

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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    | 81                           | 0.0       | 1500           | 81         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.1 |  |
| 1-2 AM      | 48                           | 0.0       | 1500           | 48         | 0           | 0.33                  | 0                     | 60.2              | 54.3           | 45.3 |  |
| 2-3 AM      | 40                           | 0.0       | 1500           | 40         | 0           | 0.33                  | 0                     | 60.2              | 54.3           | 45.3 |  |
| 3-4 AM      | 38                           | 0.0       | 1500           | 38         | 0           | 0.33                  | 0                     | 60.2              | 54.4           | 45.3 |  |
| 4-5 AM      | 93                           | 0.0       | 1500           | 93         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.1 |  |
| 5-6 AM      | 263                          | 0.0       | 1500           | 263        | 0           | 0.36                  | 0                     | 60.2              | 53.9           | 44.4 |  |
| 6-7 AM      | 714                          | 0.0       | 1500           | 714        | 0           | 0.42                  | 0                     | 60.2              | 53.1           | 42.7 |  |
| 7-8 AM      | 1092                         | 0.0       | 1500           | 1092       | 0           | 0.46                  | 0                     | 60.2              | 52.4           | 41.4 |  |
| 8-9 AM      | 932                          | 0.0       | 1500           | 932        | 0           | 0.44                  | 0                     | 60.2              | 52.7           | 41.9 |  |
| 9-10 AM     | 765                          | 0.0       | 1500           | 765        | 0           | 0.42                  | 0                     | 60.2              | 53.0           | 42.5 |  |
| 10-11 AM    | 815                          | 0.0       | 1500           | 815        | 0           | 0.43                  | 0                     | 60.2              | 52.9           | 42.4 |  |
| 11AM-NOON   | 946                          | 0.0       | 1500           | 946        | 0           | 0.45                  | 0                     | 60.2              | 52.7           | 41.9 |  |
| NOON-1PM    | 1030                         | 0.0       | 1500           | 1030       | 0           | 0.46                  | 0                     | 60.2              | 52.5           | 41.5 |  |
| 1-2 PM      | 1030                         | 0.0       | 1500           | 1030       | 0           | 0.46                  | 0                     | 60.2              | 52.5           | 41.5 |  |
| 2-3 PM      | 1159                         | 0.0       | 1500           | 1159       | 0           | 0.52                  | 0                     | 60.2              | 51.5           | 39.8 |  |
| 3-4 PM      | 1406                         | 0.0       | 1499           | 1406       | 0           | 0.84                  | 0                     | 60.2              | 47.3           | 33.0 |  |
| 4-5 PM      | 1859                         | 0.0       | 1499           | 1859       | 0           | 5.95                  | 165                   | 60.2              | 20.6           | 30.8 |  |
