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| 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

SATURDAY 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 | 469 | 0.0 | 1500 | 469 | 0 | 0.39 | 0 | 60.2 | 51.2 | 43.6 |
| 1-2 AM | 282 | 0.0 | 1500 | 282 | 0 | 0.36 | 0 | 60.2 | 51.7 | 44.3 |
| 2-3 AM | 188 | 0.0 | 1500 | 188 | 0 | 0.35 | 0 | 60.2 | 51.9 | 44.7 |
| 3-4 AM | 160 | 0.0 | 1500 | 160 | 0 | 0.35 | 0 | 60.2 | 52.0 | 44.8 |
| 4-5 AM | 111 | 0.0 | 1500 | 111 | 0 | 0.34 | 0 | 60.2 | 52.1 | 45.0 |
| 5-6 AM | 101 | 0.0 | 1500 | 101 | 0 | 0.34 | 0 | 60.2 | 52.1 | 45.1 |
| 6-7 AM | 183 | 0.0 | 1500 | 183 | 0 | 0.35 | 0 | 60.2 | 51.9 | 44.8 |
| 7-8 AM | 421 | 0.0 | 1500 | 421 | 0 | 0.38 | 0 | 60.2 | 51.3 | 43.8 |
| 8-9 AM | 704 | 0.0 | 1500 | 704 | 0 | 0.42 | 0 | 60.2 | 50.6 | 42.7 |
| 9-10 AM | 1114 | 0.0 | 1500 | 1114 | 0 | 0.47 | 0 | 60.2 | 49.7 | 41.3 |
| 10-11 AM | 1348 | 0.0 | 1499 | 1348 | 0 | 0.77 | 0 | 60.2 | 44.6 | 34.3 |
| 11AM-NOON | 1684 | 0.0 | 1499 | 1684 | 0 | 3.14 | 72 | 60.2 | 24.7 | 30.8 |
| NOON-1PM | 1968 | 0.0 | 1500 | 1718 | 250 | 13.88+ | 358 | 60.2 | 9.8 | 30.8 |
| 1-2 PM | 1972 | 0.0 | 1500 | 1503 | 469 | 16.66+ | 424 | 60.2 | 8.9 | 30.8 |
| 2-3 PM | 1986 | 0.0 | 1500 | 1503 | 483 | 16.66+ | 425 | 60.2 | 8.9 | 30.8 |
| 3-4 PM | 1861 | 0.0 | 1500 | 1502 | 359 | 16.65+ | 424 | 60.2 | 8.9 | 30.8 |
| 4-5 PM | 1905 | 0.0 | 1500 | 1502 | 403 | 16.65+ | 424 | 60.2 | 8.9 | 30.8 |
| 5-6 PM | 1890 | 0.0 | 1500 | 1502 | 388 | 16.65+ | 424 | 60.2 | 8.9 | 30.8 |
| 6-7 PM | 1639 | 0.0 | 1500 | 1501 | 137 | 16.63+ | 424 | 60.2 | 9.0 | 30.8 |
| 7-8 PM | 1426 | 0.0 | 1500 | 1426 | 0 | 15.57+ | 396 | 60.2 | 9.3 | 30.8 |
| 8-9 PM | 1083 | 0.0 | 1499 | 1083 | 0 | 3.96 | 153 | 60.2 | 22.0 | 36.3 |
| 9-10 PM | 955 | 0.0 | 1500 | 955 | 0 | 0.45 | 0 | 60.2 | 50.1 | 41.9 |
| 10-11 PM | 807 | 0.0 | 1500 | 807 | 0 | 0.43 | 0 | 60.2 | 50.4 | 42.4 |
| 11PM-MID | 641 | 0.0 | 1500 | 641 | 0 | 0.41 | 0 | 60.2 | 50.8 | 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 |

