

**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**  
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	235	0.0	1500	235	0	0.36	0	60.2	49.2	44.5
1-2 AM	141	0.0	1500	141	0	0.35	0	60.2	49.5	44.9
2-3 AM	103	0.0	1500	103	0	0.34	0	60.2	49.6	45.1
3-4 AM	103	0.0	1500	103	0	0.34	0	60.2	49.6	45.1
4-5 AM	97	0.0	1500	97	0	0.34	0	60.2	49.6	45.1
5-6 AM	162	0.0	1500	162	0	0.35	0	60.2	49.4	44.8
6-7 AM	313	0.0	1500	313	0	0.37	0	60.2	48.9	44.2
7-8 AM	681	0.0	1500	681	0	0.41	0	60.2	47.8	42.8
8-9 AM	1069	0.0	1500	1069	0	0.46	0	60.2	46.7	41.4
9-10 AM	1324	0.0	1499	1324	0	0.73	0	60.2	41.2	35.0
10-11 AM	1620	0.0	1499	1620	0	2.46	48	60.2	23.7	30.8
11AM-NOON	1707	0.0	1500	1707	0	8.74	217	60.2	11.1	30.8
NOON-1PM	1810	0.0	1500	1629	181	16.34+	417	60.2	8.3	30.8
1-2 PM	1786	0.0	1499	1496	290	17.06+	436	60.2	8.1	30.8
2-3 PM	1777	0.0	1499	1497	280	17.06+	436	60.2	8.1	30.8
3-4 PM	1823	0.0	1499	1497	325	17.07+	436	60.2	8.1	30.8
4-5 PM	1756	0.0	1499	1498	258	17.06+	435	60.2	8.1	30.8
5-6 PM	1613	0.0	1499	1497	116	17.04+	435	60.2	8.1	30.8
6-7 PM	1353	0.0	1499	1353	0	15.10+	384	60.2	8.5	30.8
7-8 PM	1048	0.0	1499	1048	0	2.42	107	60.2	25.3	37.8
8-9 PM	835	0.0	1500	835	0	0.43	0	60.2	47.4	42.3
9-10 PM	762	0.0	1500	762	0	0.42	0	60.2	47.6	42.5
10-11 PM	522	0.0	1500	522	0	0.39	0	60.2	48.3	43.4
11PM-MID	420	0.0	1500	420	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	0.0059
MAIN ROUTE WITH WORKS	0.0041
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

ROAD USER COSTS PER DAY	\$63,114
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

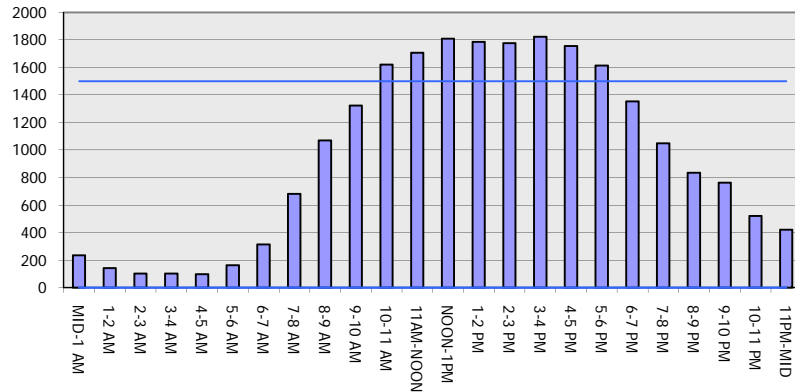
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**OCTOBER**

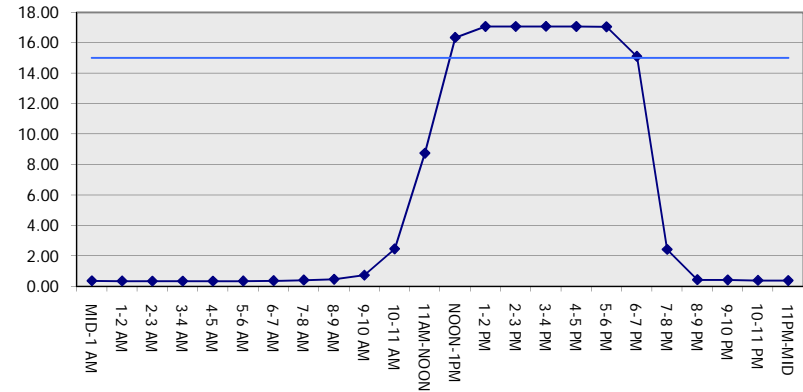
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**

