

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

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	103	0.0	1500	103	0	0.34	0	60.2	54.2	45.1	
1-2 AM	62	0.0	1500	62	0	0.34	0	60.2	54.3	45.3	
2-3 AM	47	0.0	1500	47	0	0.33	0	60.2	54.3	45.3	
3-4 AM	42	0.0	1500	42	0	0.33	0	60.2	54.3	45.3	
4-5 AM	90	0.0	1500	90	0	0.34	0	60.2	54.3	45.1	
5-6 AM	261	0.0	1500	261	0	0.36	0	60.2	54.0	44.5	
6-7 AM	672	0.0	1500	672	0	0.41	0	60.2	53.2	42.8	
7-8 AM	1050	0.0	1500	1050	0	0.46	0	60.2	52.5	41.5	
8-9 AM	933	0.0	1500	933	0	0.44	0	60.2	52.7	41.9	
9-10 AM	838	0.0	1500	838	0	0.43	0	60.2	52.8	42.2	
10-11 AM	931	0.0	1500	931	0	0.44	0	60.2	52.7	41.9	
11AM-NOON	1125	0.0	1500	1125	0	0.48	0	60.2	52.2	41.0	
NOON-1PM	1273	0.0	1500	1273	0	0.67	0	60.2	49.5	36.3	
1-2 PM	1271	0.0	1500	1271	0	0.67	0	60.2	49.5	36.3	
2-3 PM	1454	0.0	1499	1454	0	0.91	0	60.2	46.5	31.8	
3-4 PM	1628	0.0	1499	1628	0	2.61	51	60.2	32.7	30.8	
4-5 PM	1874	0.0	1500	1801	74	11.34+	299	60.2	13.1	30.8	
5-6 PM	1769	0.0	1500	1498	271	16.01+	407	60.2	10.3	30.8	
6-7 PM	1197	0.0	1499	1197	0	11.34+	303	60.2	13.1	32.3	
7-8 PM	867	0.0	1500	867	0	0.75	13	60.2	48.5	42.1	
8-9 PM	672	0.0	1500	672	0	0.41	0	60.2	53.2	42.8	
9-10 PM	577	0.0	1500	577	0	0.40	0	60.2	53.3	43.2	
10-11 PM	378	0.0	1500	378	0	0.38	0	60.2	53.7	44.0	
11PM-MID	267	0.0	1500	267	0	0.36	0	60.2	53.9	44.4	

+ 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	0.0096
MAIN ROUTE WITH WORKS	0.0081
'DIVERSION'	0.0004
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,853
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

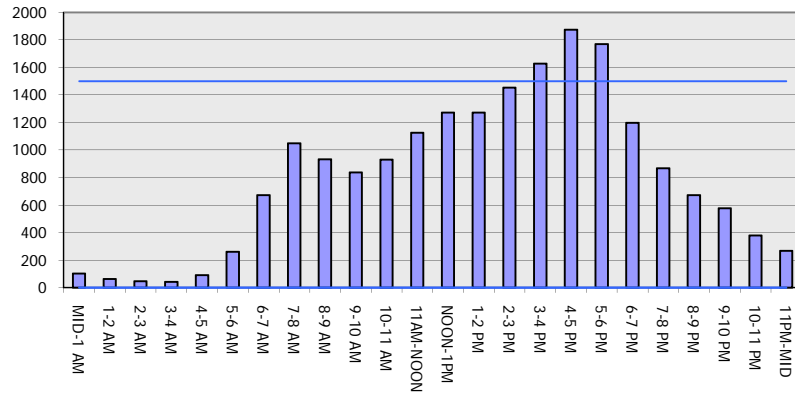
AUGUST

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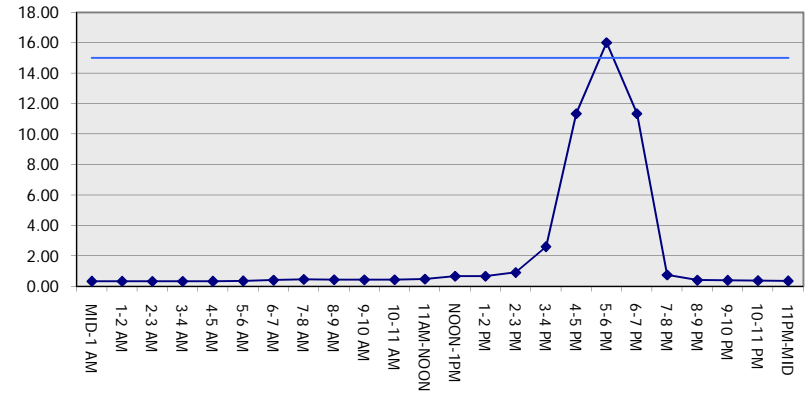
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

