

<b>USH 12: CTH K TO USH 14 (DANE COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	77	0.0	1500	77	0	0.34	0	60.2	54.3	45.2	
1-2 AM	58	0.0	1500	58	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	49	0.0	1500	49	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	253	0.0	1500	253	0	0.36	0	60.2	54.0	44.5	
6-7 AM	706	0.0	1500	706	0	0.42	0	60.2	53.1	42.7	
7-8 AM	1207	0.0	1500	1207	0	0.58	0	60.2	50.7	38.2	
8-9 AM	948	0.0	1500	948	0	0.45	0	60.2	52.7	41.9	
9-10 AM	808	0.0	1500	808	0	0.43	0	60.2	52.9	42.4	
10-11 AM	896	0.0	1500	896	0	0.44	0	60.2	52.7	42.0	
11AM-NOON	1089	0.0	1500	1089	0	0.46	0	60.2	52.4	41.4	
NOON-1PM	1184	0.0	1500	1184	0	0.55	0	60.2	51.0	38.9	
1-2 PM	1191	0.0	1500	1191	0	0.56	0	60.2	50.9	38.8	
2-3 PM	1350	0.0	1499	1350	0	0.77	0	60.2	48.2	34.2	
3-4 PM	1597	0.0	1499	1597	0	1.93	30	60.2	37.1	30.8	
4-5 PM	1935	0.0	1500	1825	109	10.82+	290	60.2	13.6	30.8	
5-6 PM	1814	0.0	1500	1499	315	16.02+	407	60.2	10.3	30.8	
6-7 PM	1176	0.0	1499	1176	0	10.67+	290	60.2	13.7	32.9	
7-8 PM	822	0.0	1500	822	0	0.62	7	60.2	50.2	42.3	
8-9 PM	650	0.0	1500	650	0	0.41	0	60.2	53.2	42.9	
9-10 PM	561	0.0	1500	561	0	0.40	0	60.2	53.3	43.3	
