

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	472	0.0	1500	472	0	0.39	0	60.2	51.2	43.6
1-2 AM	309	0.0	1500	309	0	0.37	0	60.2	51.6	44.3
2-3 AM	189	0.0	1500	189	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	111	0.0	1500	111	0	0.34	0	60.2	52.1	45.0
5-6 AM	118	0.0	1500	118	0	0.34	0	60.2	52.1	45.0
6-7 AM	206	0.0	1500	206	0	0.35	0	60.2	51.9	44.6
7-8 AM	420	0.0	1500	420	0	0.38	0	60.2	51.3	43.8
8-9 AM	783	0.0	1500	783	0	0.43	0	60.2	50.4	42.5
9-10 AM	1198	0.0	1499	1198	0	0.57	0	60.2	47.8	38.6
10-11 AM	1505	0.0	1499	1505	0	1.26	10	60.2	38.3	31.6
11AM-NOON	1851	0.0	1500	1851	0	7.53	203	60.2	14.3	30.8
NOON-1PM	1980	0.0	1499	1505	476	16.66+	424	60.2	8.9	30.8
1-2 PM	2044	0.0	1500	1504	540	16.66+	425	60.2	8.9	30.8
2-3 PM	1958	0.0	1500	1503	454	16.65+	424	60.2	8.9	30.8
3-4 PM	1966	0.0	1500	1503	463	16.66+	424	60.2	8.9	30.8
4-5 PM	2029	0.0	1500	1502	526	16.66+	425	60.2	8.9	30.8
5-6 PM	1945	0.0	1500	1502	443	16.65+	424	60.2	8.9	30.8
6-7 PM	1710	0.0	1500	1502	208	16.63+	424	60.2	8.9	30.8
7-8 PM	1459	0.0	1500	1458	1	16.09+	409	60.2	9.1	30.8
8-9 PM	1178	0.0	1499	1178	0	8.33	228	60.2	13.4	33.0
9-10 PM	897	0.0	1500	897	0	0.50	2	60.2	49.1	42.0
10-11 PM	768	0.0	1500	768	0	0.42	0	60.2	50.5	42.5
11PM-MID	643	0.0	1500	643	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	0.0091
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0025
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,858
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

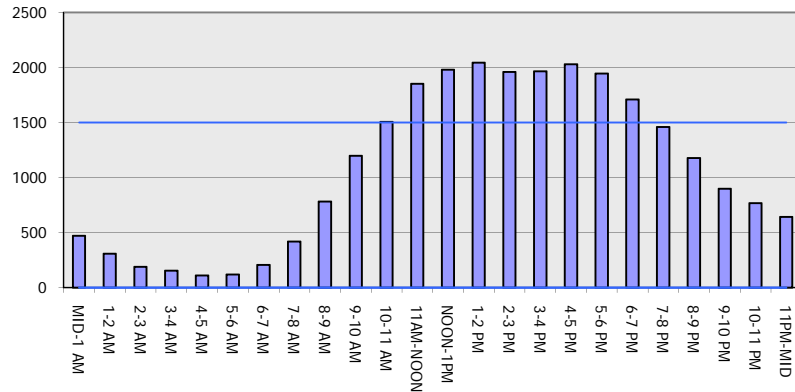
OCTOBER

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Construction Season

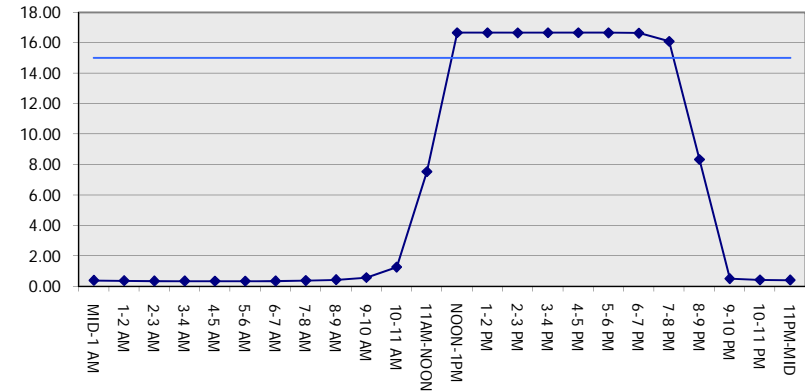
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

