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

MON-THUR WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR: MAIN ROUTE DEMAND FLOW	MAIN ROUTE PCT HEAVY	SITE CAPACITY	FLOW MAIN ROUTE	FLOW 'DIVERTED'	AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	AVERAGE SPEEDS IN MPH: MAIN ROUTE WITHOUT WORK ZONE	MAIN ROUTE WITH WORK ZONE	SITE
MID-1 AM	96	0.0	1500	96	0	0.34	0	60.2	49.6	45.1
1-2 AM	62	0.0	1500	62	0	0.34	0	60.2	49.7	45.3
2-3 AM	49	0.0	1500	49	0	0.33	0	60.2	49.7	45.3
3-4 AM	64	0.0	1500	64	0	0.34	0	60.2	49.7	45.2
4-5 AM	153	0.0	1500	153	0	0.35	0	60.2	49.4	44.9
5-6 AM	426	0.0	1500	426	0	0.38	0	60.2	48.6	43.8
6-7 AM	1190	0.0	1499	1190	0	0.62	0	60.2	43.2	37.4
7-8 AM	2060	0.0	1499	2010	49	9.26+	260	60.2	11.2	30.8
8-9 AM	1560	0.0	1499	1356	204	15.65+	398	60.2	8.4	30.8
9-10 AM	1186	0.0	1499	1186	0	8.21	219	60.2	11.7	32.7
10-11 AM	1226	0.0	1500	1226	0	0.73	4	60.2	41.2	37.4
11AM-NOON	1482	0.0	1499	1482	0	1.04	3	60.2	36.4	31.4
NOON-1PM	1583	0.0	1500	1583	0	2.76	52	60.2	22.0	30.8
1-2 PM	1574	0.0	1499	1574	0	5.55	125	60.2	14.1	30.8
2-3 PM	1836	0.0	1500	1823	14	12.12+	314	60.2	9.5	30.8
3-4 PM	2285	0.0	1500	1482	803	17.17+	438	60.2	8.1	30.8
4-5 PM	3051	0.0	1499	1485	1566	17.61+	457	55.3	7.9	30.8
5-6 PM	2954	0.0	1500	1489	1465	17.51+	453	56.3	8.0	30.8
6-7 PM	1799	0.0	1500	1489	310	17.04+	435	60.2	8.1	30.8
7-8 PM	1183	0.0	1499	1183	0	11.69+	308	60.2	9.7	32.5
8-9 PM	893	0.0	1500	893	0	0.69	13	60.2	42.0	42.0
9-10 PM	691	0.0	1500	691	0	0.41	0	60.2	47.8	42.8
10-11 PM	376	0.0	1500	376	0	0.37	0	60.2	48.7	44.0
11PM-MID	208	0.0	1500	208	0	0.35	0	60.2	49.2	44.6

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

------ SITE BREAKDOWN DELAYS ------	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0071
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0026

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	$62,210
CONGESTED HOURS PER DAY*	8

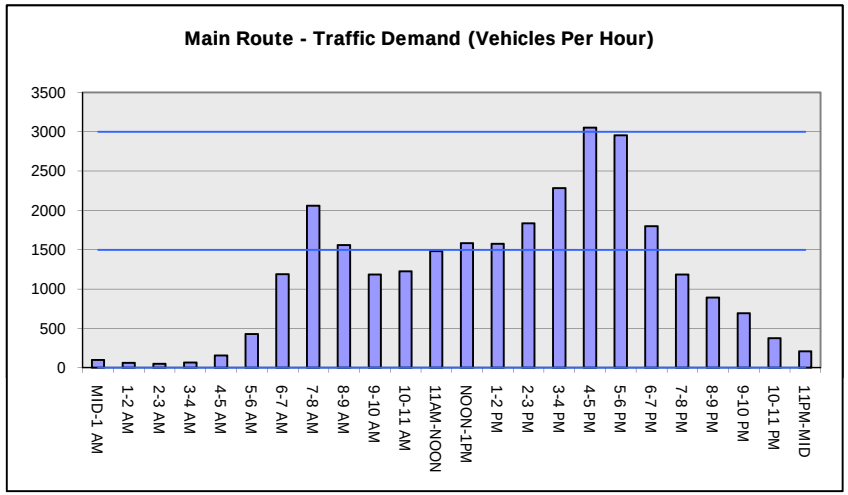
*Delays Exceeding User-Specified Maximum

