

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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    | 144                          | 0.0       | 1500           | 144        | 0           | 0.35                  | 0                     | 60.2              | 54.2           | 44.9 |  |
| 1-2 AM      | 87                           | 0.0       | 1500           | 87         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.1 |  |
| 2-3 AM      | 64                           | 0.0       | 1500           | 64         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.2 |  |
| 3-4 AM      | 64                           | 0.0       | 1500           | 64         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.2 |  |
| 4-5 AM      | 60                           | 0.0       | 1500           | 60         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.3 |  |
| 5-6 AM      | 99                           | 0.0       | 1500           | 99         | 0           | 0.34                  | 0                     | 60.2              | 54.3           | 45.1 |  |
| 6-7 AM      | 194                          | 0.0       | 1500           | 194        | 0           | 0.35                  | 0                     | 60.2              | 54.1           | 44.7 |  |
| 7-8 AM      | 421                          | 0.0       | 1500           | 421        | 0           | 0.38                  | 0                     | 60.2              | 53.7           | 43.8 |  |
| 8-9 AM      | 660                          | 0.0       | 1500           | 660        | 0           | 0.41                  | 0                     | 60.2              | 53.2           | 42.9 |  |
| 9-10 AM     | 817                          | 0.0       | 1500           | 817        | 0           | 0.43                  | 0                     | 60.2              | 52.9           | 42.4 |  |
| 10-11 AM    | 1001                         | 0.0       | 1500           | 1001       | 0           | 0.45                  | 0                     | 60.2              | 52.5           | 41.7 |  |
| 11AM-NOON   | 1054                         | 0.0       | 1500           | 1054       | 0           | 0.46                  | 0                     | 60.2              | 52.5           | 41.5 |  |
| NOON-1PM    | 1118                         | 0.0       | 1500           | 1118       | 0           | 0.47                  | 0                     | 60.2              | 52.4           | 41.3 |  |
| 1-2 PM      | 1103                         | 0.0       | 1500           | 1103       | 0           | 0.46                  | 0                     | 60.2              | 52.4           | 41.3 |  |
| 2-3 PM      | 1098                         | 0.0       | 1500           | 1098       | 0           | 0.46                  | 0                     | 60.2              | 52.4           | 41.4 |  |
| 3-4 PM      | 1127                         | 0.0       | 1500           | 1127       | 0           | 0.48                  | 0                     | 60.2              | 52.2           | 40.9 |  |
| 4-5 PM      | 1085                         | 0.0       | 1500           | 1085       | 0           | 0.46                  | 0                     | 60.2              | 52.4           | 41.4 |  |
| 5-6 PM      | 997                          | 0.0       | 1500           | 997        | 0           | 0.45                  | 0                     | 60.2              | 52.5           | 41.7 |  |
| 6-7 PM      | 835                          | 0.0       | 1500           | 835        | 0           | 0.43                  | 0                     | 60.2              | 52.8           | 42.3 |  |
| 7-8 PM      | 647                          | 0.0       | 1500           | 647        | 0           | 0.41                  | 0                     | 60.2              | 53.2           | 43.0 |  |
| 8-9 PM      | 516                          | 0.0       | 1500           | 516        | 0           | 0.39                  | 0                     | 60.2              | 53.5           | 43.5 |  |
| 9-10 PM     | 471                          | 0.0       | 1500           | 471        | 0           | 0.39                  | 0                     | 60.2              | 53.5           | 43.6 |  |
| 10-11 PM    | 322                          | 0.0       | 1500           | 322        | 0           | 0.37                  | 0                     | 60.2              | 53.8           | 44.2 |  |
| 11PM-MID    | 259                          | 0.0       | 1500           | 259        | 0           | 0.36                  | 0                     | 60.2              | 54.0           | 44.5 |  |

**\*----- 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 | 0.0070 |
| MAIN ROUTE WITH WORKS    | 0.0061 |
| 'DIVERSION'              | 0.0000 |

