

<b>USH 12/14: OLD SAUK RD TO GAMMON RD (DANE)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	224	0.0	1500	224	0	0.36	0	60.2	51.8	44.6	
1-2 AM	132	0.0	1500	132	0	0.34	0	60.2	52.0	45.0	
2-3 AM	81	0.0	1500	81	0	0.34	0	60.2	52.2	45.1	
3-4 AM	63	0.0	1500	63	0	0.34	0	60.2	52.2	45.3	
4-5 AM	77	0.0	1500	77	0	0.34	0	60.2	52.2	45.2	
5-6 AM	168	0.0	1500	168	0	0.35	0	60.2	52.0	44.8	
6-7 AM	516	0.0	1500	516	0	0.39	0	60.2	51.1	43.5	
7-8 AM	1718	0.0	1499	1718	0	2.22	68	60.2	29.9	32.0	
8-9 AM	3144	0.0	1499	1590	1554	16.55+	432	54.3	8.9	32.0	
9-10 AM	2605	0.0	1500	1537	1069	16.83+	430	59.8	8.9	30.8	
10-11 AM	1731	0.0	1500	1518	213	16.56+	422	60.2	9.0	30.8	
11AM-NOON	1632	0.0	1500	1501	132	16.63+	424	60.2	9.0	30.8	
NOON-1PM	1836	0.0	1500	1501	335	16.64+	424	60.2	8.9	30.8	
1-2 PM	2038	0.0	1500	1501	537	16.66+	425	60.2	8.9	30.8	
2-3 PM	1962	0.0	1500	1501	461	16.66+	424	60.2	8.9	30.8	
3-4 PM	2096	0.0	1500	1501	595	16.67+	425	60.2	8.9	30.8	
4-5 PM	2400	0.0	1500	1501	900	16.70+	426	60.2	8.9	30.8	
5-6 PM	2979	0.0	1499	1513	1466	16.85+	436	56.0	8.9	30.8	
6-7 PM	2940	0.0	1500	1499	1441	16.85+	435	56.4	8.9	30.8	
7-8 PM	1934	0.0	1500	1499	435	16.65+	424	60.2	8.9	30.8	
8-9 PM	1262	0.0	1499	1262	0	13.34+	343	60.2	10.0	31.2	
9-10 PM	980	0.0	1500	980	0	1.27	41	60.2	38.1	40.5	
10-11 PM	762	0.0	1500	762	0	0.42	0	60.2	50.5	42.5	
11PM-MID	461	0.0	1500	461	0	0.39	0	60.2	51.2	43.7	

+ 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	0.0118
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0074
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$107,009
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