| 5-6 PM      | 1860                         | 0.0       | 1499           | 1530       | 330         | 15.89+                | 404                   | 60.2              | 10.4           | 30.8 |  |
| 6-7 PM      | 1132                         | 0.0       | 1499           | 1132       | 0           | 8.17                  | 239                   | 60.2              | 16.6           | 34.4 |  |
| 7-8 PM      | 800                          | 0.0       | 1500           | 800        | 0           | 0.44                  | 0                     | 60.2              | 52.7           | 42.4 |  |
| 8-9 PM      | 672                          | 0.0       | 1500           | 672        | 0           | 0.41                  | 0                     | 60.2              | 53.2           | 42.8 |  |
| 9-10 PM     | 504                          | 0.0       | 1500           | 504        | 0           | 0.39                  | 0                     | 60.2              | 53.5           | 43.5 |  |
| 10-11 PM    | 273                          | 0.0       | 1500           | 273        | 0           | 0.36                  | 0                     | 60.2              | 53.9           | 44.4 |  |
| 11PM-MID    | 163                          | 0.0       | 1500           | 163        | 0           | 0.35                  | 0                     | 60.2              | 54.2           | 44.8 |  |

+ 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 |

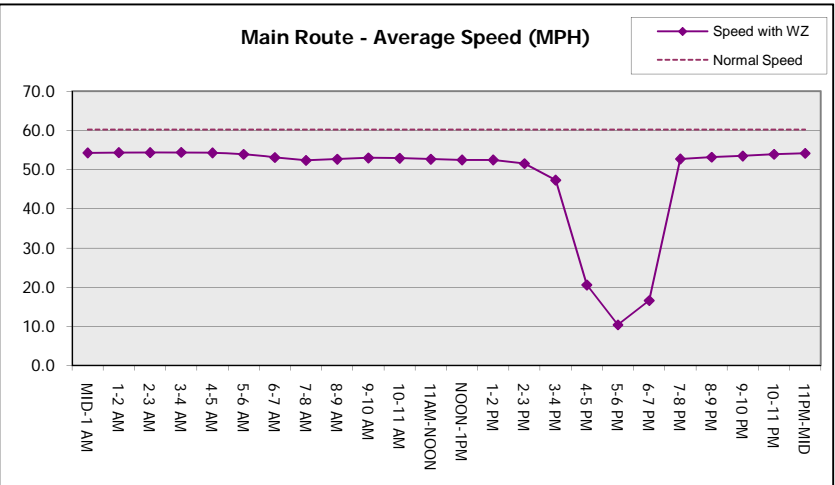
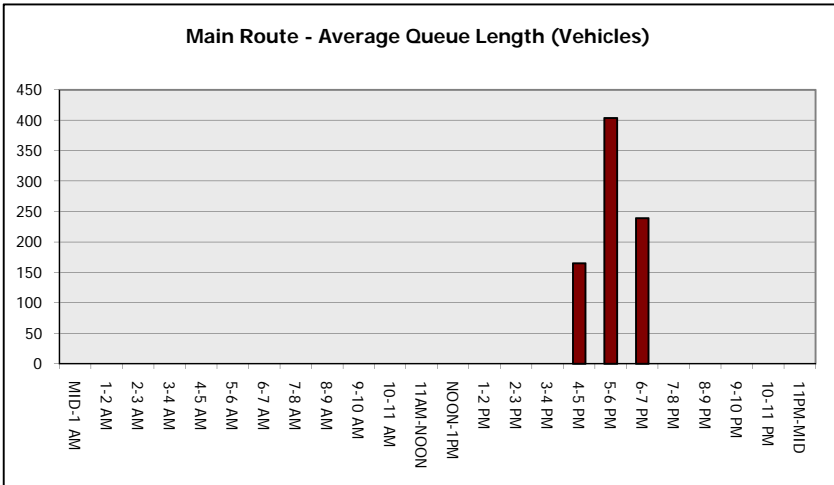
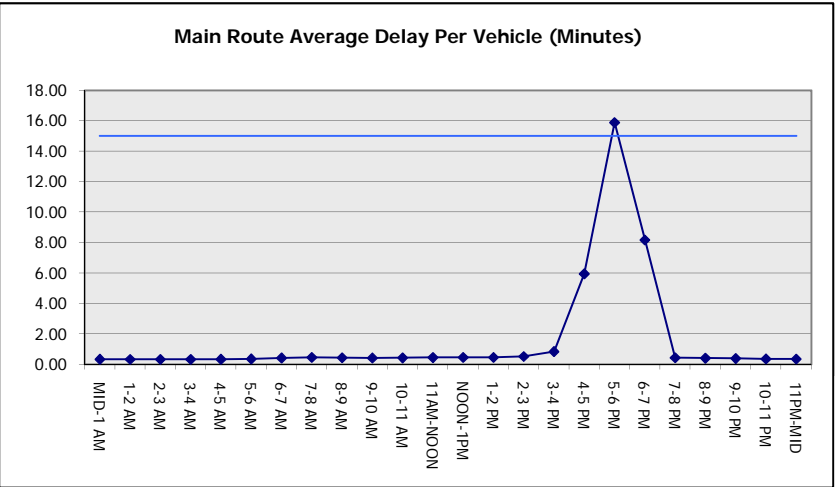
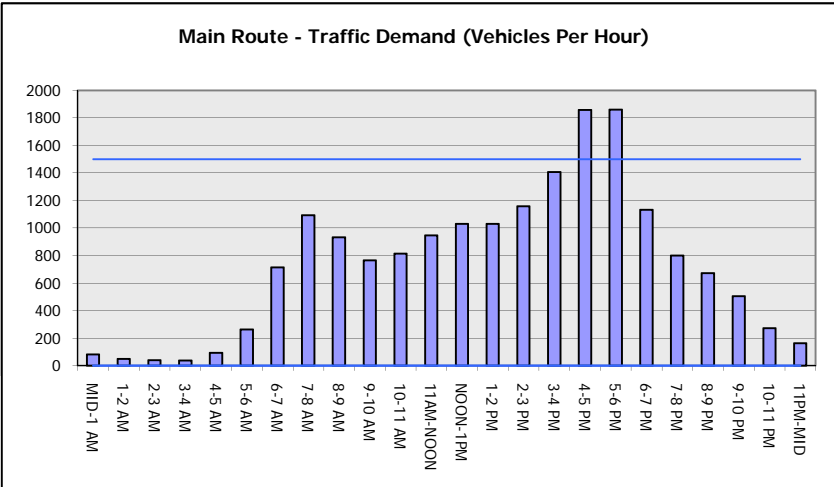
| AVERAGE ACCIDENT NUMBERS (PIA/DAY)            |          |
|---|----------|
| MAIN ROUTE WITHOUT WORKS                      | 0.0087   |
| MAIN ROUTE WITH WORKS                         | 0.0074   |
| 'DIVERSION'                                   | 0.0004   |
| <small>PIA: Personal Injury Accidents</small> |          |
| IMPACTS ON ROAD USERS                         |          |
| ROAD USER COSTS PER DAY                       | \$12,413 |
| 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)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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    | 89                           | 0.0       | 1500           | 89         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.1 |
| 1-2 AM      | 62                           | 0.0       | 1500           | 62         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.3 |
| 2-3 AM      | 42                           | 0.0       | 1500           | 42         | 0           | 0.33                  | 0                   | 60.2                  | 54.3           | 45.3 |
| 3-4 AM      | 50                           | 0.0       | 1500           | 50         | 0           | 0.33                  | 0                   | 60.2                  | 54.3           | 45.3 |
| 4-5 AM      | 98                           | 0.0       | 1500           | 98         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.1 |
| 5-6 AM      | 374                          | 0.0       | 1500           | 374        | 0           | 0.37                  | 0                   | 60.2                  | 53.7           | 44.0 |
| 6-7 AM      | 1025                         | 0.0       | 1499           | 1025       | 0           | 0.50                  | 0                   | 60.2                  | 51.8           | 40.4 |
| 7-8 AM      | 1765                         | 0.0       | 1499           | 1765       | 0           | 4.70                  | 120                 | 60.2                  | 23.8           | 30.8 |