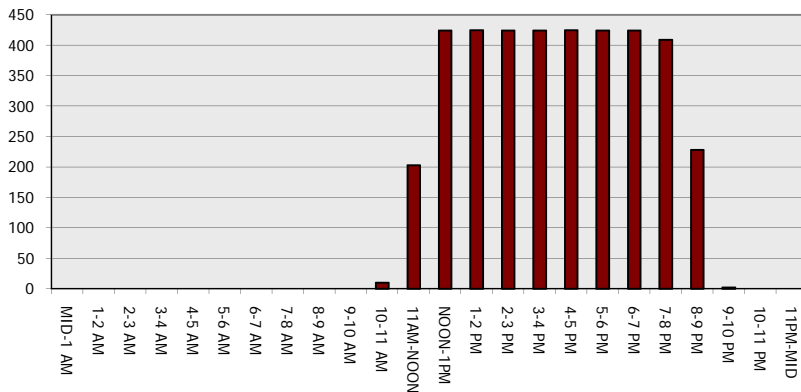
Main Route - Traffic Demand (Vehicles Per Hour)



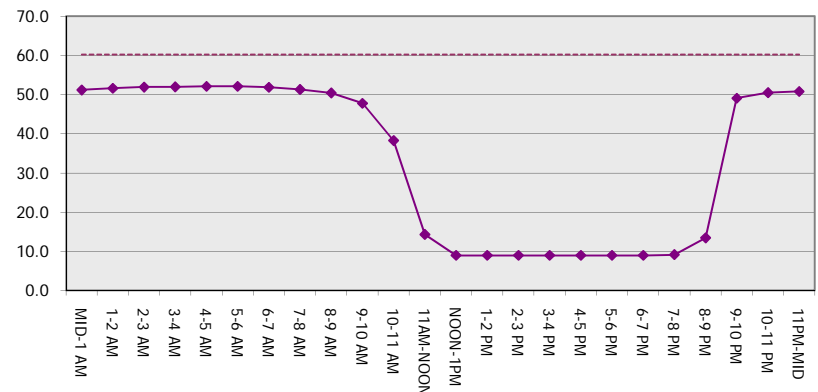
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	612	0.0	1500	612	0	0.40	0	60.2	50.9	43.1	
1-2 AM	307	0.0	1500	307	0	0.37	0	60.2	51.6	44.3	
2-3 AM	172	0.0	1500	172	0	0.35	0	60.2	51.9	44.8	
3-4 AM	174	0.0	1500	174	0	0.35	0	60.2	51.9	44.8	
4-5 AM	113	0.0	1500	113	0	0.34	0	60.2	52.1	45.0	
5-6 AM	109	0.0	1500	109	0	0.34	0	60.2	52.1	45.0	
6-7 AM	179	0.0	1500	179	0	0.35	0	60.2	51.9	44.8	
7-8 AM	383	0.0	1500	383	0	0.38	0	60.2	51.4	44.0	
8-9 AM	737	0.0	1500	737	0	0.42	0	60.2	50.5	42.6	
9-10 AM	1148	0.0	1499	1148	0	0.54	0	60.2	48.3	39.4	
10-11 AM	1471	0.0	1499	1471	0	1.06	4	60.2	40.7	31.8	
11AM-NOON	1660	0.0	1500	1660	0	3.85	87	60.2	21.9	30.8	
NOON-1PM	1784	0.0	1500	1784	0	12.23+	314	60.2	10.5	30.8	
1-2 PM	1814	0.0	1500	1485	329	16.61+	423	60.2	9.0	30.8	
2-3 PM	1813	0.0	1499	1497	316	16.64+	424	60.2	8.9	30.8	
3-4 PM	1889	0.0	1499	1497	392	16.65+	424	60.2	8.9	30.8	
4-5 PM	2018	0.0	1499	1498	521	16.66+	425	60.2	8.9	30.8	
5-6 PM	1886	0.0	1499	1498	388	16.65+	424	60.2	8.9	30.8	
6-7 PM	1794	0.0	1499	1498	296	16.64+	424	60.2	8.9	30.8	
7-8 PM	1546	0.0	1499	1476	70	16.53+	421	60.2	9.0	30.8	
8-9 PM	1284	0.0	1499	1284	0	12.48+	318	60.2	10.3	30.8	
9-10 PM	1033	0.0	1500	1033	0	1.38	44	60.2	36.9	39.7	
10-11 PM	912	0.0	1500	912	0	0.44	0	60.2	50.1	42.0	
11PM-MID	725	0.0	1500	725	0	0.42	0	60.2	50.6	42.7	