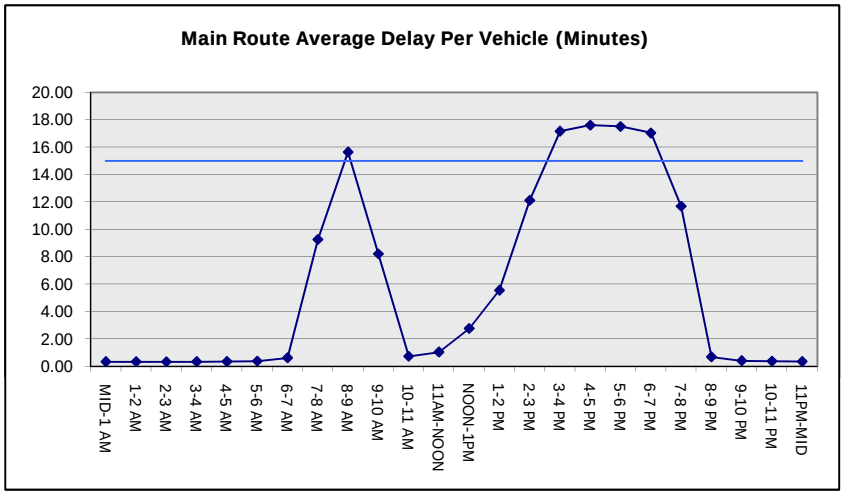
USH 12/14: USH 14 TO OLD SAUK RD (DANE)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

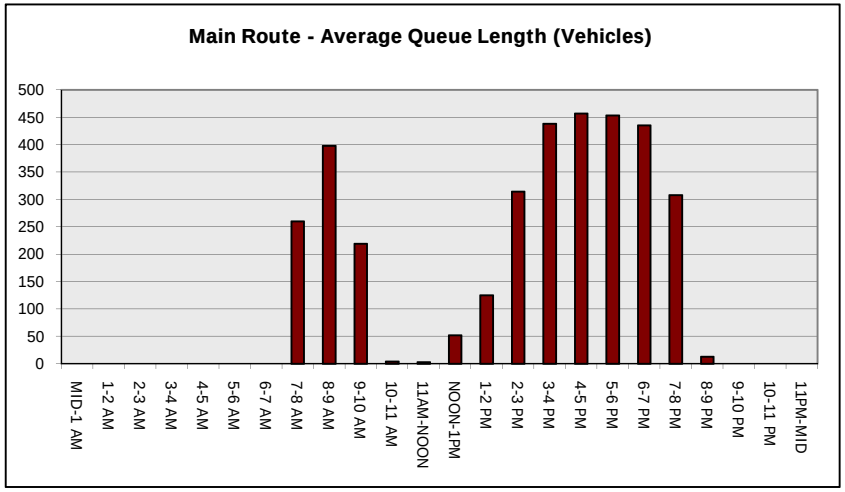
OCTOBER
Analyzed for 2009 Construction Season

