

USH 12/14: USH 14 TO OLD SAUK RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	125	0.0	1500	125	0	0.34	0	60.2	49.6	45.0	
1-2 AM	94	0.0	1500	94	0	0.34	0	60.2	49.6	45.1	
2-3 AM	68	0.0	1500	68	0	0.34	0	60.2	49.7	45.2	
3-4 AM	79	0.0	1500	79	0	0.34	0	60.2	49.7	45.1	
4-5 AM	148	0.0	1500	148	0	0.35	0	60.2	49.4	44.9	
5-6 AM	410	0.0	1500	410	0	0.38	0	60.2	48.6	43.8	
6-7 AM	1144	0.0	1499	1144	0	0.59	0	60.2	44.0	38.2	
7-8 AM	1955	0.0	1499	1955	0	7.69	215	60.2	12.3	30.8	
8-9 AM	1535	0.0	1499	1462	73	16.86+	430	60.2	8.1	30.8	
9-10 AM	1308	0.0	1499	1308	0	12.76+	323	60.2	9.2	30.8	
10-11 AM	1450	0.0	1500	1450	0	7.81	185	60.2	11.7	30.8	
11AM-NOON	1763	0.0	1500	1763	0	11.45+	292	60.2	9.7	30.8	
NOON-1PM	1918	0.0	1499	1500	418	17.08+	436	60.2	8.1	30.8	
1-2 PM	1927	0.0	1500	1500	427	17.08+	436	60.2	8.1	30.8	
2-3 PM	2184	0.0	1499	1500	684	17.12+	437	60.2	8.1	30.8	
3-4 PM	2584	0.0	1499	1503	1080	17.21+	440	60.1	8.1	30.8	
4-5 PM	3131	0.0	1499	1515	1616	17.63+	459	54.4	7.9	30.8	
5-6 PM	2938	0.0	1500	1493	1445	17.49+	452	56.4	8.0	30.8	
6-7 PM	1903	0.0	1500	1497	406	17.08+	436	60.2	8.1	30.8	
7-8 PM	1332	0.0	1499	1328	4	15.09+	385	60.2	8.6	30.8	
8-9 PM	1052	0.0	1499	1052	0	2.12	93	60.2	27.0	38.1	
9-10 PM	908	0.0	1500	908	0	0.44	0	60.2	47.2	42.0	
10-11 PM	640	0.0	1500	640	0	0.41	0	60.2	47.9	43.0	
11PM-MID	423	0.0	1500	423	0	0.38	0	60.2	48.6	43.8	

+ 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	0.0079
MAIN ROUTE WITH WORKS	0.0047
'DIVERSION'	0.0036
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,420
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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

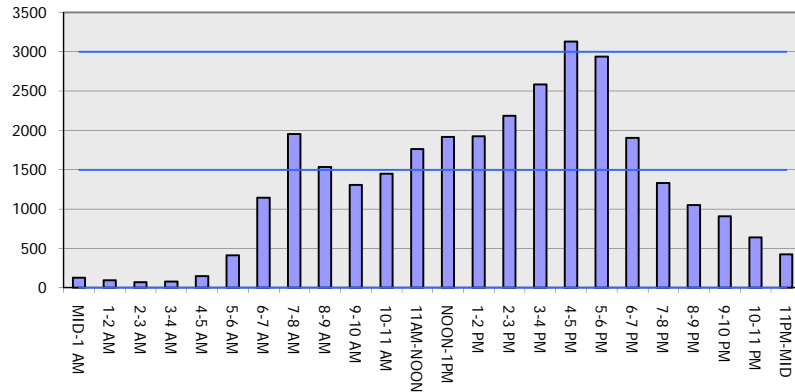
OCTOBER

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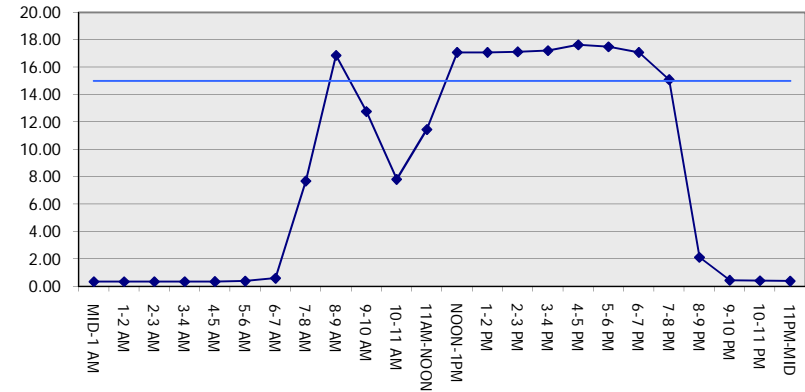
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