+ 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	0.0089
MAIN ROUTE WITH WORKS	0.0066
'DIVERSION'	0.0019

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,077
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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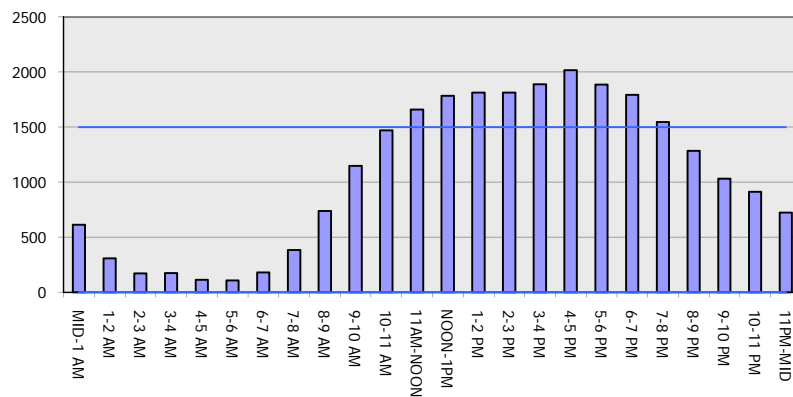
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

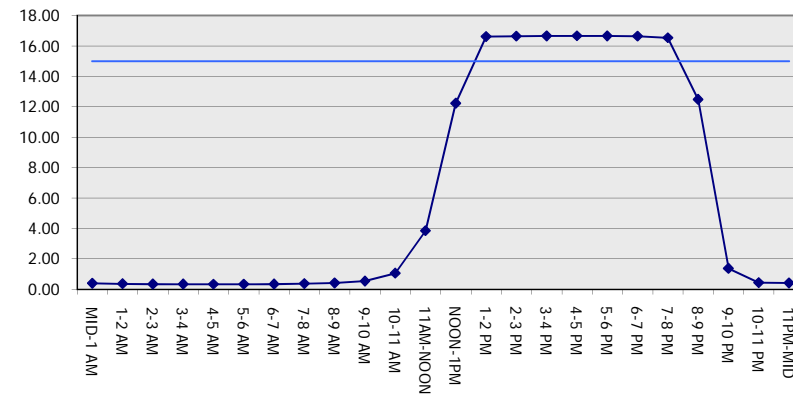
SATURDAY

EASTBOUND DIRECTION

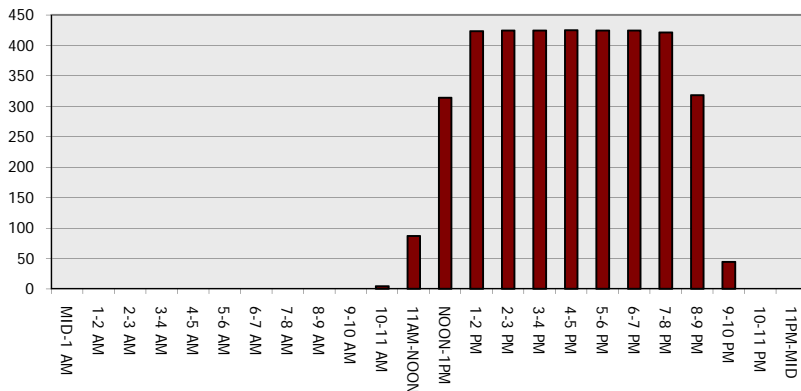
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

