

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	311	0.0	OFF	311	0	0.00	0	60.2	60.2	60.2	
1-2 AM	201	0.0	OFF	201	0	0.00	0	60.2	60.2	60.2	
2-3 AM	136	0.0	OFF	136	0	0.00	0	60.2	60.2	60.2	
3-4 AM	99	0.0	OFF	99	0	0.00	0	60.2	60.2	60.2	
4-5 AM	80	0.0	OFF	80	0	0.00	0	60.2	60.2	60.2	
5-6 AM	161	0.0	OFF	161	0	0.00	0	60.2	60.2	60.2	
6-7 AM	525	0.0	OFF	525	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1563	0.0	OFF	1563	0	0.00	0	60.2	60.2	60.2	
8-9 AM	2842	0.0	OFF	2842	0	0.00	0	57.4	57.4	57.4	
9-10 AM	2292	0.0	OFF	2292	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1806	0.0	1499	1806	0	6.24	165	60.2	16.1	30.8	
11AM-NOON	1897	0.0	1500	1657	240	15.95+	407	60.2	9.1	30.8	
NOON-1PM	2164	0.0	1499	1494	670	16.67+	425	60.2	8.9	30.8	
1-2 PM	2404	0.0	1499	1495	908	16.70+	426	60.2	8.9	30.8	
2-3 PM	2384	0.0	1499	1496	888	16.69+	426	60.2	8.9	30.8	
3-4 PM	2565	0.0	OFF	2565	0	1.23	70	60.2	38.6	38.6	
4-5 PM	2732	0.0	OFF	2732	0	0.00	0	58.5	58.5	58.5	
5-6 PM	2938	0.0	OFF	2938	0	0.00	0	56.4	56.4	56.4	
6-7 PM	2760	0.0	OFF	2760	0	0.00	0	58.2	58.2	58.2	
7-8 PM	2043	0.0	OFF	2043	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1532	0.0	OFF	1532	0	0.00	0	60.2	60.2	60.2	
9-10 PM	1168	0.0	OFF	1168	0	0.00	0	60.2	60.2	60.2	
10-11 PM	992	0.0	OFF	992	0	0.00	0	60.2	60.2	60.2	
11PM-MID	707	0.0	OFF	707	0	0.00	0	60.2	60.2	60.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0127
MAIN ROUTE WITH WORKS	0.0112
'DIVERSION'	0.0022
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,025
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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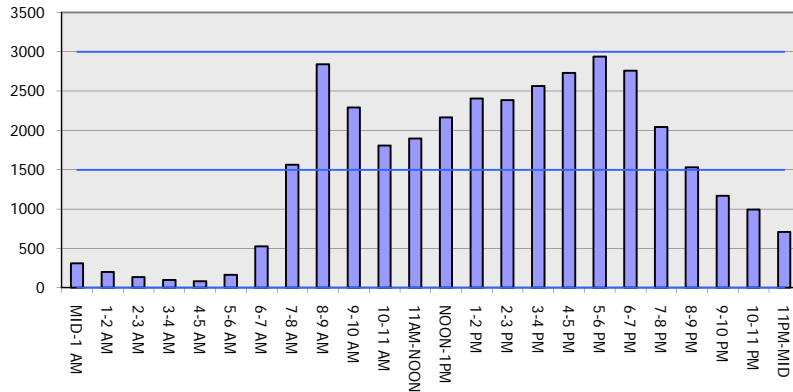
AUGUST

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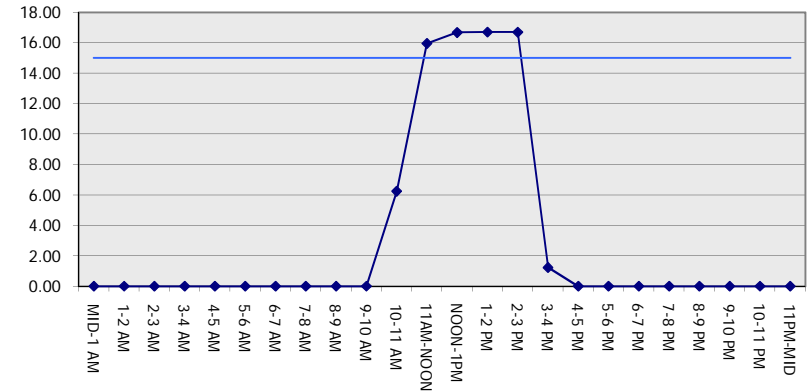
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