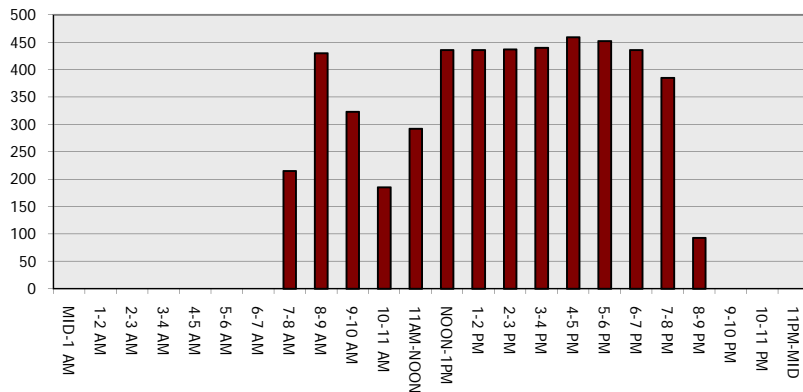
Main Route - Traffic Demand (Vehicles Per Hour)



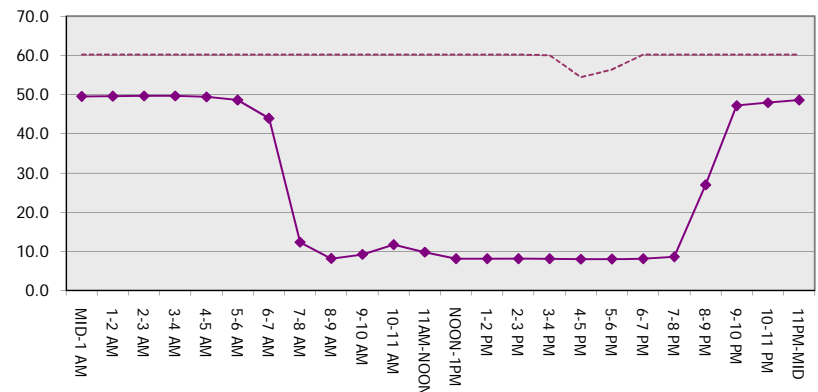
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	165	0.0	1500	165	0	0.35	0	60.2	49.4	44.8	
1-2 AM	104	0.0	1500	104	0	0.34	0	60.2	49.6	45.1	
2-3 AM	78	0.0	1500	78	0	0.34	0	60.2	49.7	45.2	
3-4 AM	81	0.0	1500	81	0	0.34	0	60.2	49.7	45.1	
4-5 AM	167	0.0	1500	167	0	0.35	0	60.2	49.4	44.8	
5-6 AM	524	0.0	1500	524	0	0.39	0	60.2	48.3	43.4	
6-7 AM	1592	0.0	1499	1592	0	1.75	46	60.2	28.7	33.0	
7-8 AM	2755	0.0	1500	1809	945	16.32+	423	58.3	8.3	30.8	
8-9 AM	2281	0.0	1499	1480	801	17.19+	439	60.2	8.1	30.8	
9-10 AM	1582	0.0	1499	1452	130	16.76+	427	60.2	8.1	30.8	
10-11 AM	1604	0.0	1499	1502	102	17.04+	435	60.2	8.1	30.8	
11AM-NOON	1759	0.0	1500	1502	258	17.06+	435	60.2	8.1	30.8	
NOON-1PM	1854	0.0	1500	1501	353	17.07+	436	60.2	8.1	30.8	
1-2 PM	1864	0.0	1500	1501	363	17.07+	436	60.2	8.1	30.8	
2-3 PM	1801	0.0	1500	1501	301	17.07+	436	60.2	8.1	30.8	
3-4 PM	2174	0.0	1499	1501	673	17.12+	437	60.2	8.1	30.8	
4-5 PM	2179	0.0	1500	1501	678	17.12+	437	60.2	8.1	30.8	
5-6 PM	2059	0.0	1500	1500	558	17.10+	437	60.2	8.1	30.8	
6-7 PM	1666	0.0	1500	1500	166	17.05+	435	60.2	8.1	30.8	
7-8 PM	1192	0.0	1499	1192	0	11.67+	306	60.2	9.7	32.2	
8-9 PM	857	0.0	1500	857	0	0.68	13	60.2	42.2	42.1	
9-10 PM	772	0.0	1500	772	0	0.42	0	60.2	47.6	42.5	
10-11 PM	581	0.0	1500	581	0	0.40	0	60.2	48.1	43.2	
11PM-MID	423	0.0	1500	423	0	0.38	0	60.2	48.6	43.8	

