | 0 | 60.2 | 52.7 | 41.9 |
| 11AM-NOON | 1011 | 0.0 | 1500 | 1011 | 0 | 0.45 | 0 | 60.2 | 52.5 | 41.7 |
| NOON-1PM | 1089 | 0.0 | 1500 | 1089 | 0 | 0.46 | 0 | 60.2 | 52.4 | 41.4 |
| 1-2 PM | 1034 | 0.0 | 1500 | 1034 | 0 | 0.46 | 0 | 60.2 | 52.5 | 41.5 |
| 2-3 PM | 1077 | 0.0 | 1500 | 1077 | 0 | 0.46 | 0 | 60.2 | 52.4 | 41.4 |
| 3-4 PM | 1238 | 0.0 | 1500 | 1238 | 0 | 0.62 | 0 | 60.2 | 50.1 | 37.3 |
| 4-5 PM | 1178 | 0.0 | 1500 | 1178 | 0 | 0.55 | 0 | 60.2 | 51.2 | 39.2 |
| 5-6 PM | 1149 | 0.0 | 1500 | 1149 | 0 | 0.51 | 0 | 60.2 | 51.7 | 40.2 |
| 6-7 PM | 954 | 0.0 | 1500 | 954 | 0 | 0.45 | 0 | 60.2 | 52.7 | 41.9 |
| 7-8 PM | 757 | 0.0 | 1500 | 757 | 0 | 0.42 | 0 | 60.2 | 53.0 | 42.5 |
| 8-9 PM | 610 | 0.0 | 1500 | 610 | 0 | 0.40 | 0 | 60.2 | 53.3 | 43.1 |
| 9-10 PM | 519 | 0.0 | 1500 | 519 | 0 | 0.39 | 0 | 60.2 | 53.5 | 43.4 |
| 10-11 PM | 360 | 0.0 | 1500 | 360 | 0 | 0.37 | 0 | 60.2 | 53.7 | 44.0 |
| 11PM-MID | 273 | 0.0 | 1500 | 273 | 0 | 0.36 | 0 | 60.2 | 53.9 | 44.4 |

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

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

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0088 |
| MAIN ROUTE WITH WORKS | 0.0076 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$4,692 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