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

|                          |         |
|--------------------------|---------|
| ROAD USER COSTS PER DAY  | \$1,602 |
| CONGESTED HOURS PER DAY* | 0       |

\*Delays Exceeding User-Specified Maximum

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

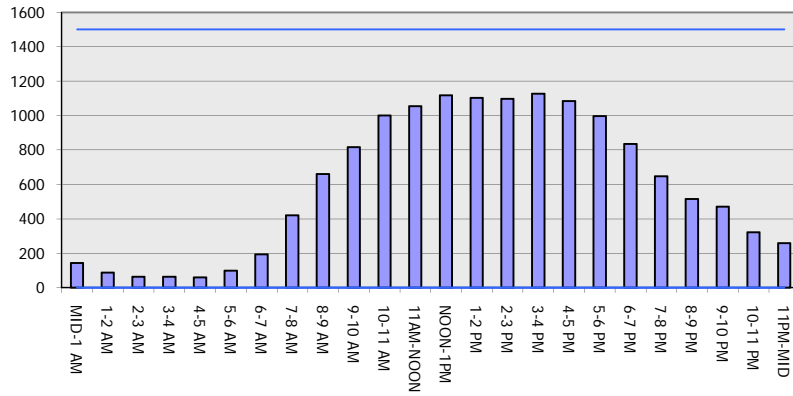
**OCTOBER**

Analyzed for 2009  
Construction Season

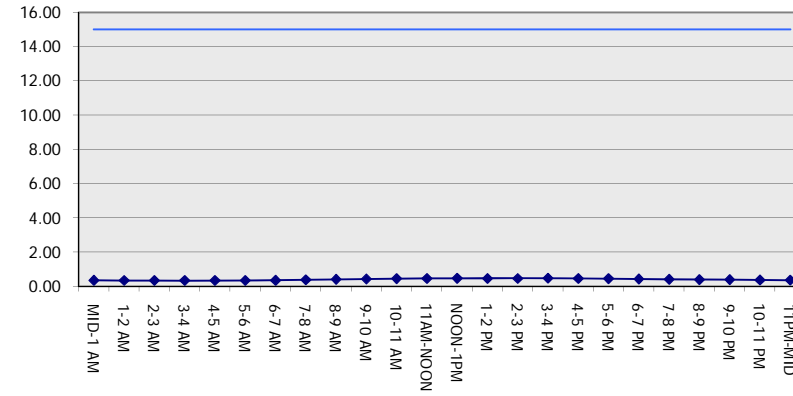
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

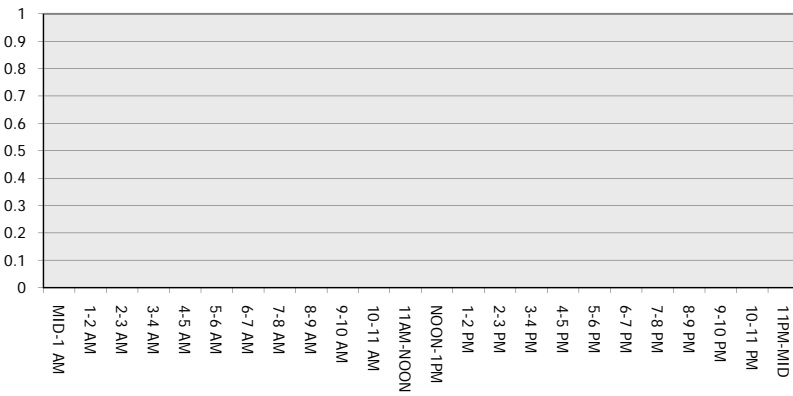
**Main Route - Traffic Demand (Vehicles Per Hour)**



