

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

SUNDAY 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	160	0.0	1500	160	0	0.35	0	60.2	54.2	44.8	
1-2 AM	96	0.0	1500	96	0	0.34	0	60.2	54.3	45.1	
2-3 AM	75	0.0	1500	75	0	0.34	0	60.2	54.3	45.2	
3-4 AM	53	0.0	1500	53	0	0.34	0	60.2	54.3	45.3	
4-5 AM	42	0.0	1500	42	0	0.33	0	60.2	54.3	45.3	
5-6 AM	62	0.0	1500	62	0	0.34	0	60.2	54.3	45.3	
6-7 AM	92	0.0	1500	92	0	0.34	0	60.2	54.3	45.1	
7-8 AM	199	0.0	1500	199	0	0.35	0	60.2	54.0	44.7	
8-9 AM	357	0.0	1500	357	0	0.37	0	60.2	53.8	44.1	
9-10 AM	470	0.0	1500	470	0	0.39	0	60.2	53.5	43.6	
10-11 AM	701	0.0	1500	701	0	0.41	0	60.2	53.1	42.7	
11AM-NOON	835	0.0	1500	835	0	0.43	0	60.2	52.8	42.3	
NOON-1PM	941	0.0	1500	941	0	0.44	0	60.2	52.7	41.9	
1-2 PM	946	0.0	1500	946	0	0.45	0	60.2	52.7	41.9	
2-3 PM	879	0.0	1500	879	0	0.44	0	60.2	52.8	42.1	
3-4 PM	912	0.0	1500	912	0	0.44	0	60.2	52.7	42.0	
4-5 PM	868	0.0	1500	868	0	0.44	0	60.2	52.8	42.2	
5-6 PM	778	0.0	1500	778	0	0.42	0	60.2	53.0	42.5	
6-7 PM	657	0.0	1500	657	0	0.41	0	60.2	53.2	42.9	
7-8 PM	441	0.0	1500	441	0	0.38	0	60.2	53.6	43.7	
8-9 PM	296	0.0	1500	296	0	0.36	0	60.2	53.8	44.3	
9-10 PM	230	0.0	1500	230	0	0.36	0	60.2	54.0	44.6	
10-11 PM	154	0.0	1500	154	0	0.35	0	60.2	54.2	44.9	
11PM-MID	98	0.0	1500	98	0	0.34	0	60.2	54.3	45.1	

----- 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	0.0051
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,114
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)**

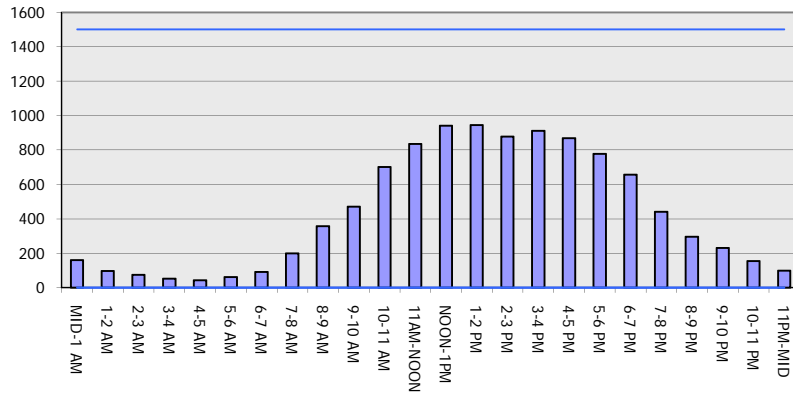
OCTOBER

Analyzed for 2009
Construction Season

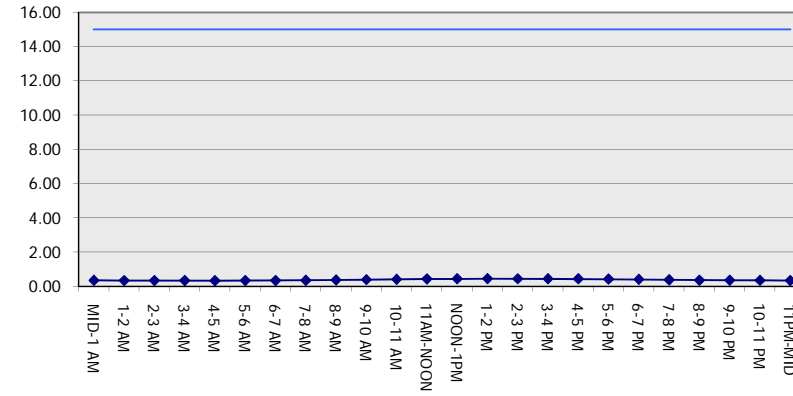
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

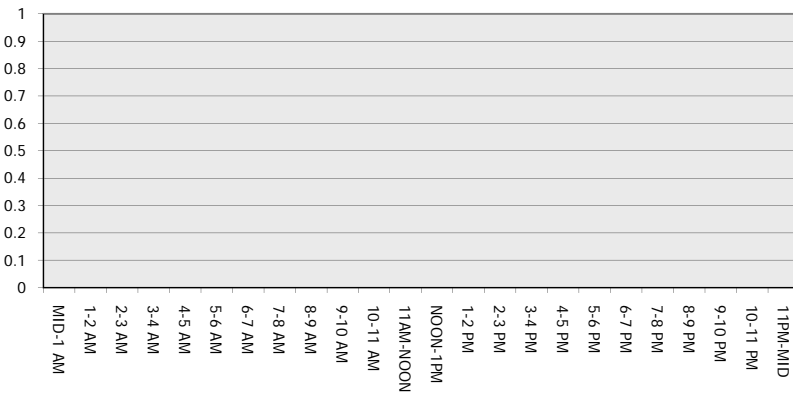
Main Route - Traffic Demand (Vehicles Per Hour)



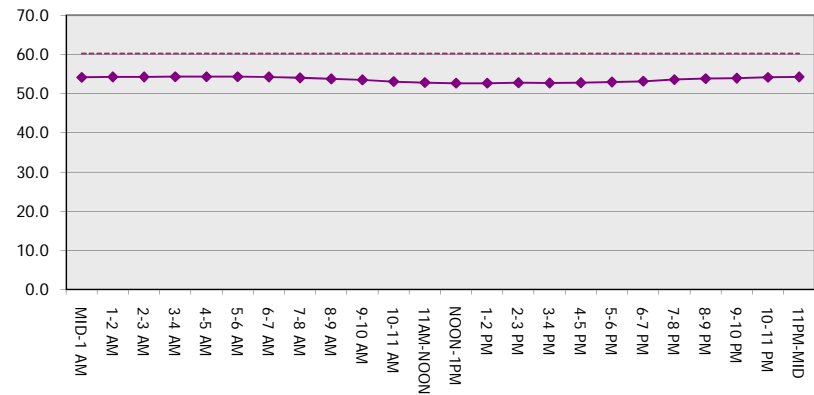
Main Route Average Delay Per Vehicle (Minutes)



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)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	165	0.0	1500	165	0	0.35	0	60.2	54.2	44.8
1-2 AM	111	0.0	1500	111	0	0.34	0	60.2	54.2	45.0
2-3 AM	155	0.0	1500	155	0	0.35	0	60.2	54.2	44.8
3-4 AM	62	0.0	1500	62	0	0.34	0	60.2	54.3	45.3
4-5 AM	40	0.0	1500	40	0	0.33	0	60.2	54.3	45.3
5-6 AM	57	0.0	1500	57	0	0.34	0	60.2	54.3	45.3
6-7 AM	125	0.0	1500	125	0	0.34	0	60.2	54.2	45.0
7-8 AM	208	0.0	1500	208	0	0.35	0	60.2	54.0	44.6
8-9 AM	373	0.0	1500	373	0	0.37	0	60.2	53.7	44.0
9-10 AM	579	0.0	1500	579	0	0.40	0	60.2	53.3	43.2
10-11 AM	798	0.0	1500	798	0	0.43	0	60.2	52.9	42.4
11AM-NOON	1003	0.0	1500	1003	0	0.45	0	60.2	52.5	41.7
NOON-1PM	1021	0.0	1500	1021	0	0.45	0	60.2	52.5	41.6
1-2 PM	1038	0.0	1500	1038	0	0.46	0	60.2	52.5	41.5
2-3 PM	999	0.0	1500	999	0	0.45	0	60.2	52.5	41.7
3-4 PM	1062	0.0	1500	1062	0	0.46	0	60.2	52.4	41.5
4-5 PM	1031	0.0	1500	1031	0	0.46	0	60.2	52.5	41.5
5-6 PM	921	0.0	1500	921	0	0.44	0	60.2	52.7	42.0
6-7 PM	725	0.0	1500	725	0	0.42	0	60.2	53.0	42.7
7-8 PM	523	0.0	1500	523	0	0.39	0	60.2	53.4	43.4
8-9 PM	335	0.0	1500	335	0	0.37	0	60.2	53.8	44.2
9-10 PM	245	0.0	1500	245	0	0.36	0	60.2	54.0	44.5
10-11 PM	157	0.0	1500	157	0	0.35	0	60.2	54.2	44.8
11PM-MID	95	0.0	1500	95	0	0.34	0	60.2	54.3	45.1

----- 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	0.0058
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,313
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
SUNDAY EASTBOUND DIRECTION