| 8-9 AM      | 1401                         | 0.0       | 1499           | 1401       | 0           | 9.77                  | 241                 | 60.2                  | 14.5           | 30.8 |
| 9-10 AM     | 957                          | 0.0       | 1500           | 957        | 0           | 1.08                  | 28                  | 60.2                  | 44.6           | 41.4 |
| 10-11 AM    | 930                          | 0.0       | 1500           | 930        | 0           | 0.44                  | 0                   | 60.2                  | 52.7           | 41.9 |
| 11AM-NOON   | 1019                         | 0.0       | 1500           | 1019       | 0           | 0.45                  | 0                   | 60.2                  | 52.5           | 41.6 |
| NOON-1PM    | 1083                         | 0.0       | 1500           | 1083       | 0           | 0.46                  | 0                   | 60.2                  | 52.4           | 41.4 |
| 1-2 PM      | 1038                         | 0.0       | 1500           | 1038       | 0           | 0.46                  | 0                   | 60.2                  | 52.5           | 41.5 |
| 2-3 PM      | 1056                         | 0.0       | 1500           | 1056       | 0           | 0.46                  | 0                   | 60.2                  | 52.5           | 41.5 |
| 3-4 PM      | 1229                         | 0.0       | 1500           | 1229       | 0           | 0.61                  | 0                   | 60.2                  | 50.2           | 37.5 |
| 4-5 PM      | 1302                         | 0.0       | 1500           | 1302       | 0           | 0.71                  | 0                   | 60.2                  | 49.0           | 35.5 |
| 5-6 PM      | 1264                         | 0.0       | 1500           | 1264       | 0           | 0.66                  | 0                   | 60.2                  | 49.6           | 36.5 |
| 6-7 PM      | 928                          | 0.0       | 1500           | 928        | 0           | 0.44                  | 0                   | 60.2                  | 52.7           | 41.9 |
| 7-8 PM      | 716                          | 0.0       | 1500           | 716        | 0           | 0.42                  | 0                   | 60.2                  | 53.1           | 42.7 |
| 8-9 PM      | 611                          | 0.0       | 1500           | 611        | 0           | 0.40                  | 0                   | 60.2                  | 53.3           | 43.1 |
| 9-10 PM     | 455                          | 0.0       | 1500           | 455        | 0           | 0.38                  | 0                   | 60.2                  | 53.6           | 43.7 |
| 10-11 PM    | 312                          | 0.0       | 1500           | 312        | 0           | 0.37                  | 0                   | 60.2                  | 53.8           | 44.2 |
| 11PM-MID    | 215                          | 0.0       | 1500           | 215        | 0           | 0.35                  | 0                   | 60.2                  | 54.0           | 44.6 |

| *----- 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           | 0.0089 |
| MAIN ROUTE WITH WORKS              | 0.0077 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$6,627 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

