

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

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	477	0.0	1500	477	0	0.39	0	60.2	51.2	43.6	
1-2 AM	331	0.0	1500	331	0	0.37	0	60.2	51.5	44.2	
2-3 AM	214	0.0	1500	214	0	0.35	0	60.2	51.9	44.6	
3-4 AM	187	0.0	1500	187	0	0.35	0	60.2	51.9	44.7	
4-5 AM	116	0.0	1500	116	0	0.34	0	60.2	52.1	45.0	
5-6 AM	81	0.0	1500	81	0	0.34	0	60.2	52.2	45.1	
6-7 AM	112	0.0	1500	112	0	0.34	0	60.2	52.1	45.0	
7-8 AM	201	0.0	1500	201	0	0.35	0	60.2	51.9	44.6	
8-9 AM	394	0.0	1500	394	0	0.38	0	60.2	51.4	43.9	
9-10 AM	652	0.0	1500	652	0	0.41	0	60.2	50.7	42.9	
10-11 AM	871	0.0	1500	871	0	0.44	0	60.2	50.2	42.2	
11AM-NOON	1260	0.0	1499	1260	0	0.65	0	60.2	46.5	36.8	
NOON-1PM	1486	0.0	1499	1486	0	1.10	5	60.2	40.1	31.5	
1-2 PM	1700	0.0	1500	1700	0	4.74	115	60.2	19.1	30.8	
2-3 PM	1658	0.0	1499	1658	0	12.06	303	60.2	10.5	30.8	
3-4 PM	1585	0.0	1499	1544	41	16.19+	412	60.2	9.1	30.8	
4-5 PM	1638	0.0	1500	1500	137	16.63+	424	60.2	9.0	30.8	
5-6 PM	1564	0.0	1500	1500	63	16.62+	423	60.2	9.0	30.8	
6-7 PM	1340	0.0	1499	1340	0	14.05+	357	60.2	9.7	30.8	
7-8 PM	1119	0.0	1499	1119	0	2.77	106	60.2	26.8	36.8	
8-9 PM	757	0.0	1500	757	0	0.42	0	60.2	50.5	42.5	
9-10 PM	598	0.0	1500	598	0	0.40	0	60.2	50.9	43.2	
10-11 PM	461	0.0	1500	461	0	0.39	0	60.2	51.2	43.7	
11PM-MID	316	0.0	1500	316	0	0.37	0	60.2	51.6	44.2	

+ 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	0.0067
MAIN ROUTE WITH WORKS	0.0054
'DIVERSION'	0.0002
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,936
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

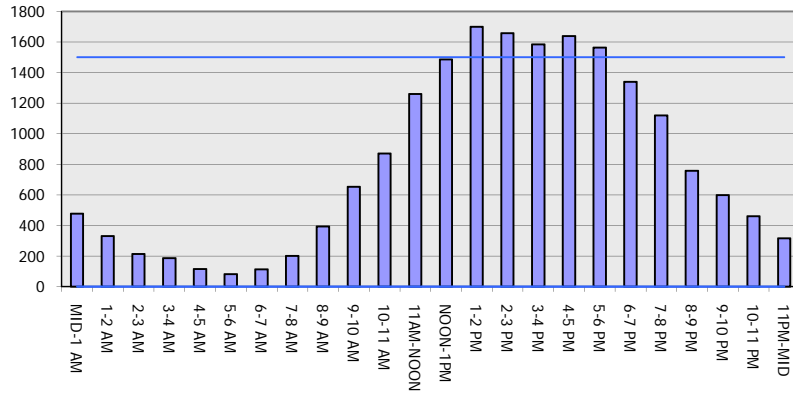
OCTOBER

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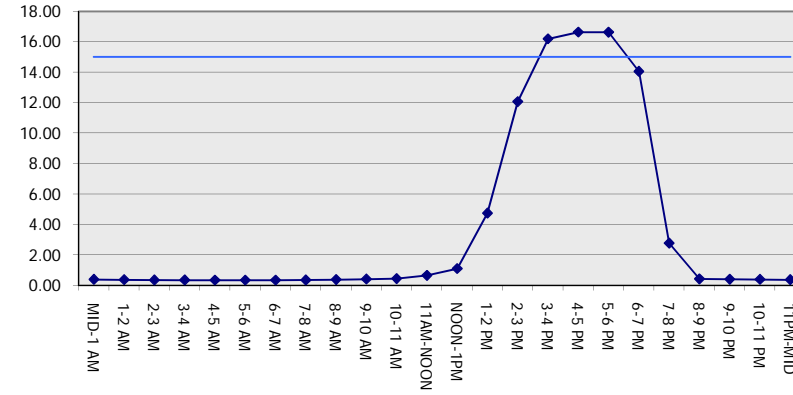
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

