

<b>USH 12: CTH K TO USH 14 (DANE COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 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	70	0.0	1500	70	0	0.34	0	60.2	54.3	45.2	
1-2 AM	38	0.0	1500	38	0	0.33	0	60.2	54.4	45.3	
2-3 AM	31	0.0	1500	31	0	0.33	0	60.2	54.4	45.4	
3-4 AM	36	0.0	1500	36	0	0.33	0	60.2	54.4	45.3	
4-5 AM	92	0.0	1500	92	0	0.34	0	60.2	54.3	45.1	
5-6 AM	246	0.0	1500	246	0	0.36	0	60.2	54.0	44.5	
6-7 AM	679	0.0	1500	679	0	0.41	0	60.2	53.2	42.8	
7-8 AM	1104	0.0	1500	1104	0	0.46	0	60.2	52.4	41.3	
8-9 AM	820	0.0	1500	820	0	0.43	0	60.2	52.8	42.3	
9-10 AM	683	0.0	1500	683	0	0.41	0	60.2	53.2	42.8	
10-11 AM	740	0.0	1500	740	0	0.42	0	60.2	53.0	42.6	
11AM-NOON	880	0.0	1500	880	0	0.44	0	60.2	52.8	42.1	
NOON-1PM	958	0.0	1500	958	0	0.45	0	60.2	52.6	41.8	
1-2 PM	962	0.0	1500	962	0	0.45	0	60.2	52.6	41.8	
2-3 PM	1047	0.0	1500	1047	0	0.46	0	60.2	52.5	41.5	
3-4 PM	1314	0.0	1499	1314	0	0.72	0	60.2	48.8	35.3	
4-5 PM	1758	0.0	1499	1758	0	4.57	116	60.2	24.3	30.8	
5-6 PM	1708	0.0	1499	1646	61	<b>14.46+</b>	369	60.2	11.0	30.8	
6-7 PM	1080	0.0	1499	1080	0	6.88	223	60.2	18.8	35.4	
7-8 PM	772	0.0	1500	772	0	0.42	0	60.2	53.0	42.5	
8-9 PM	631	0.0	1500	631	0	0.41	0	60.2	53.2	43.0	
9-10 PM	450	0.0	1500	450	0	0.38	0	60.2	53.6	43.7	
10-11 PM	250	0.0	1500	250	0	0.36	0	60.2	54.0	44.5	
11PM-MID	138	0.0	1500	138	0	0.35	0	60.2	54.2	45.0	

