

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

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	60	0.0	1500	60	0	0.34	0	60.2	54.3	45.3	
1-2 AM	39	0.0	1500	39	0	0.33	0	60.2	54.3	45.3	
2-3 AM	30	0.0	1500	30	0	0.33	0	60.2	54.4	45.4	
3-4 AM	40	0.0	1500	40	0	0.33	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	264	0.0	1500	264	0	0.36	0	60.2	53.9	44.4	
6-7 AM	736	0.0	1500	736	0	0.42	0	60.2	53.0	42.6	
7-8 AM	1273	0.0	1500	1273	0	0.67	0	60.2	49.5	36.3	
8-9 AM	965	0.0	1500	965	0	0.45	0	60.2	52.6	41.8	
9-10 AM	732	0.0	1500	732	0	0.42	0	60.2	53.0	42.7	
10-11 AM	758	0.0	1500	758	0	0.42	0	60.2	53.0	42.5	
11AM-NOON	916	0.0	1500	916	0	0.44	0	60.2	52.7	42.0	
NOON-1PM	978	0.0	1500	978	0	0.45	0	60.2	52.6	41.7	
1-2 PM	972	0.0	1500	972	0	0.45	0	60.2	52.6	41.8	
2-3 PM	1134	0.0	1499	1134	0	0.51	0	60.2	51.7	40.1	
3-4 PM	1413	0.0	1499	1413	0	0.88	0	60.2	46.9	32.9	
4-5 PM	1886	0.0	1500	1886	0	6.49	183	60.2	19.4	30.8	
5-6 PM	1826	0.0	1499	1501	325	16.02+	407	60.2	10.3	30.8	
6-7 PM	1111	0.0	1499	1111	0	7.55	229	60.2	17.6	35.0	
7-8 PM	730	0.0	1500	730	0	0.42	0	60.2	53.0	42.7	
8-9 PM	551	0.0	1500	551	0	0.40	0	60.2	53.4	43.3	
9-10 PM	427	0.0	1500	427	0	0.38	0	60.2	53.6	43.8	
10-11 PM	232	0.0	1500	232	0	0.36	0	60.2	54.0	44.5	
11PM-MID	129	0.0	1500	129	0	0.34	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