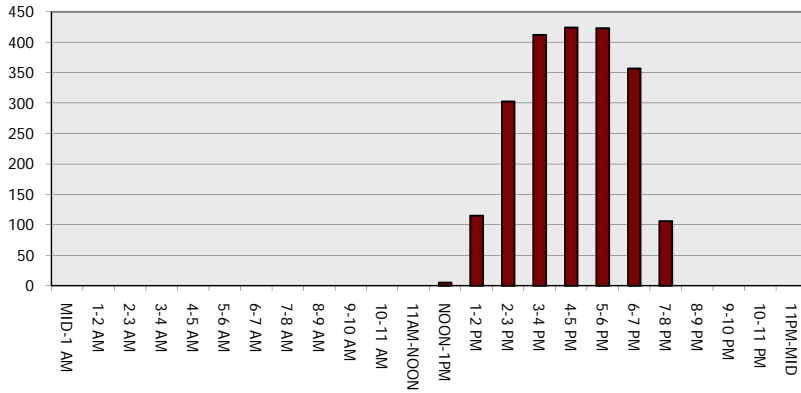
Main Route - Traffic Demand (Vehicles Per Hour)



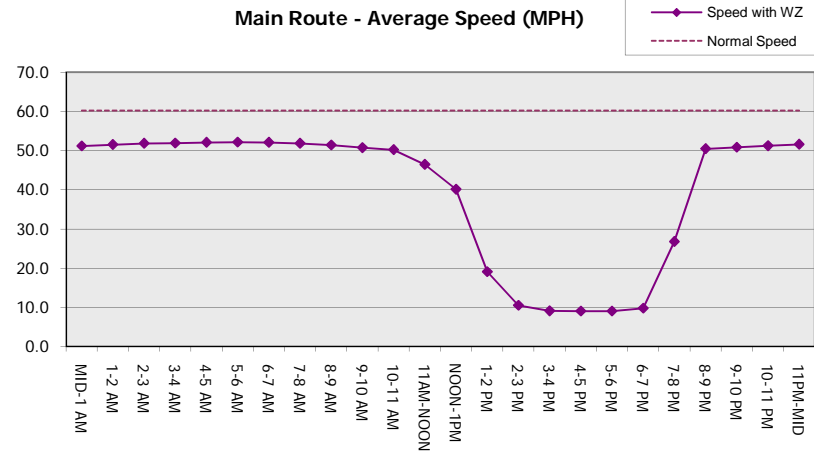
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



USH 12/14: OLD SAUK RD TO GAMMON RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	523	0.0	1500	523	0	0.39	0	60.2	51.0	43.4
1-2 AM	314	0.0	1500	314	0	0.37	0	60.2	51.6	44.2
2-3 AM	202	0.0	1500	202	0	0.35	0	60.2	51.9	44.6
3-4 AM	245	0.0	1500	245	0	0.36	0	60.2	51.7	44.5
4-5 AM	120	0.0	1500	120	0	0.34	0	60.2	52.1	45.0
5-6 AM	75	0.0	1500	75	0	0.34	0	60.2	52.2	45.2
6-7 AM	95	0.0	1500	95	0	0.34	0	60.2	52.2	45.1
7-8 AM	207	0.0	1500	207	0	0.35	0	60.2	51.9	44.6
8-9 AM	375	0.0	1500	375	0	0.37	0	60.2	51.4	44.0
9-10 AM	614	0.0	1500	614	0	0.40	0	60.2	50.9	43.1
10-11 AM	983	0.0	1500	983	0	0.45	0	60.2	50.0	41.7
11AM-NOON	1304	0.0	1499	1304	0	0.71	0	60.2	45.5	35.5
NOON-1PM	1601	0.0	1499	1601	0	2.13	36	60.2	30.6	30.8
1-2 PM	1742	0.0	1500	1742	0	8.50	215	60.2	12.9	30.8
2-3 PM	1780	0.0	1499	1600	180	16.18+	412	60.2	9.1	30.8
3-4 PM	1798	0.0	1499	1497	301	16.64+	424	60.2	8.9	30.8
4-5 PM	1874	0.0	1499	1498	377	16.65+	424	60.2	8.9	30.8
5-6 PM	1878	0.0	1499	1498	380	16.65+	424	60.2	8.9	30.8
6-7 PM	1583	0.0	1499	1477	106	16.54+	421	60.2	9.0	30.8
7-8 PM	1206	0.0	1499	1206	0	10.91+	286	60.2	11.2	32.0
8-9 PM	942	0.0	1500	942	0	0.76	14	60.2	44.7	41.7
9-10 PM	616	0.0	1500	616	0	0.40	0	60.2	50.9	43.1
10-11 PM	492	0.0	1500	492	0	0.39	0	60.2	51.2	43.5
11PM-MID	317	0.0	1500	317	0	0.37	0	60.2	51.6	44.2