+ 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

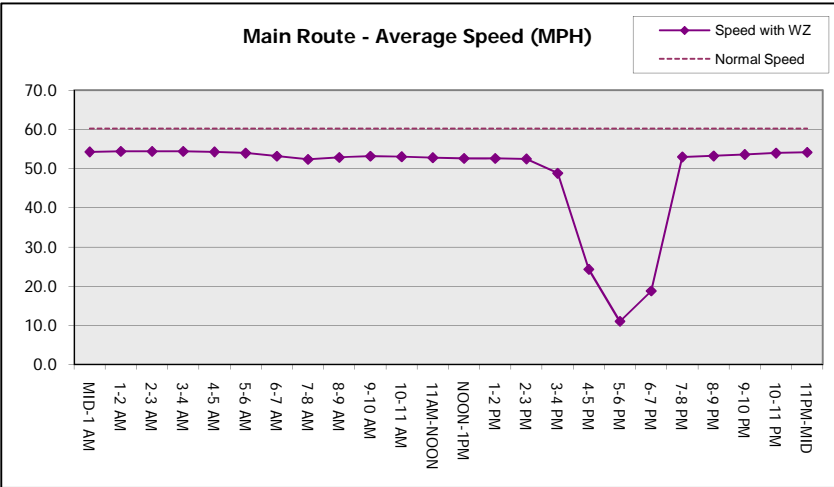
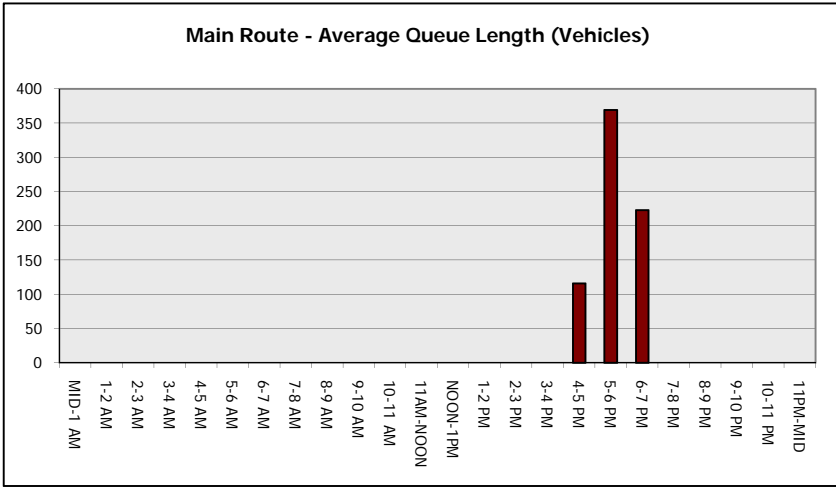
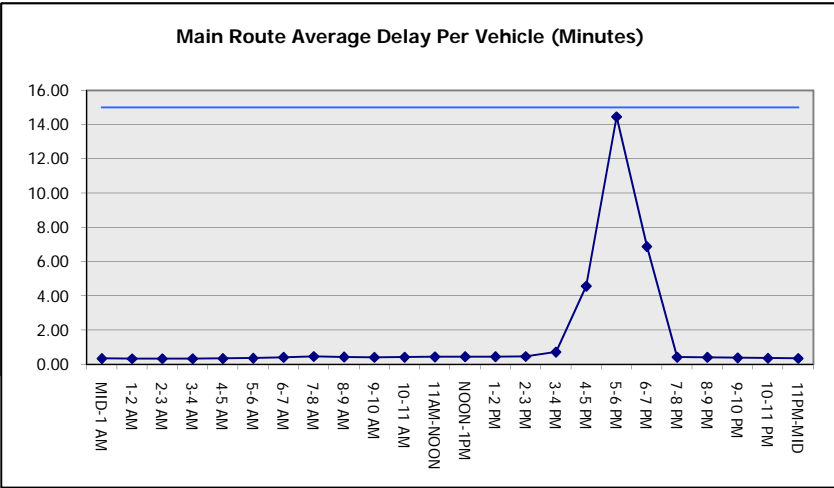
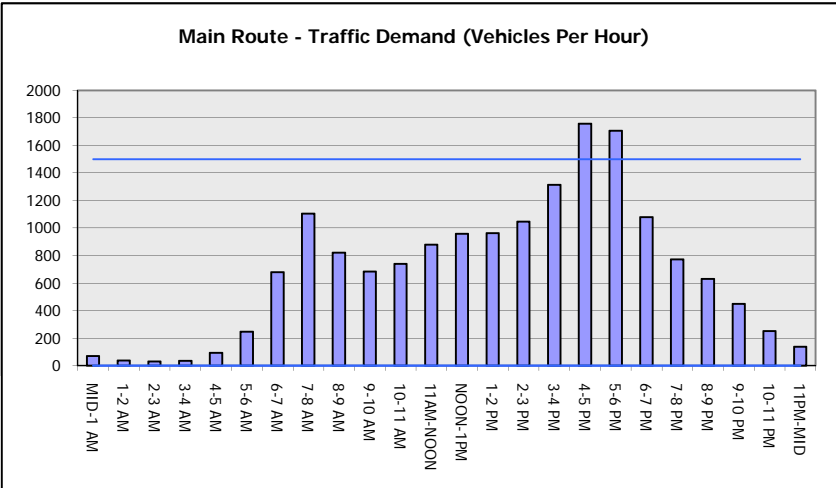
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0081
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0001
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$10,105
CONGESTED HOURS PER DAY*	1

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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**MAY**  
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)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 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	82	0.0	1500	82	0	0.34	0	60.2	54.3	45.1
1-2 AM	49	0.0	1500	49	0	0.33	0	60.2	54.3	45.3
2-3 AM	44	0.0	1500	44	0	0.33	0	60.2	54.3	45.3
3-4 AM	45	0.0	1500	45	0	0.33	0	60.2	54.3	45.3
4-5 AM	92	0.0	1500	92	0	0.34	0	60.2	54.3	45.1
5-6 AM	326	0.0	1500	326	0	0.37	0	60.2	53.8	44.2
6-7 AM	1017	0.0	1499	1017	0	0.50	0	60.2	51.9	40.5
7-8 AM	1725	0.0	1499	1725	0	4.20	102	60.2	25.5	30.8
8-9 AM	1332	0.0	1499	1332	0	6.74	167	60.2	18.9	31.9
9-10 AM	888	0.0	1500	888	0	0.52	2	60.2	51.5	42.0
10-11 AM	852	0.0	1500	852	0	0.43	0	60.2	52.8	42.2
11AM-NOON	912	0.0	1500	912	0	0.44	0	60.2	52.7	42.0
NOON-1PM	964	0.0	1500	964	0	0.45	0	60.2	52.6	41.8
1-2 PM	920	0.0	1500	920	0	0.44	0	60.2	52.7	42.0
2-3 PM	977	0.0	1500	977	0	0.45	0	60.2	52.6	41.7
3-4 PM	1207	0.0	1500	1207	0	0.58	0	60.2	50.7	38.2
4-5 PM	1209	0.0	1500	1209	0	0.59	0	60.2	50.6	38.2
5-6 PM	1161	0.0	1500	1161	0	0.52	0	60.2	51.5	39.7
6-7 PM	895	0.0	1500	895	0	0.44	0	60.2	52.7	42.0
7-8 PM	664	0.0	1500	664	0	0.41	0	60.2	53.2	42.9
8-9 PM	555	0.0	1500	555	0	0.40	0	60.2	53.3	43.3
9-10 PM	420	0.0	1500	420	0	0.38	0	60.2	53.7	43.8
10-11 PM	267	0.0	1500	267	0	0.36	0	60.2	53.9	44.4
11PM-MID	170	0.0	1500	170	0	0.35	0	60.2	54.1	44.8

*----- 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	0.0083
MAIN ROUTE WITH WORKS	0.0072
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,022
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