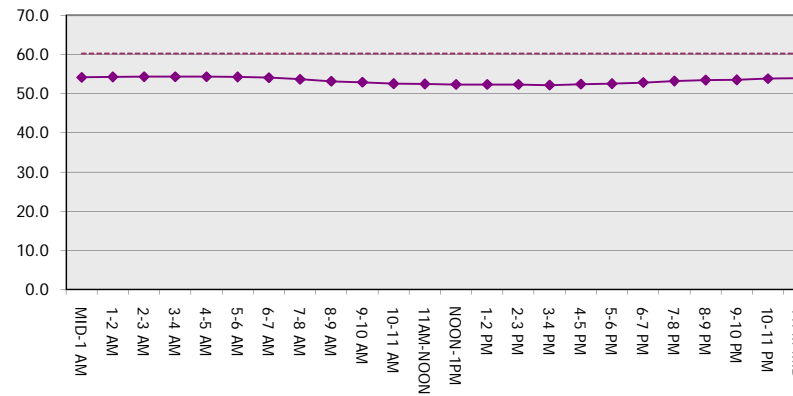
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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    | 148                          | 0.0       | 1500           | 148        | 0           | 0.35                  | 0                   | 60.2                  | 54.2           | 44.9 |
| 1-2 AM      | 95                           | 0.0       | 1500           | 95         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.1 |
| 2-3 AM      | 115                          | 0.0       | 1500           | 115        | 0           | 0.34                  | 0                   | 60.2                  | 54.2           | 45.0 |
| 3-4 AM      | 64                           | 0.0       | 1500           | 64         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.2 |
| 4-5 AM      | 67                           | 0.0       | 1500           | 67         | 0           | 0.34                  | 0                   | 60.2                  | 54.3           | 45.2 |
| 5-6 AM      | 108                          | 0.0       | 1500           | 108        | 0           | 0.34                  | 0                   | 60.2                  | 54.2           | 45.1 |
| 6-7 AM      | 252                          | 0.0       | 1500           | 252        | 0           | 0.36                  | 0                   | 60.2                  | 54.0           | 44.5 |
| 7-8 AM      | 420                          | 0.0       | 1500           | 420        | 0           | 0.38                  | 0                   | 60.2                  | 53.7           | 43.8 |
| 8-9 AM      | 684                          | 0.0       | 1500           | 684        | 0           | 0.41                  | 0                   | 60.2                  | 53.2           | 42.8 |
| 9-10 AM     | 882                          | 0.0       | 1500           | 882        | 0           | 0.44                  | 0                   | 60.2                  | 52.8           | 42.1 |
| 10-11 AM    | 1025                         | 0.0       | 1500           | 1025       | 0           | 0.45                  | 0                   | 60.2                  | 52.5           | 41.6 |
| 11AM-NOON   | 1067                         | 0.0       | 1500           | 1067       | 0           | 0.46                  | 0                   | 60.2                  | 52.4           | 41.4 |
| NOON-1PM    | 1055                         | 0.0       | 1500           | 1055       | 0           | 0.46                  | 0                   | 60.2                  | 52.5           | 41.5 |
| 1-2 PM      | 995                          | 0.0       | 1500           | 995        | 0           | 0.45                  | 0                   | 60.2                  | 52.5           | 41.7 |
| 2-3 PM      | 1024                         | 0.0       | 1500           | 1024       | 0           | 0.45                  | 0                   | 60.2                  | 52.5           | 41.6 |
| 3-4 PM      | 1054                         | 0.0       | 1500           | 1054       | 0           | 0.46                  | 0                   | 60.2                  | 52.5           | 41.5 |
| 4-5 PM      | 1032                         | 0.0       | 1500           | 1032       | 0           | 0.46                  | 0                   | 60.2                  | 52.5           | 41.5 |
| 5-6 PM      | 968                          | 0.0       | 1500           | 968        | 0           | 0.45                  | 0                   | 60.2                  | 52.6           | 41.8 |
| 6-7 PM      | 861                          | 0.0       | 1500           | 861        | 0           | 0.43                  | 0                   | 60.2                  | 52.8           | 42.2 |
| 7-8 PM      | 702                          | 0.0       | 1500           | 702        | 0           | 0.42                  | 0                   | 60.2                  | 53.1           | 42.7 |
| 8-9 PM      | 536                          | 0.0       | 1500           | 536        | 0           | 0.39                  | 0                   | 60.2                  | 53.4           | 43.3 |
| 9-10 PM     | 435                          | 0.0       | 1500           | 435        | 0           | 0.38                  | 0                   | 60.2                  | 53.6           | 43.8 |
| 10-11 PM    | 349                          | 0.0       | 1500           | 349        | 0           | 0.37                  | 0                   | 60.2                  | 53.8           | 44.1 |
| 11PM-MID    | 235                          | 0.0       | 1500           | 235        | 0           | 0.36                  | 0                   | 60.2                  | 54.0           | 44.5 |