+ 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	0.0073
MAIN ROUTE WITH WORKS	0.0056
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,797
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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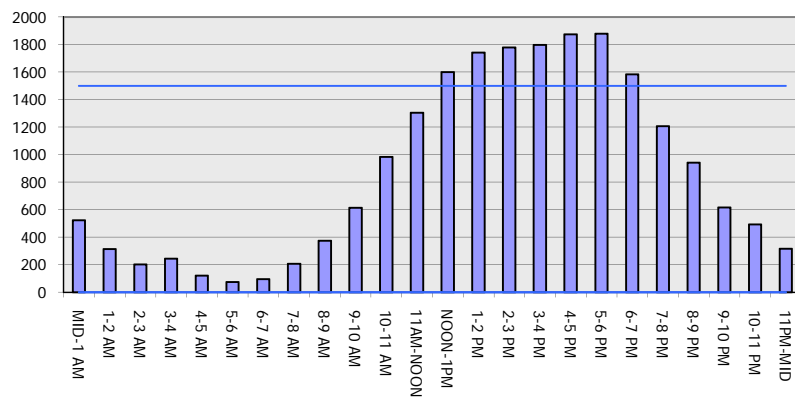
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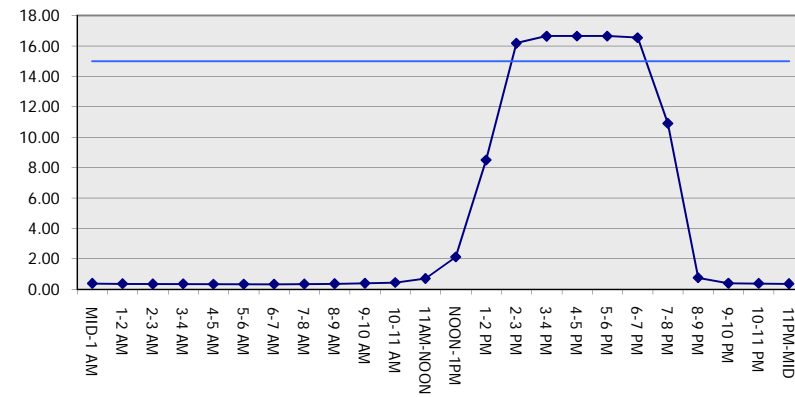
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

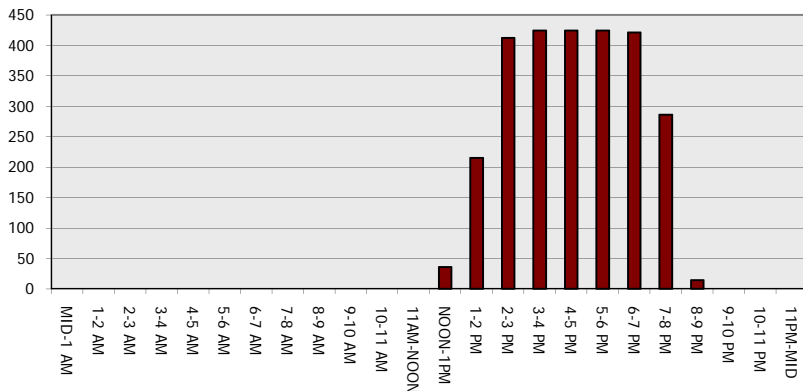
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