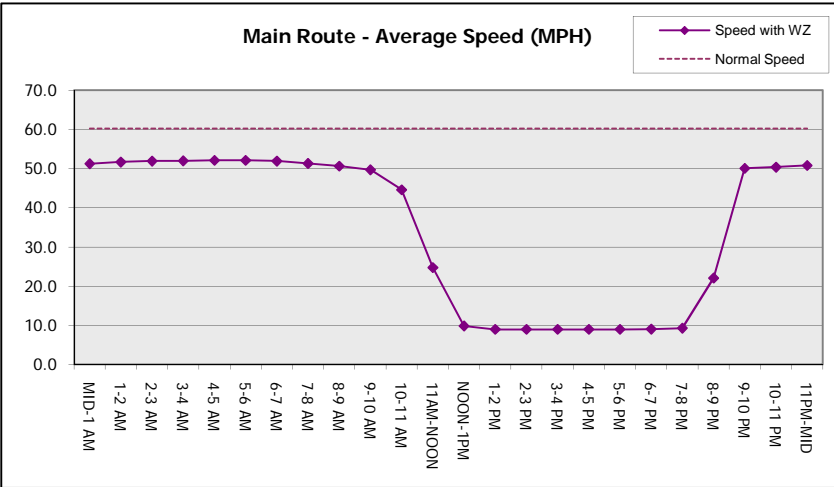
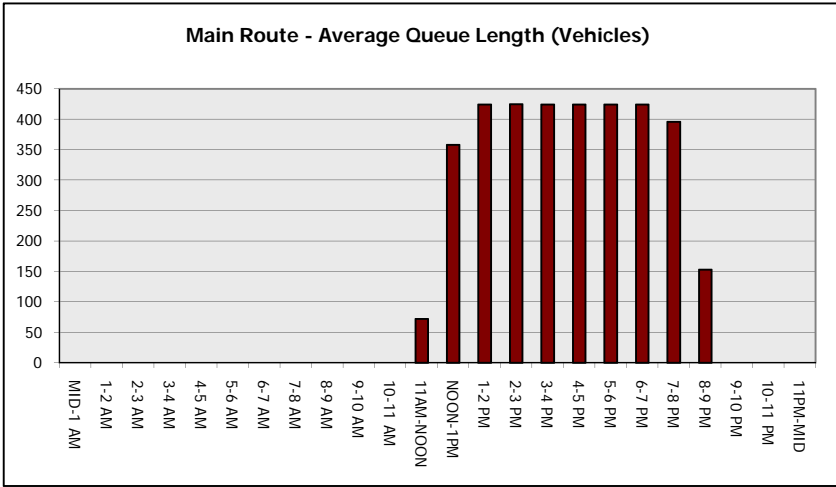
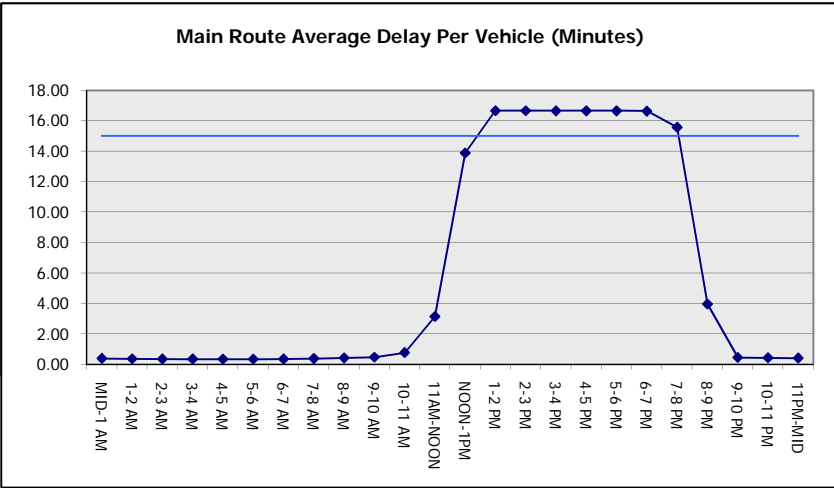
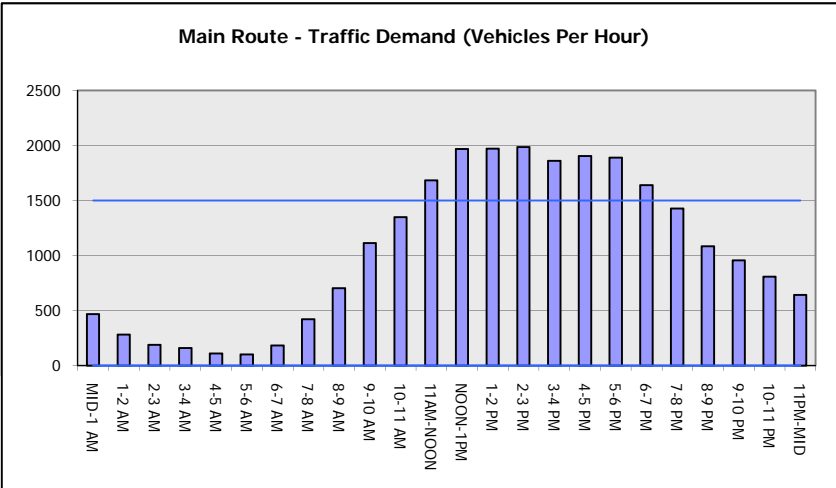
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0087 |
| MAIN ROUTE WITH WORKS | 0.0064 |
| 'DIVERSION' | 0.0020 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$70,094 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|--|--|
| 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