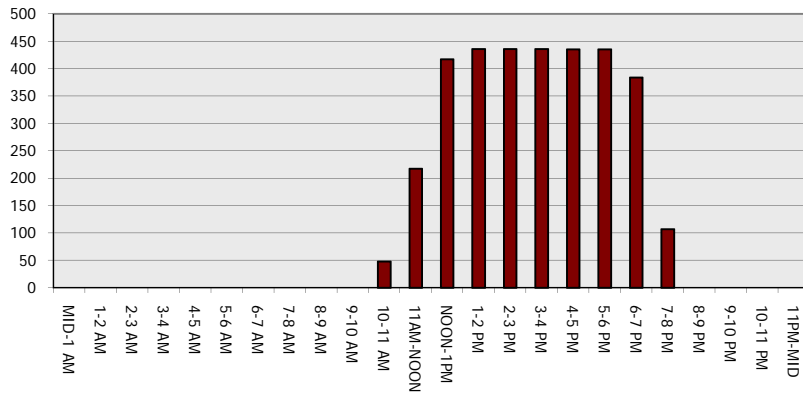
**Main Route - Traffic Demand (Vehicles Per Hour)**



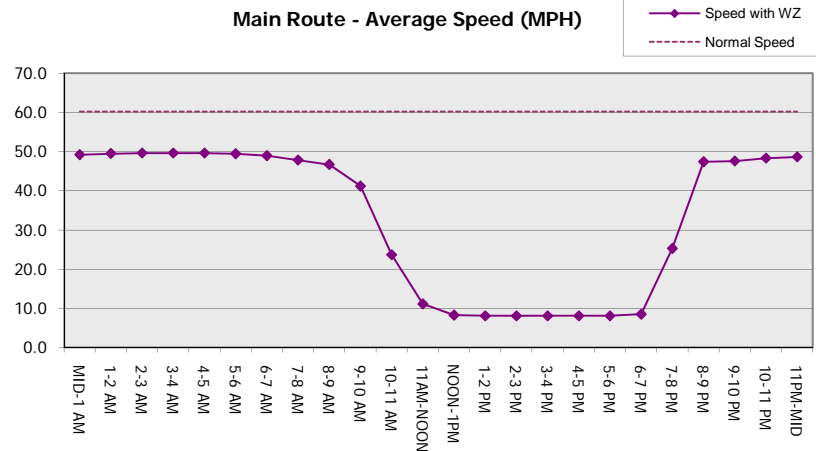
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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

**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	240	0.0	1500	240	0	0.36	0	60.2	49.2	44.5
1-2 AM	155	0.0	1500	155	0	0.35	0	60.2	49.4	44.8
2-3 AM	186	0.0	1500	186	0	0.35	0	60.2	49.3	44.7
3-4 AM	103	0.0	1500	103	0	0.34	0	60.2	49.6	45.1
4-5 AM	108	0.0	1500	108	0	0.34	0	60.2	49.6	45.1
5-6 AM	175	0.0	1500	175	0	0.35	0	60.2	49.4	44.8
6-7 AM	409	0.0	1500	409	0	0.38	0	60.2	48.6	43.8
7-8 AM	679	0.0	1500	679	0	0.41	0	60.2	47.8	42.8
8-9 AM	1108	0.0	1500	1108	0	0.46	0	60.2	46.6	41.3
9-10 AM	1428	0.0	1499	1428	0	0.87	0	60.2	38.9	32.4
10-11 AM	1660	0.0	1499	1660	0	3.16	70	60.2	20.4	30.8
11AM-NOON	1727	0.0	1500	1727	0	10.77	272	60.2	10.0	30.8
NOON-1PM	1707	0.0	1499	1541	166	16.87+	430	60.2	8.1	30.8
1-2 PM	1611	0.0	1500	1501	109	17.04+	435	60.2	8.1	30.8
2-3 PM	1658	0.0	1500	1501	157	17.05+	435	60.2	8.1	30.8
3-4 PM	1706	0.0	1500	1501	205	17.05+	435	60.2	8.1	30.8
4-5 PM	1671	0.0	1500	1501	170	17.05+	435	60.2	8.1	30.8
5-6 PM	1567	0.0	1500	1501	66	17.03+	435	60.2	8.1	30.8
6-7 PM	1394	0.0	1499	1394	0	15.46+	393	60.2	8.4	30.8
7-8 PM	1137	0.0	1499	1137	0	4.77	163	60.2	16.9	34.9
8-9 PM	867	0.0	1500	867	0	0.44	0	60.2	47.3	42.2
9-10 PM	704	0.0	1500	704	0	0.42	0	60.2	47.8	42.7
10-11 PM	566	0.0	1500	566	0	0.40	0	60.2	48.2	43.3
11PM-MID	381	0.0	1500	381	0	0.38	0	60.2	48.7	44.0