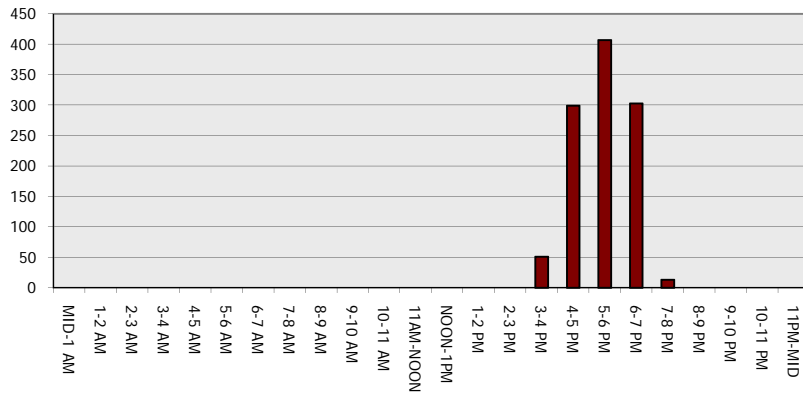
Main Route - Traffic Demand (Vehicles Per Hour)



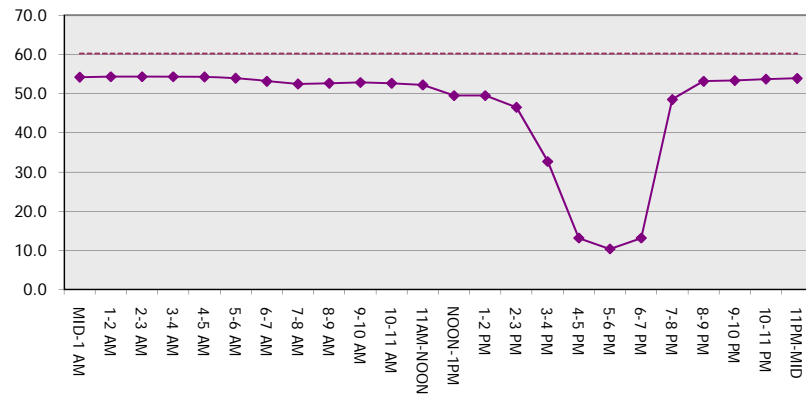
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 12: CTH K TO USH 14 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	127	0.0	1500	127	0	0.34	0	60.2	54.2	45.0
1-2 AM	71	0.0	1500	71	0	0.34	0	60.2	54.3	45.2
2-3 AM	58	0.0	1500	58	0	0.34	0	60.2	54.3	45.3
3-4 AM	57	0.0	1500	57	0	0.34	0	60.2	54.3	45.3
4-5 AM	95	0.0	1500	95	0	0.34	0	60.2	54.3	45.1
5-6 AM	352	0.0	1500	352	0	0.37	0	60.2	53.8	44.1
6-7 AM	973	0.0	1499	973	0	0.46	0	60.2	52.5	41.5
7-8 AM	1635	0.0	1499	1635	0	2.86	58	60.2	31.2	30.8
8-9 AM	1279	0.0	1499	1279	0	2.28	57	60.2	34.7	34.5
9-10 AM	975	0.0	1500	975	0	0.45	0	60.2	52.6	41.8
10-11 AM	1000	0.0	1500	1000	0	0.45	0	60.2	52.5	41.7
11AM-NOON	1105	0.0	1500	1105	0	0.46	0	60.2	52.4	41.3
NOON-1PM	1194	0.0	1500	1194	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	1179	0.0	1500	1179	0	0.55	0	60.2	51.2	39.1
3-4 PM	1238	0.0	1500	1238	0	0.62	0	60.2	50.1	37.3
4-5 PM	1264	0.0	1500	1264	0	0.66	0	60.2	49.6	36.5
5-6 PM	1161	0.0	1500	1161	0	0.52	0	60.2	51.5	39.7
6-7 PM	973	0.0	1500	973	0	0.45	0	60.2	52.6	41.8
7-8 PM	763	0.0	1500	763	0	0.42	0	60.2	53.0	42.5
8-9 PM	606	0.0	1500	606	0	0.40	0	60.2	53.3	43.1
9-10 PM	515	0.0	1500	515	0	0.39	0	60.2	53.5	43.5
10-11 PM	389	0.0	1500	389	0	0.38	0	60.2	53.7	43.9
11PM-MID	300	0.0	1500	300	0	0.37	0	60.2	53.8	44.3