10-11 PM	396	0.0	1500	396	0	0.38	0	60.2	53.7	43.9	
11PM-MID	262	0.0	1500	262	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

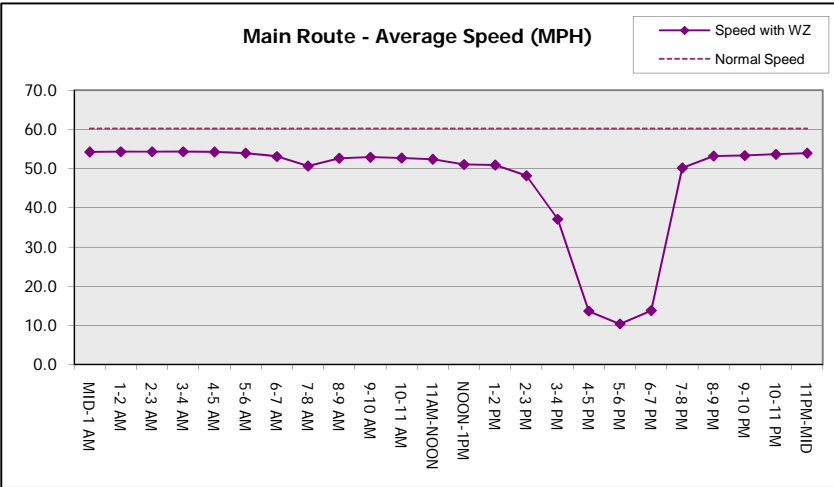
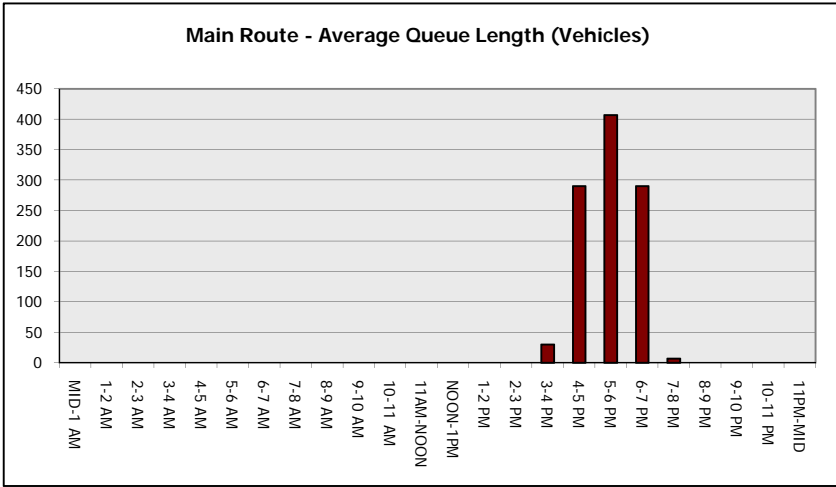
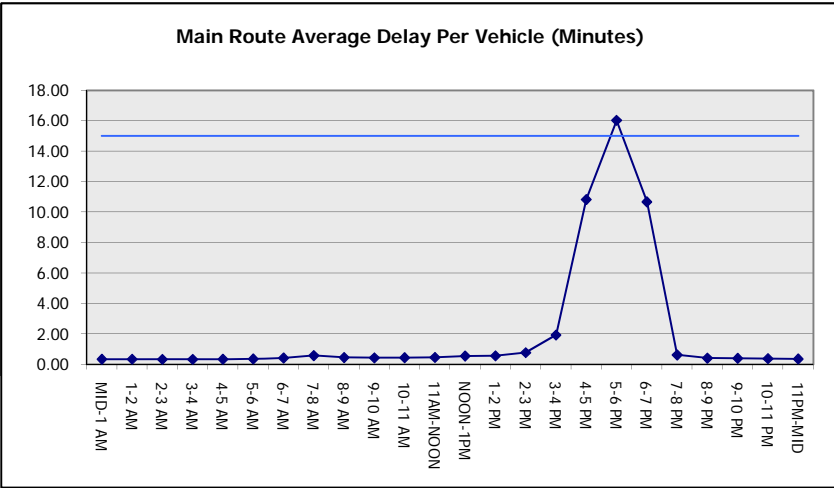
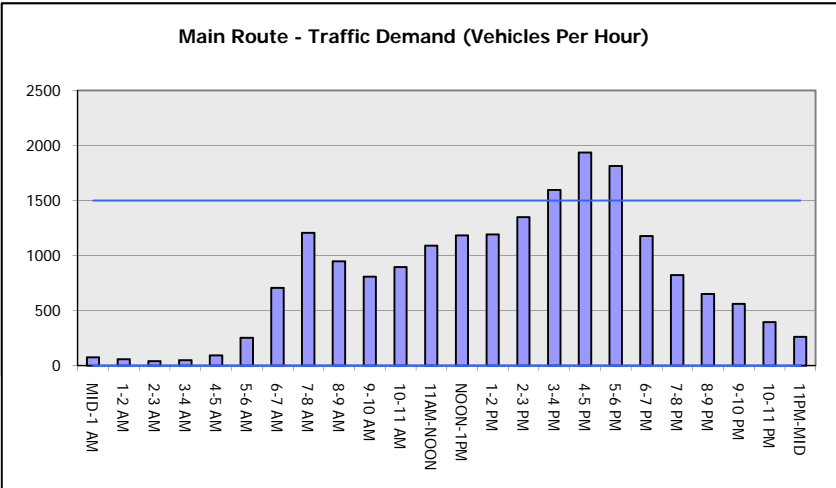
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0095
MAIN ROUTE WITH WORKS	0.0080
'DIVERSION'	0.0005
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$16,151
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>USH 12: CTH K TO USH 14 (DANE COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	101	0.0	1500	101	0	0.34	0	60.2	54.3	45.1
1-2 AM	64	0.0	1500	64	0	0.34	0	60.2	54.3	45.2
2-3 AM	48	0.0	1500	48	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	104	0.0	1500	104	0	0.34	0	60.2	54.2	45.1
5-6 AM	323	0.0	1500	323	0	0.37	0	60.2	53.8	44.2
6-7 AM	984	0.0	1499	984	0	0.47	0	60.2	52.2	41.1
7-8 AM	1701	0.0	1499	1701	0	3.70	87	60.2	27.4	30.8
8-9 AM	1409	0.0	1499	1409	0	7.47	178	60.2	17.6	30.8
9-10 AM	977	0.0	1500	977	0	0.77	13	60.2	48.3	41.6
10-11 AM	991	0.0	1500	991	0	0.45	0	60.2	52.5	41.7
11AM-NOON	1087	0.0	1500	1087	0	0.46	0	60.2	52.4	41.4