SATURDAY 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 | 625 | 0.0 | 1500 | 625 | 0 | 0.41 | 0 | 60.2 | 50.8 | 43.0 |
| 1-2 AM | 339 | 0.0 | 1500 | 339 | 0 | 0.37 | 0 | 60.2 | 51.5 | 44.2 |
| 2-3 AM | 190 | 0.0 | 1500 | 190 | 0 | 0.35 | 0 | 60.2 | 51.9 | 44.7 |
| 3-4 AM | 154 | 0.0 | 1500 | 154 | 0 | 0.35 | 0 | 60.2 | 52.0 | 44.8 |
| 4-5 AM | 99 | 0.0 | 1500 | 99 | 0 | 0.34 | 0 | 60.2 | 52.1 | 45.1 |
| 5-6 AM | 101 | 0.0 | 1500 | 101 | 0 | 0.34 | 0 | 60.2 | 52.1 | 45.1 |
| 6-7 AM | 167 | 0.0 | 1500 | 167 | 0 | 0.35 | 0 | 60.2 | 52.0 | 44.8 |
| 7-8 AM | 404 | 0.0 | 1500 | 404 | 0 | 0.38 | 0 | 60.2 | 51.4 | 43.9 |
| 8-9 AM | 709 | 0.0 | 1500 | 709 | 0 | 0.42 | 0 | 60.2 | 50.6 | 42.7 |
| 9-10 AM | 954 | 0.0 | 1500 | 954 | 0 | 0.45 | 0 | 60.2 | 50.1 | 41.9 |
| 10-11 AM | 1309 | 0.0 | 1499 | 1309 | 0 | 0.72 | 0 | 60.2 | 45.4 | 35.3 |
| 11AM-NOON | 1521 | 0.0 | 1499 | 1521 | 0 | 1.25 | 9 | 60.2 | 38.3 | 31.1 |
| NOON-1PM | 1721 | 0.0 | 1500 | 1721 | 0 | 5.50 | 137 | 60.2 | 17.3 | 30.8 |
| 1-2 PM | 1827 | 0.0 | 1500 | 1657 | 171 | 14.86+ | 380 | 60.2 | 9.5 | 30.8 |
| 2-3 PM | 1846 | 0.0 | 1500 | 1502 | 344 | 16.64+ | 424 | 60.2 | 8.9 | 30.8 |
| 3-4 PM | 1821 | 0.0 | 1500 | 1501 | 320 | 16.64+ | 424 | 60.2 | 8.9 | 30.8 |
| 4-5 PM | 1759 | 0.0 | 1500 | 1501 | 258 | 16.64+ | 424 | 60.2 | 8.9 | 30.8 |
| 5-6 PM | 1711 | 0.0 | 1500 | 1501 | 210 | 16.63+ | 424 | 60.2 | 8.9 | 30.8 |
| 6-7 PM | 1579 | 0.0 | 1500 | 1501 | 78 | 16.62+ | 424 | 60.2 | 9.0 | 30.8 |
| 7-8 PM | 1397 | 0.0 | 1499 | 1397 | 0 | 15.01+ | 381 | 60.2 | 9.4 | 30.8 |
| 8-9 PM | 1151 | 0.0 | 1499 | 1151 | 0 | 4.55 | 152 | 60.2 | 20.0 | 34.7 |
| 9-10 PM | 1111 | 0.0 | 1500 | 1111 | 0 | 0.47 | 0 | 60.2 | 49.7 | 41.3 |
| 10-11 PM | 979 | 0.0 | 1500 | 979 | 0 | 0.45 | 0 | 60.2 | 50.0 | 41.7 |
| 11PM-MID | 692 | 0.0 | 1500 | 692 | 0 | 0.41 | 0 | 60.2 | 50.7 | 42.8 |