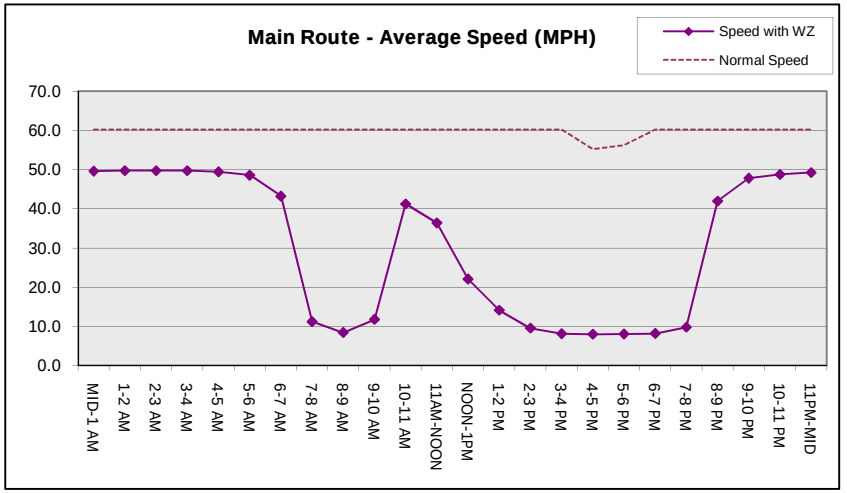
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION









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

MON-THUR EASTBOUND DIRECTION

	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
TIME OF DAY	MAIN ROUTE DEMAND FLOW	MAIN ROUTE PCT HEAVY	SITE CAPACITY	FLOW MAIN ROUTE	FLOW 'DIVERTED'	AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE WITHOUT WORK ZONE	MAIN ROUTE WITH WORK ZONE	SITE
MID-1 AM	113	0.0	1500	113	0	0.34	0	60.2	49.6	45.0
1-2 AM	77	0.0	1500	77	0	0.34	0	60.2	49.7	45.2
2-3 AM	63	0.0	1500	63	0	0.34	0	60.2	49.7	45.3
3-4 AM	82	0.0	1500	82	0	0.34	0	60.2	49.7	45.1
4-5 AM	165	0.0	1500	165	0	0.35	0	60.2	49.4	44.8
5-6 AM	558	0.0	1500	558	0	0.40	0	60.2	48.2	43.3
6-7 AM	1687	0.0	1499	1687	0	2.02	62	60.2	27.0	32.2
7-8 AM	3040	0.0	1499	1698	1342	**17.05+**	443	55.3	8.1	30.8
8-9 AM	2450	0.0	1500	1495	955	**17.18+**	439	60.2	8.1	30.8
9-10 AM	1479	0.0	1500	1423	56	**16.42+**	419	60.2	8.3	30.8
10-11 AM	1402	0.0	1500	1402	0	**12.52**	314	60.2	9.3	30.8
11AM-NOON	1533	0.0	1500	1533	0	**11.18**	276	60.2	9.7	30.8
NOON-1PM	1602	0.0	1500	1602	0	**13.88+**	350	60.2	8.8	30.8
1-2 PM	1513	0.0	1499	1513	0	**16.00+**	407	60.2	8.3	30.8
2-3 PM	1610	0.0	1500	1521	89	**16.84+**	430	60.2	8.1	30.8
3-4 PM	2064	0.0	1499	1500	563	**17.10+**	437	60.2	8.1	30.8
4-5 PM	2208	0.0	1499	1500	707	**17.12+**	437	60.2	8.1	30.8
5-6 PM	2042	0.0	1500	1500	542	**17.10+**	436	60.2	8.1	30.8
6-7 PM	1488	0.0	1500	1431	57	**16.40+**	418	60.2	8.3	30.8
7-8 PM	1038	0.0	1499	1038	0	3.93	166	60.2	19.6	36.7
8-9 PM	786	0.0	1500	786	0	0.43	0	60.2	47.5	42.4
9-10 PM	635	0.0	1500	635	0	0.41	0	60.2	47.9	43.0
10-11 PM	400	0.0	1500	400	0	0.38	0	60.2	48.7	43.9
11PM-MID	258	0.0	1500	258	0	0.36	0	60.2	49.1	44.5

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

------ SITE BREAKDOWN DELAYS ------	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0072
MAIN ROUTE WITH WORKS	0.0045
'DIVERSION'	0.0025

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	$80,994
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION