

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	265	0.0	1500	265	0	0.36	0	60.2	51.7	44.4	
1-2 AM	151	0.0	1500	151	0	0.35	0	60.2	52.0	44.9	
2-3 AM	97	0.0	1500	97	0	0.34	0	60.2	52.1	45.1	
3-4 AM	78	0.0	1500	78	0	0.34	0	60.2	52.2	45.2	
4-5 AM	67	0.0	1500	67	0	0.34	0	60.2	52.2	45.2	
5-6 AM	163	0.0	1500	163	0	0.35	0	60.2	52.0	44.8	
6-7 AM	527	0.0	1500	527	0	0.39	0	60.2	51.0	43.4	
7-8 AM	1691	0.0	1499	1691	0	2.15	64	60.2	30.4	32.2	
8-9 AM	3097	0.0	1499	1639	1458	16.49+	428	54.8	8.9	30.8	
9-10 AM	2419	0.0	1500	1513	906	16.73+	427	60.2	8.9	30.8	
10-11 AM	1755	0.0	1500	1502	253	16.64+	424	60.2	8.9	30.8	
11AM-NOON	1731	0.0	1500	1502	229	16.63+	424	60.2	8.9	30.8	
NOON-1PM	1957	0.0	1500	1502	455	16.65+	424	60.2	8.9	30.8	
1-2 PM	2152	0.0	1500	1502	651	16.67+	425	60.2	8.9	30.8	
2-3 PM	2106	0.0	1500	1501	605	16.67+	425	60.2	8.9	30.8	
3-4 PM	2205	0.0	1500	1501	704	16.68+	425	60.2	8.9	30.8	
4-5 PM	2443	0.0	1500	1501	942	16.70+	426	60.2	8.9	30.8	
5-6 PM	2983	0.0	1499	1515	1468	16.85+	436	56.0	8.9	30.8	
6-7 PM	2977	0.0	1500	1500	1477	16.86+	436	56.0	8.9	30.8	
7-8 PM	1998	0.0	1500	1498	500	16.66+	425	60.2	8.9	30.8	
8-9 PM	1381	0.0	1499	1365	17	15.20+	387	60.2	9.4	30.8	
9-10 PM	1122	0.0	1499	1122	0	3.57	134	60.2	23.2	36.0	
10-11 PM	811	0.0	1500	811	0	0.43	0	60.2	50.4	42.4	
11PM-MID	496	0.0	1500	496	0	0.39	0	60.2	51.1	43.5	

+ 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

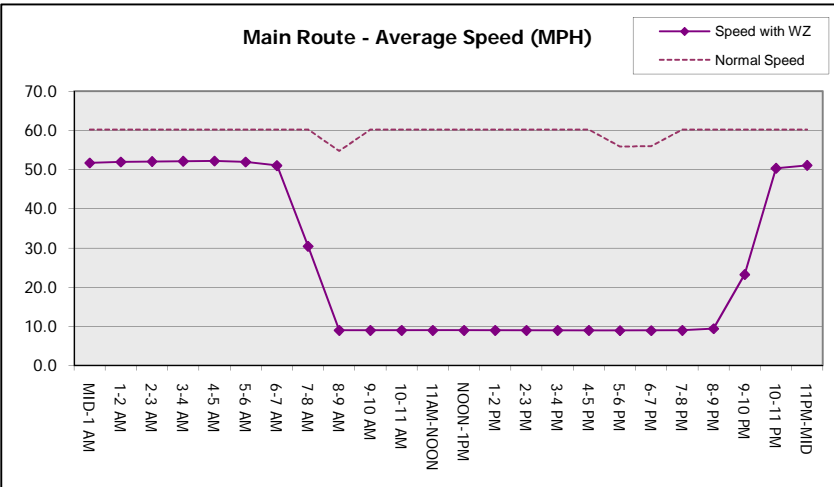
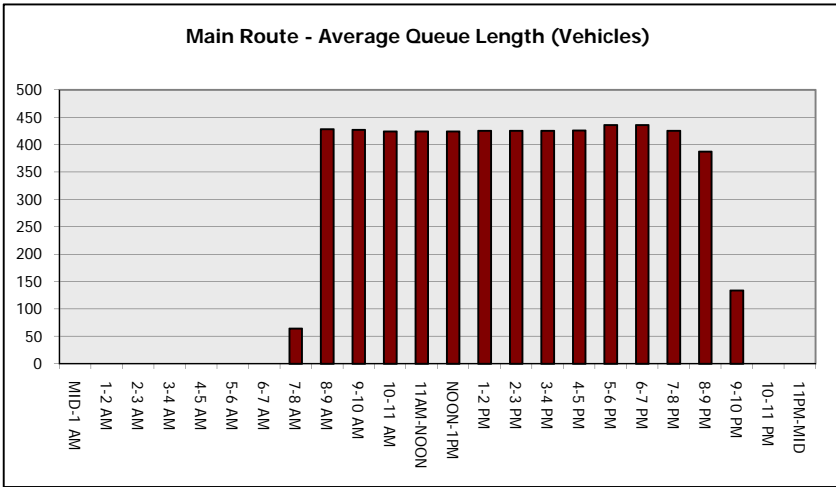
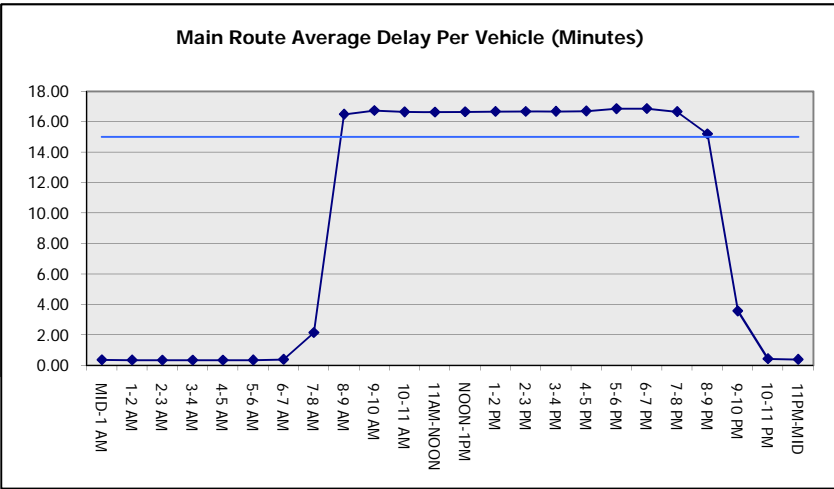
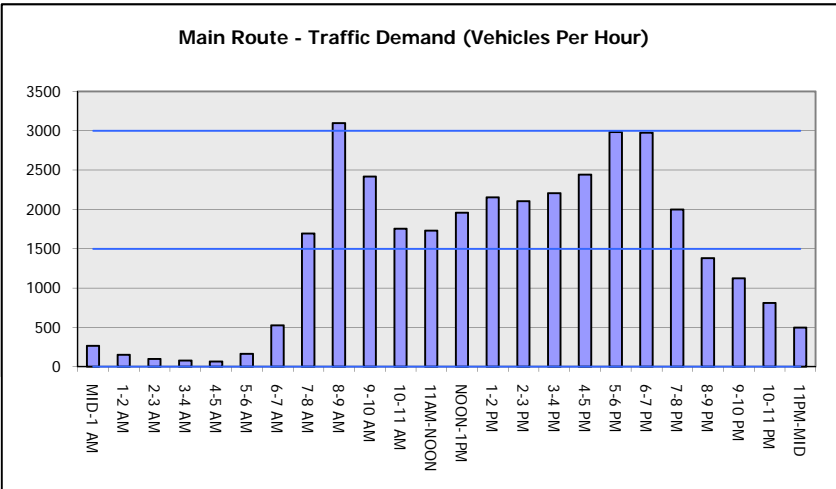
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0121
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0078
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$110,633
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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AUGUST
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Construction Season

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



USH 12/14: OLD SAUK RD TO GAMMON RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	386	0.0	1500	386	0	0.38	0	60.2	51.4	44.0
1-2 AM	185	0.0	1500	185	0	0.35	0	60.2	51.9	44.7
2-3 AM	119	0.0	1500	119	0	0.34	0	60.2	52.1	45.0
3-4 AM	73	0.0	1500	73	0	0.34	0	60.2	52.2	45.2
4-5 AM	80	0.0	1500	80	0	0.34	0	60.2	52.2	45.1
5-6 AM	149	0.0	1500	149	0	0.35	0	60.2	52.0	44.9
6-7 AM	536	0.0	1500	536	0	0.39	0	60.2	51.0	43.3
7-8 AM	1446	0.0	1499	1446	0	1.36	24	60.2	37.1	34.7
8-9 AM	2553	0.0	1500	1835	717	14.49+	382	60.2	9.7	31.9
9-10 AM	2185	0.0	1499	1499	687	16.68+	425	60.2	8.9	30.8
10-11 AM	1624	0.0	1500	1495	129	16.61+	423	60.2	9.0	30.8
11AM-NOON	1659	0.0	1499	1499	160	16.63+	424	60.2	9.0	30.8
NOON-1PM	1988	0.0	1499	1500	488	16.66+	425	60.2	8.9	30.8
1-2 PM	2143	0.0	1499	1500	643	16.67+	425	60.2	8.9	30.8
2-3 PM	2062	0.0	1500	1500	562	16.66+	425	60.2	8.9	30.8
3-4 PM	2189	0.0	1500	1500	690	16.68+	425	60.2	8.9	30.8
4-5 PM	2596	0.0	1499	1501	1095	16.74+	427	59.9	8.9	30.8
5-6 PM	3081	0.0	1499	1510	1571	16.90+	439	55.0	8.8	30.8
6-7 PM	2751	0.0	1500	1495	1255	16.78+	430	58.3	8.9	30.8
7-8 PM	1851	0.0	1500	1499	352	16.65+	424	60.2	8.9	30.8
8-9 PM	1394	0.0	1499	1387	7	15.37+	391	60.2	9.3	30.8
9-10 PM	1263	0.0	1499	1263	0	8.29	213	60.2	13.2	31.8
10-11 PM	966	0.0	1500	966	0	0.62	7	60.2	46.9	41.7
11PM-MID	617	0.0	1500	617	0	0.40	0	60.2	50.9	43.0

+ 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	0.0119
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0068

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$106,470
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
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AUGUST

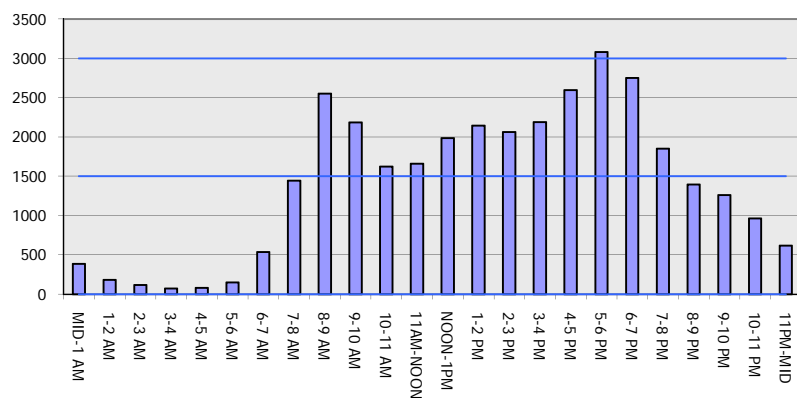
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

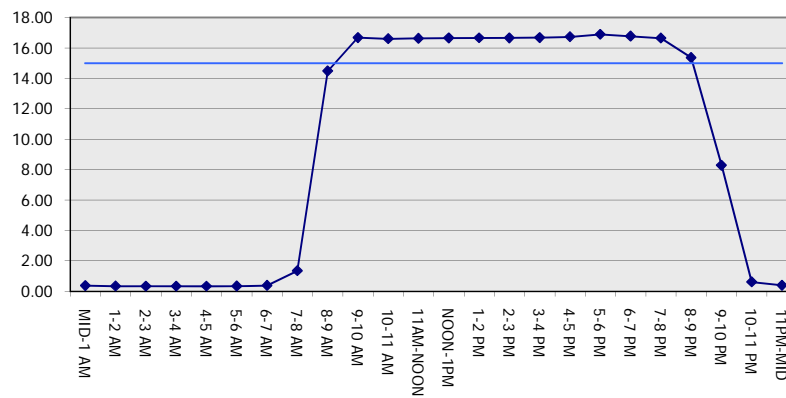
MON-THUR

EASTBOUND DIRECTION

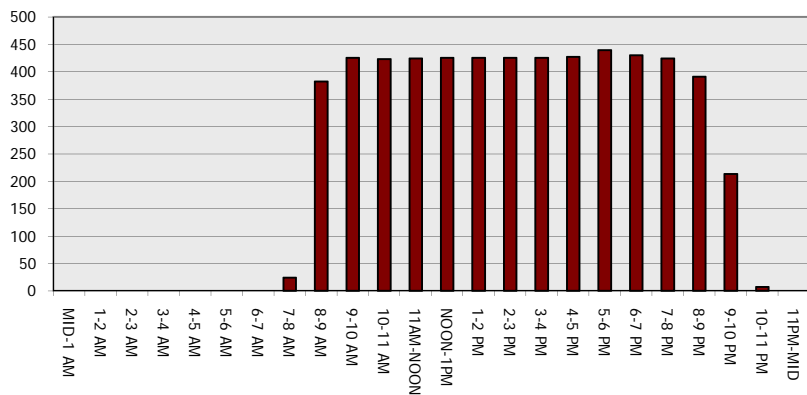
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