----- 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	0.0091
MAIN ROUTE WITH WORKS	0.0079
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,465
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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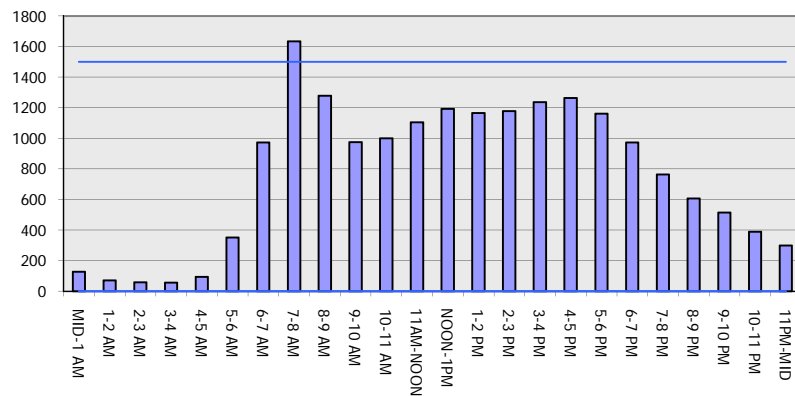
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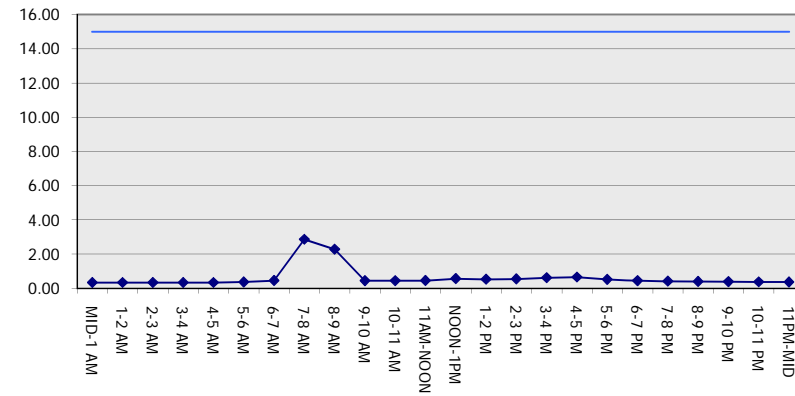
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

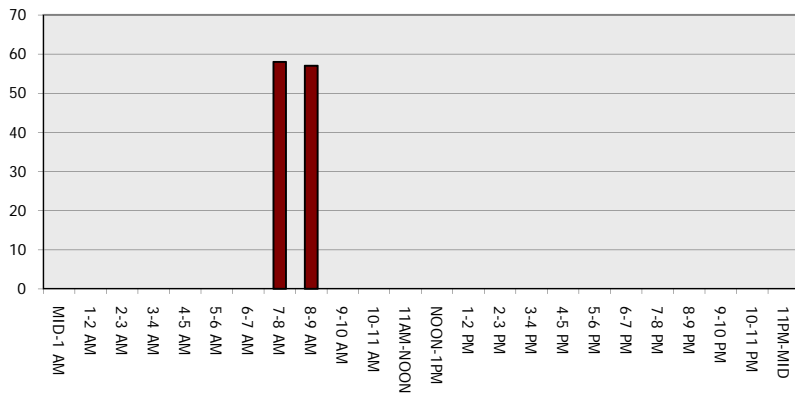
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