| *----- 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           | 0.0070 |
| MAIN ROUTE WITH WORKS              | 0.0061 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$1,578 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

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

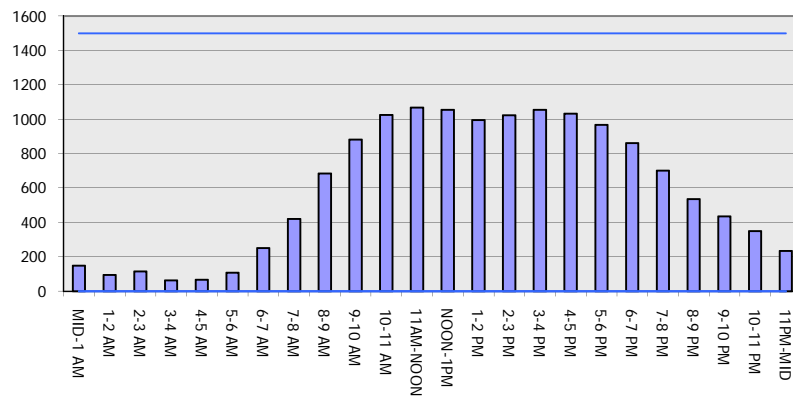
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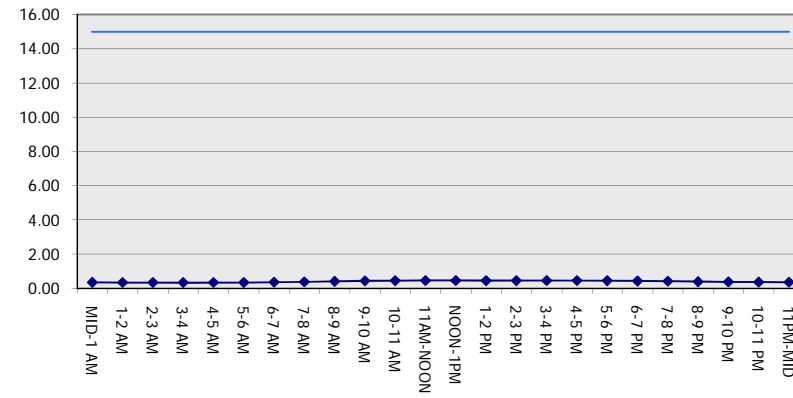
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

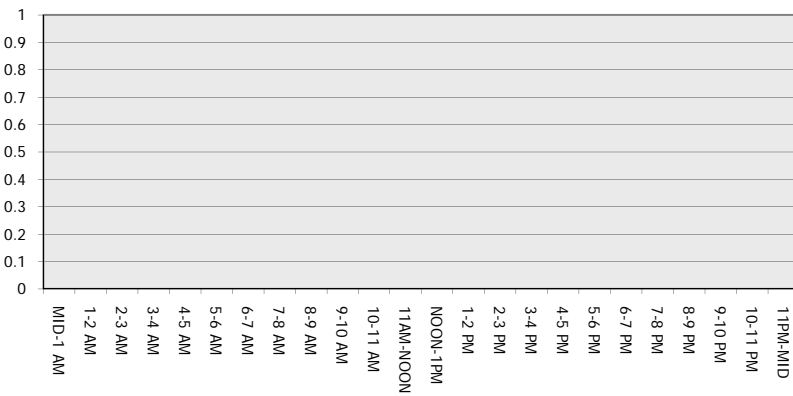
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