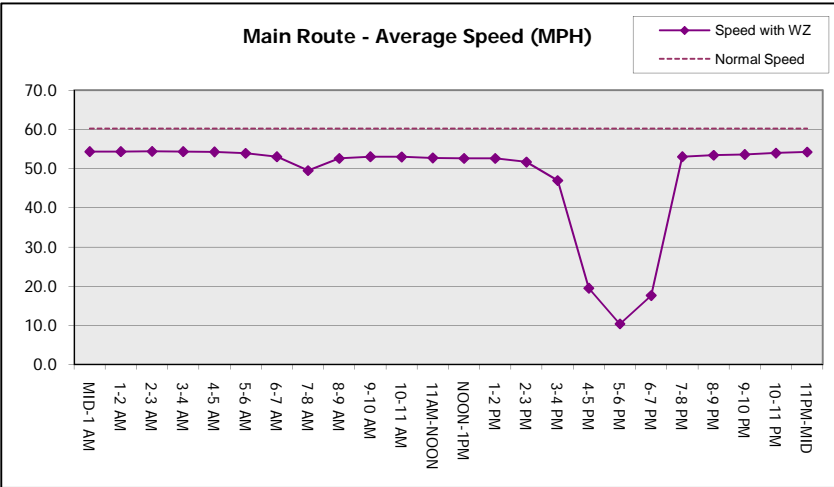
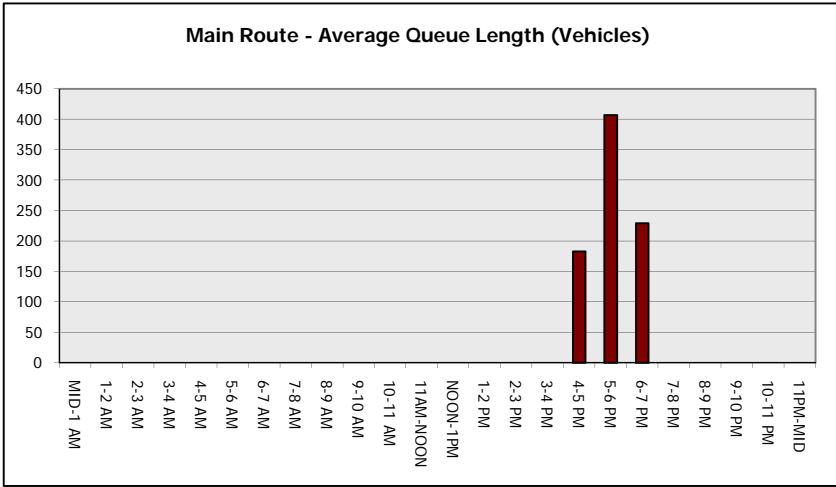
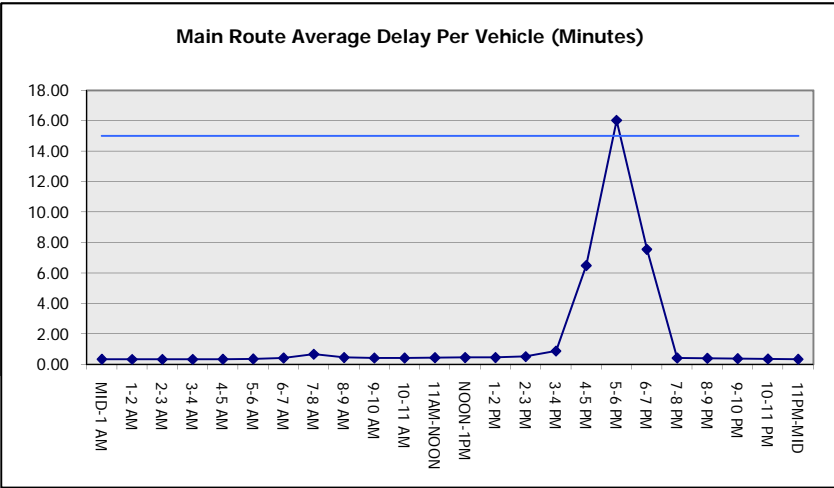
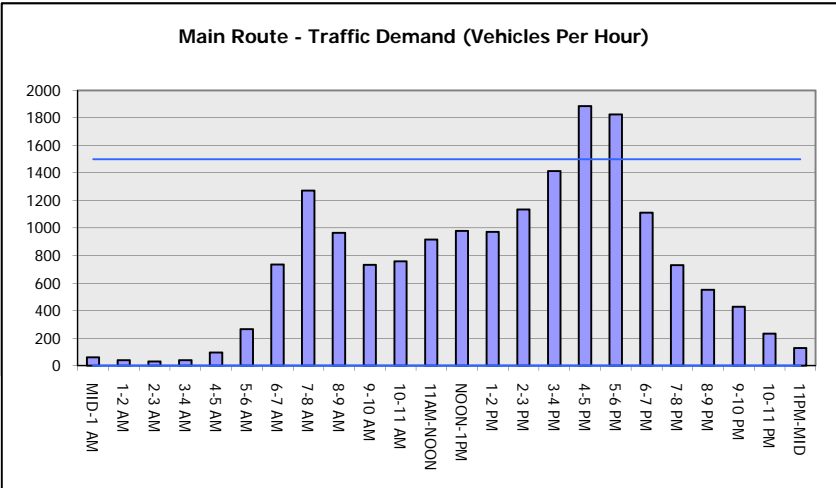
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0085
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0004
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$12,714
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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