NOON-1PM	1146	0.0	1500	1146	0	0.50	0	60.2	51.8	40.2
1-2 PM	1152	0.0	1500	1152	0	0.51	0	60.2	51.7	40.1
2-3 PM	1113	0.0	1500	1113	0	0.47	0	60.2	52.4	41.3
3-4 PM	1344	0.0	1500	1344	0	0.76	0	60.2	48.3	34.3
4-5 PM	1347	0.0	1500	1347	0	0.77	0	60.2	48.3	34.3
5-6 PM	1272	0.0	1500	1272	0	0.67	0	60.2	49.5	36.3
6-7 PM	1030	0.0	1500	1030	0	0.46	0	60.2	52.5	41.5
7-8 PM	737	0.0	1500	737	0	0.42	0	60.2	53.0	42.6
8-9 PM	529	0.0	1500	529	0	0.39	0	60.2	53.4	43.4
9-10 PM	477	0.0	1500	477	0	0.39	0	60.2	53.5	43.6
10-11 PM	359	0.0	1500	359	0	0.37	0	60.2	53.7	44.0
11PM-MID	262	0.0	1500	262	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	0.0092
MAIN ROUTE WITH WORKS	0.0080
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,650
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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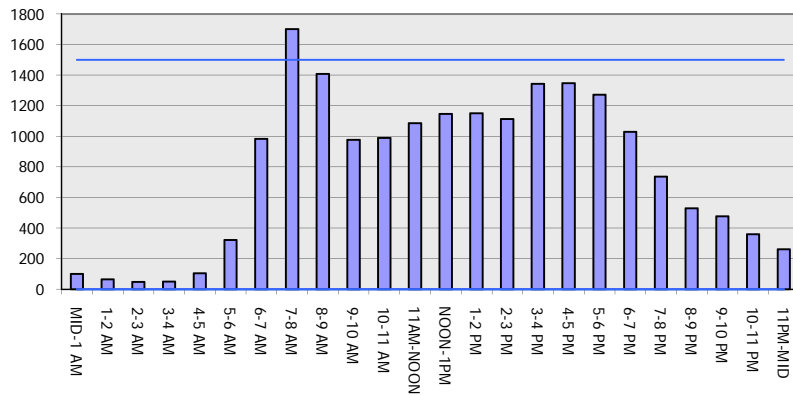
**OCTOBER**

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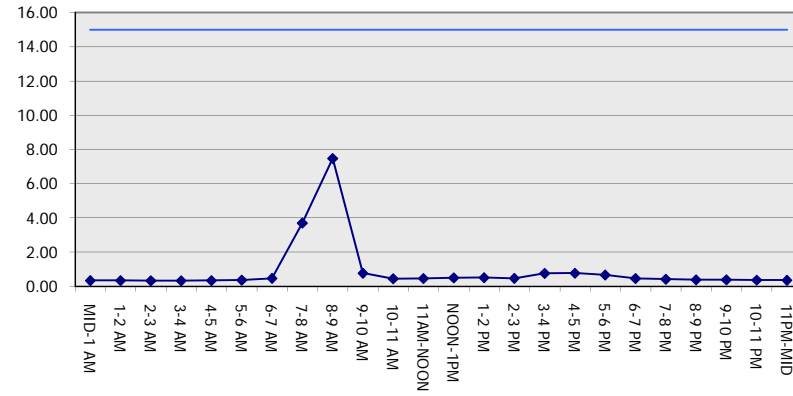
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

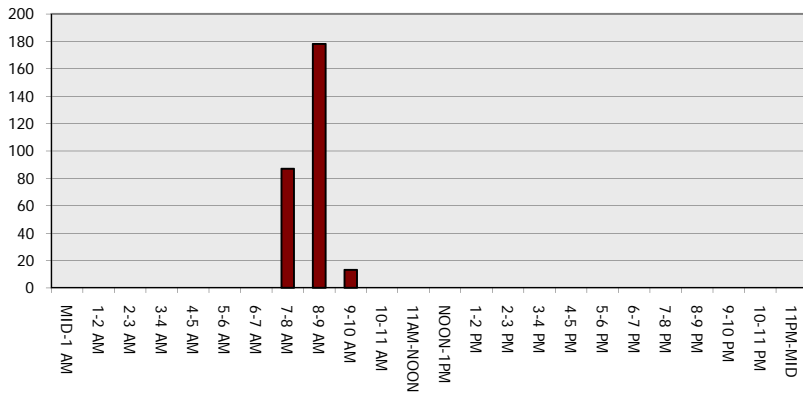
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