+ 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	0.0058
MAIN ROUTE WITH WORKS	0.0042
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,886
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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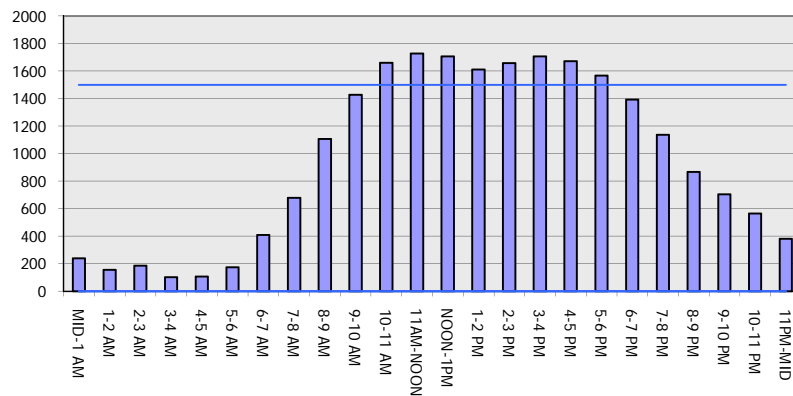
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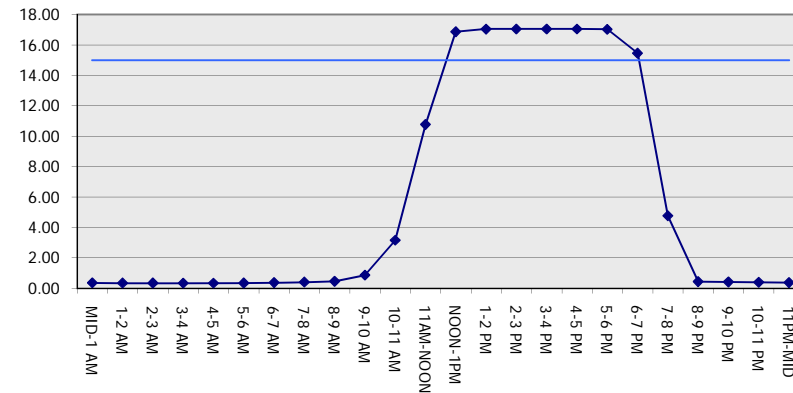
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

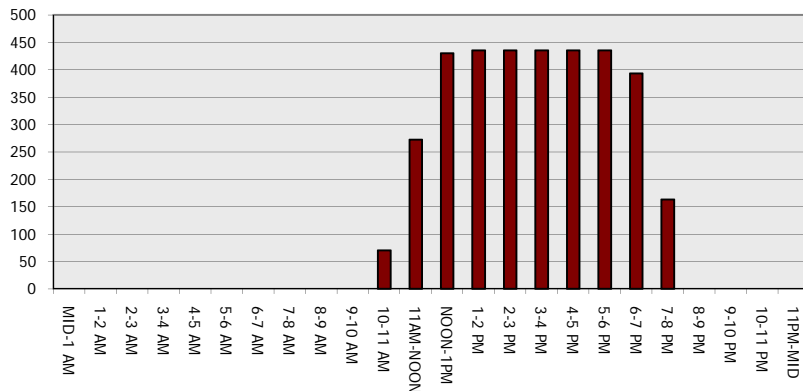
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