+ 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	0.0077
MAIN ROUTE WITH WORKS	0.0047
'DIVERSION'	0.0031

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$94,689
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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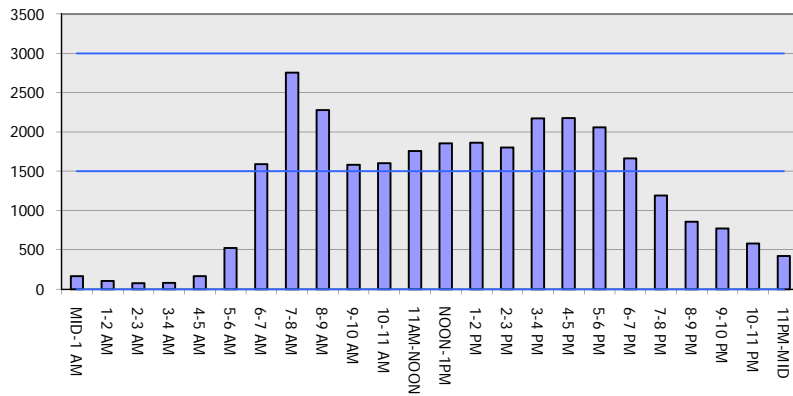
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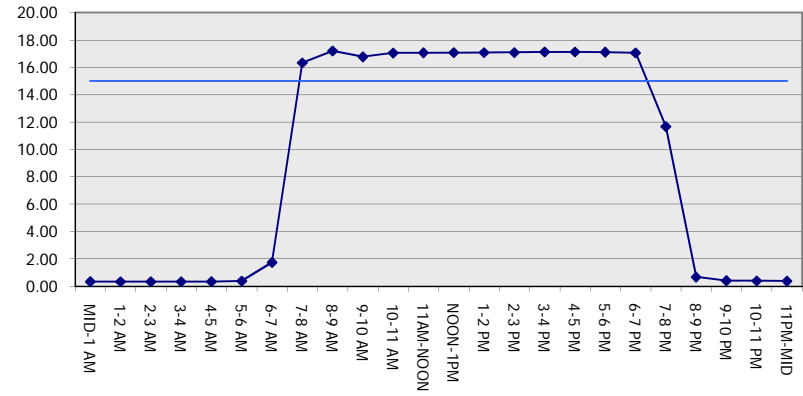
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

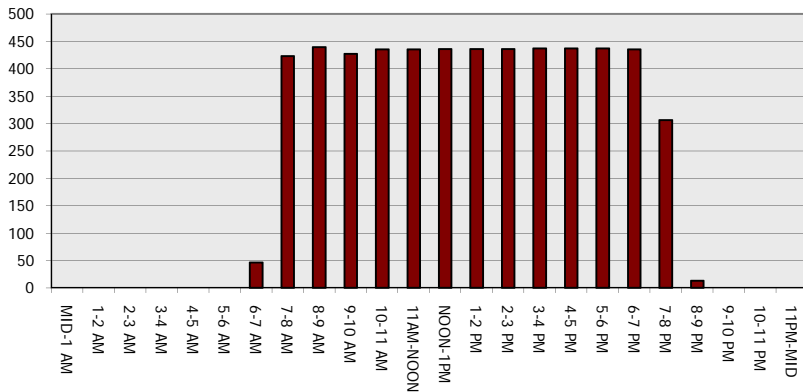
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