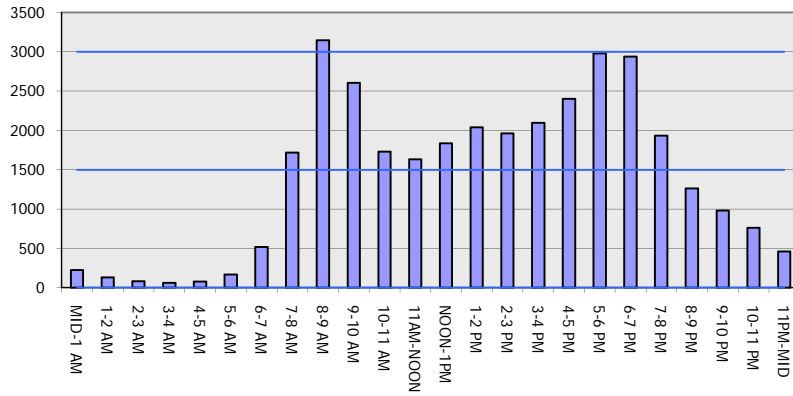
Analyzed for 2009  
Construction Season

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

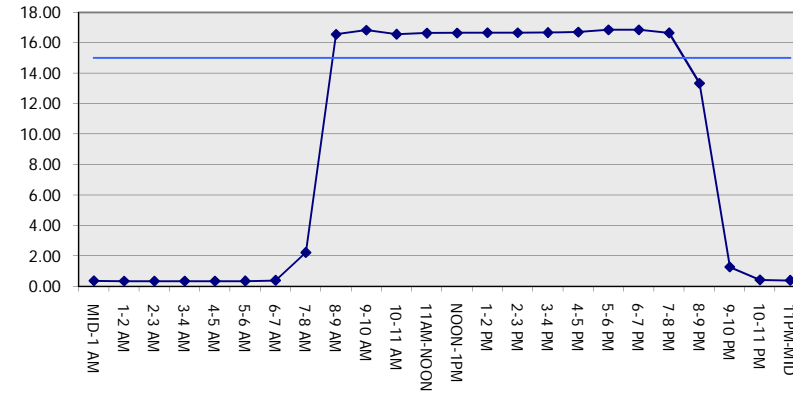
**MON-THUR**

**WESTBOUND DIRECTION**

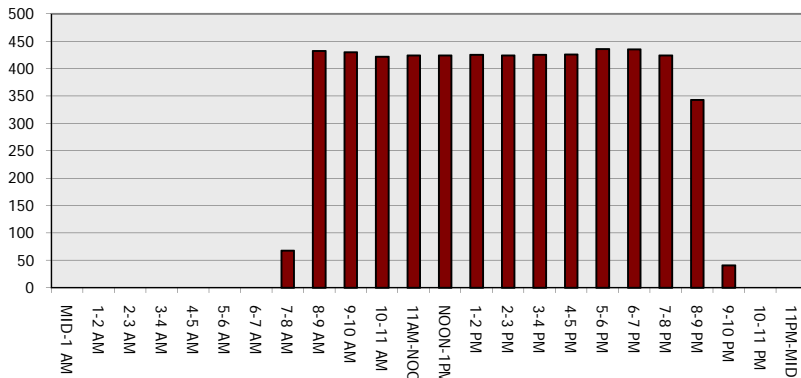
**Main Route - Traffic Demand (Vehicles Per Hour)**



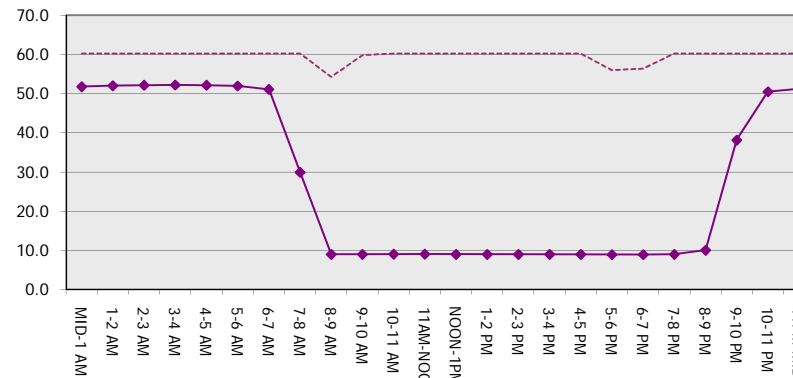
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	Analyzed for 2009 Construction Season

**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	319	0.0	1500	319	0	0.37	0	60.2	51.5	44.2	
1-2 AM	149	0.0	1500	149	0	0.35	0	60.2	52.0	44.9	
2-3 AM	99	0.0	1500	99	0	0.34	0	60.2	52.1	45.1	
3-4 AM	73	0.0	1500	73	0	0.34	0	60.2	52.2	45.2	
4-5 AM	78	0.0	1500	78	0	0.34	0	60.2	52.2	45.2	
5-6 AM	152	0.0	1500	152	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	1486	0.0	1499	1486	0	1.52	33	60.2	35.5	34.5	
8-9 AM	2775	0.0	1500	1765	1010	15.22+	402	58.1	9.4	33.0	
9-10 AM	2305	0.0	1499	1506	798	16.70+	426	60.2	8.9	30.8	
10-11 AM	1579	0.0	1500	1495	84	16.23+	413	60.2	9.1	30.8	
11AM-NOON	1566	0.0	1500	1513	52	16.28+	414	60.2	9.1	30.8	
NOON-1PM	1907	0.0	1500	1502	406	16.65+	424	60.2	8.9	30.8	
1-2 PM	2011	0.0	1500	1502	510	16.66+	425	60.2	8.9	30.8	
2-3 PM	1934	0.0	1500	1501	433	16.65+	424	60.2	8.9	30.8	
3-4 PM	2118	0.0	1500	1501	617	16.67+	425	60.2	8.9	30.8	
4-5 PM	2614	0.0	1500	1507	1107	16.74+	427	59.7	8.9	30.8	
5-6 PM	3170	0.0	1499	1507	1663	16.90+	440	54.0	8.8	30.8	
6-7 PM	2837	0.0	1500	1498	1339	16.80+	432	57.4	8.9	30.8	
7-8 PM	1895	0.0	1500	1499	396	16.65+	424	60.2	8.9	30.8	
8-9 PM	1333	0.0	1499	1333	0	14.58+	371	60.2	9.6	30.8	
9-10 PM	1085	0.0	1499	1085	0	2.38	94	60.2	29.0	37.6	
10-11 PM	855	0.0	1500	855	0	0.43	0	60.2	50.3	42.2	
11PM-MID	542	0.0	1500	542	0	0.40	0	60.2	51.0	43.3	