USH 12: CTH K TO USH 14 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	69	0.0	1500	69	0	0.34	0	60.2	54.3	45.2
1-2 AM	47	0.0	1500	47	0	0.33	0	60.2	54.3	45.3
2-3 AM	39	0.0	1500	39	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	101	0.0	1500	101	0	0.34	0	60.2	54.3	45.1
5-6 AM	344	0.0	1500	344	0	0.37	0	60.2	53.8	44.1
6-7 AM	1043	0.0	1499	1043	0	0.52	0	60.2	51.5	39.8
7-8 AM	1880	0.0	1499	1880	0	6.22	175	60.2	20.0	30.8
8-9 AM	1515	0.0	1499	1467	48	15.29+	388	60.2	10.6	30.8
9-10 AM	915	0.0	1499	915	0	2.70	117	60.2	32.1	39.2
10-11 AM	866	0.0	1500	866	0	0.44	0	60.2	52.8	42.2
11AM-NOON	947	0.0	1500	947	0	0.45	0	60.2	52.7	41.9
NOON-1PM	990	0.0	1500	990	0	0.45	0	60.2	52.5	41.7
1-2 PM	935	0.0	1500	935	0	0.44	0	60.2	52.7	41.9
2-3 PM	994	0.0	1500	994	0	0.45	0	60.2	52.5	41.7
3-4 PM	1276	0.0	1500	1276	0	0.67	0	60.2	49.4	36.2
4-5 PM	1364	0.0	1500	1364	0	0.79	0	60.2	47.9	33.8
5-6 PM	1262	0.0	1500	1262	0	0.66	0	60.2	49.7	36.6
6-7 PM	919	0.0	1500	919	0	0.44	0	60.2	52.7	42.0
7-8 PM	640	0.0	1500	640	0	0.41	0	60.2	53.2	43.0
8-9 PM	486	0.0	1500	486	0	0.39	0	60.2	53.5	43.5
9-10 PM	391	0.0	1500	391	0	0.38	0	60.2	53.7	43.9
10-11 PM	248	0.0	1500	248	0	0.36	0	60.2	54.0	44.5
11PM-MID	160	0.0	1500	160	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	0.0086
MAIN ROUTE WITH WORKS	0.0075
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$9,982
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
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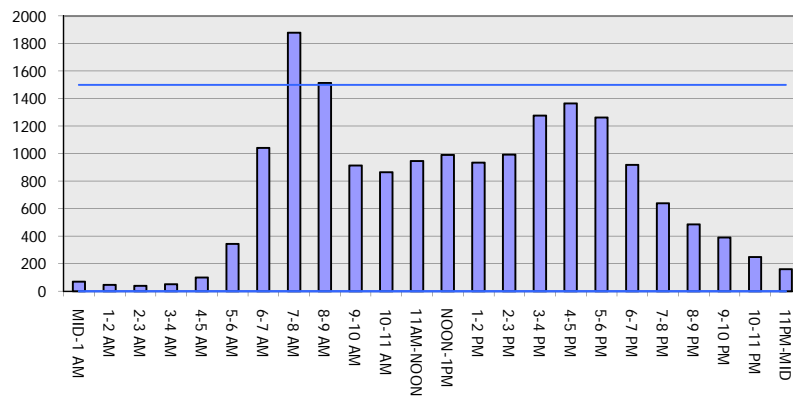
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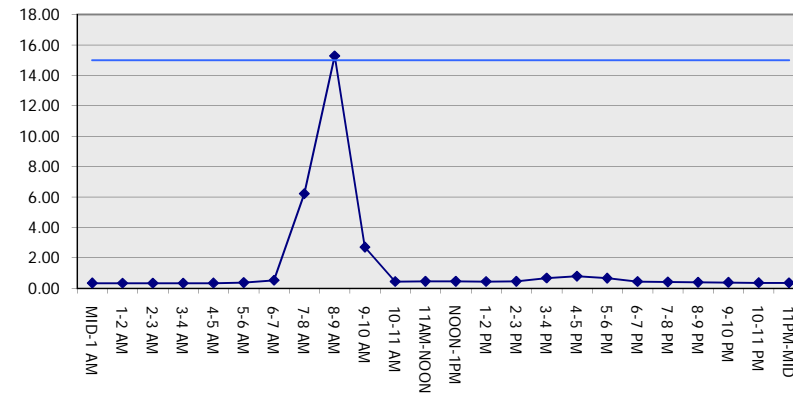
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

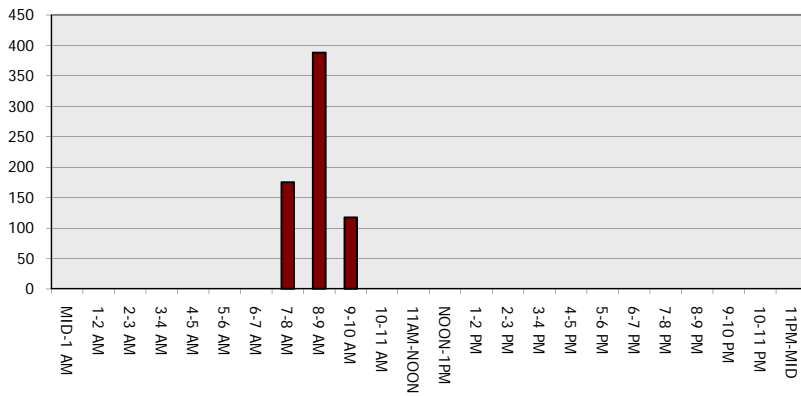
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