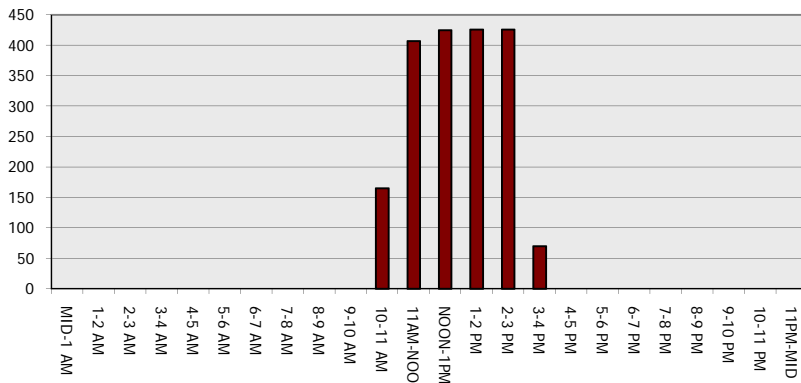
Main Route - Traffic Demand (Vehicles Per Hour)



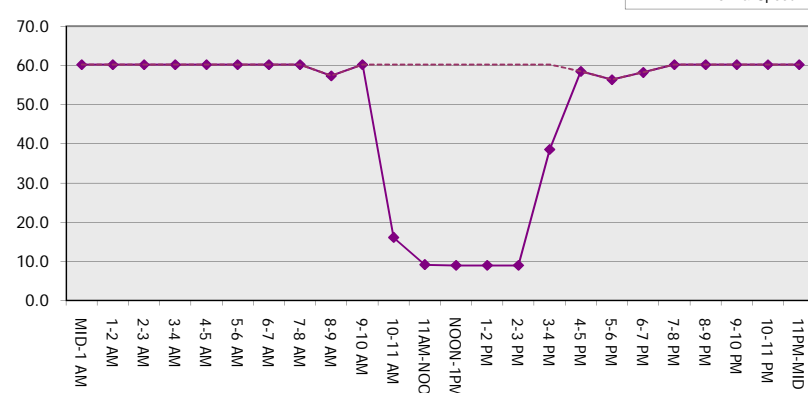
Main Route Average Delay Per Vehicle (Minutes)



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	548	0.0	OFF	548	0	0.00	0	60.2	60.2	60.2
1-2 AM	242	0.0	OFF	242	0	0.00	0	60.2	60.2	60.2
2-3 AM	146	0.0	OFF	146	0	0.00	0	60.2	60.2	60.2
3-4 AM	98	0.0	OFF	98	0	0.00	0	60.2	60.2	60.2
4-5 AM	97	0.0	OFF	97	0	0.00	0	60.2	60.2	60.2
5-6 AM	147	0.0	OFF	147	0	0.00	0	60.2	60.2	60.2
6-7 AM	493	0.0	OFF	493	0	0.00	0	60.2	60.2	60.2
7-8 AM	1370	0.0	OFF	1370	0	0.00	0	60.2	60.2	60.2
8-9 AM	2353	0.0	OFF	2353	0	0.00	0	60.2	60.2	60.2
9-10 AM	2042	0.0	OFF	2042	0	0.00	0	60.2	60.2	60.2
10-11 AM	1688	0.0	1499	1688	0	4.29	101	60.2	20.4	30.8
11AM-NOON	1792	0.0	1500	1785	7	12.33+	317	60.2	10.4	30.8
NOON-1PM	2191	0.0	1500	1493	698	16.68+	425	60.2	8.9	30.8
1-2 PM	2387	0.0	1499	1493	894	16.70+	426	60.2	8.9	30.8
2-3 PM	2340	0.0	1499	1495	845	16.69+	425	60.2	8.9	30.8
3-4 PM	2414	0.0	OFF	2414	0	1.09	64	60.2	40.2	40.2
4-5 PM	2704	0.0	OFF	2704	0	0.00	0	58.8	58.8	58.8
5-6 PM	2760	0.0	OFF	2760	0	0.00	0	58.2	58.2	58.2
6-7 PM	2423	0.0	OFF	2423	0	0.00	0	60.2	60.2	60.2
7-8 PM	1814	0.0	OFF	1814	0	0.00	0	60.2	60.2	60.2
8-9 PM	1394	0.0	OFF	1394	0	0.00	0	60.2	60.2	60.2
9-10 PM	1210	0.0	OFF	1210	0	0.00	0	60.2	60.2	60.2
10-11 PM	1078	0.0	OFF	1078	0	0.00	0	60.2	60.2	60.2
11PM-MID	795	0.0	OFF	795	0	0.00	0	60.2	60.2	60.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0121
MAIN ROUTE WITH WORKS	0.0107
'DIVERSION'	0.0020
<small>PIA: Personal Injury Accidents</small>	
ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$32,135
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