+ 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	0.0117
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0068

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$104,294
CONGESTED HOURS PER DAY*	13

\*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)**

**OCTOBER**

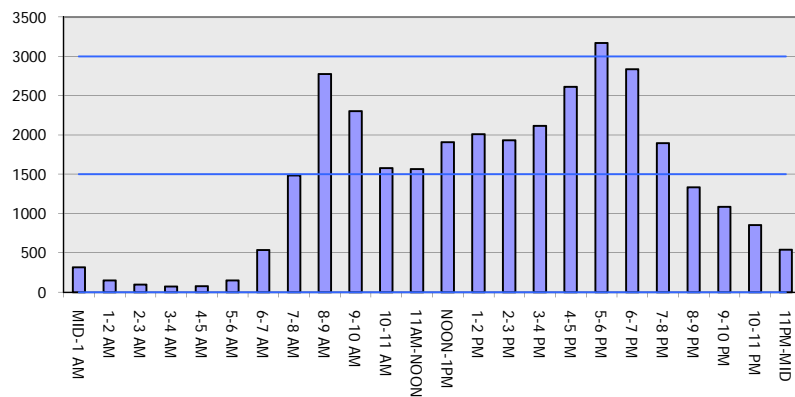
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

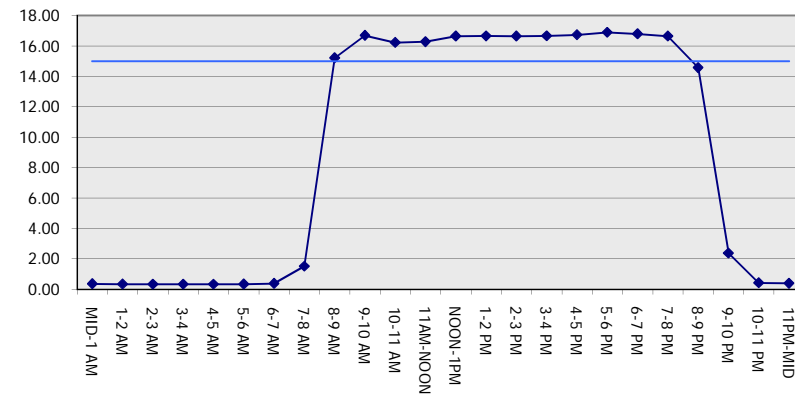
**MON-THUR**

**EASTBOUND DIRECTION**

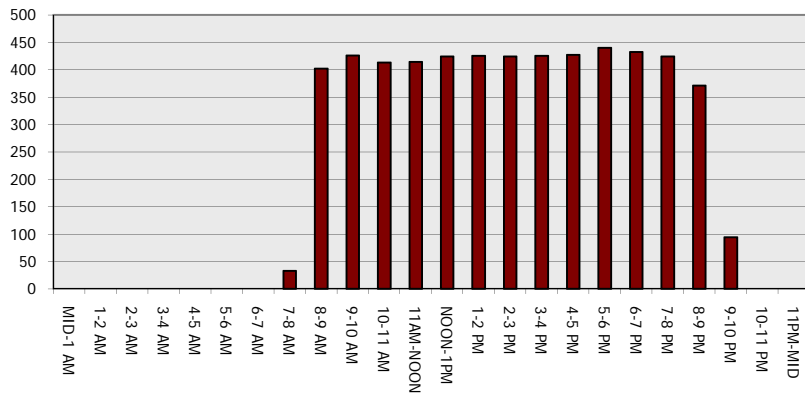
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