+ 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 | 0.0085 |
| MAIN ROUTE WITH WORKS | 0.0065 |
| 'DIVERSION' | 0.0011 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$59,819 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding User-Specified Maximum

**USH 12/14: OLD SAUK RD TO GAMMON RD (DANE)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

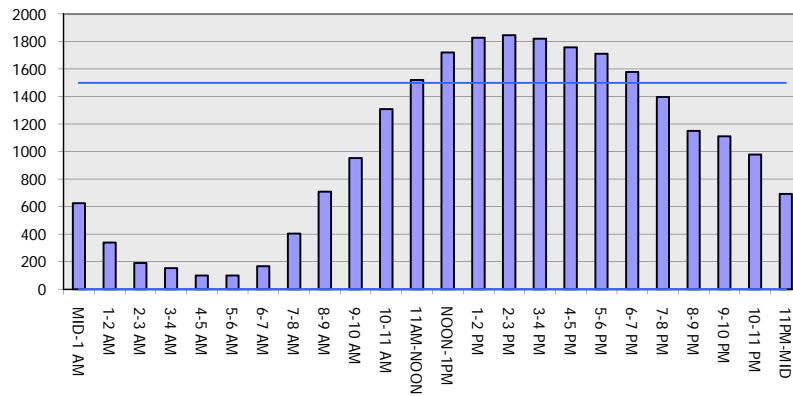
AUGUST

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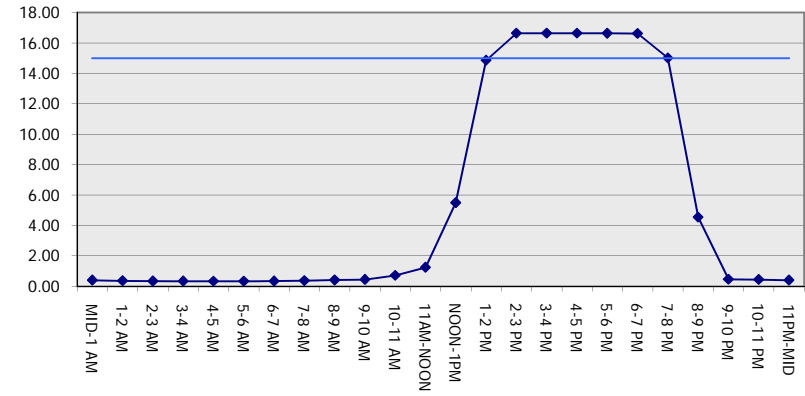
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

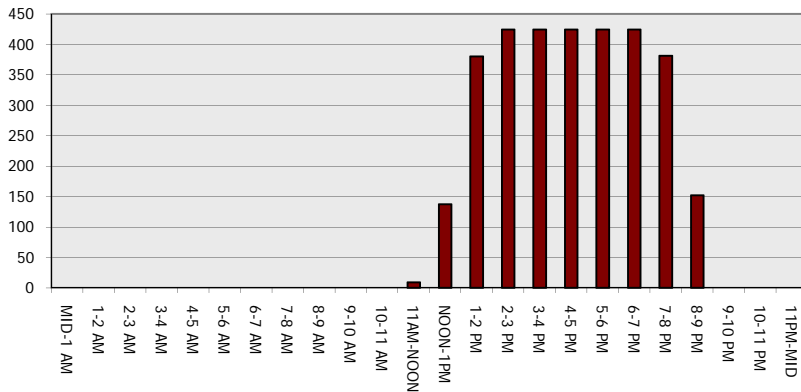
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

