

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

MON-THUR 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	265	0.0	OFF	265	0	0.00	0	60.2	60.2	60.2	
1-2 AM	151	0.0	OFF	151	0	0.00	0	60.2	60.2	60.2	
2-3 AM	97	0.0	OFF	97	0	0.00	0	60.2	60.2	60.2	
3-4 AM	78	0.0	OFF	78	0	0.00	0	60.2	60.2	60.2	
4-5 AM	67	0.0	OFF	67	0	0.00	0	60.2	60.2	60.2	
5-6 AM	163	0.0	OFF	163	0	0.00	0	60.2	60.2	60.2	
6-7 AM	527	0.0	OFF	527	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1691	0.0	OFF	1691	0	0.00	0	60.2	60.2	60.2	
8-9 AM	3097	0.0	OFF	3097	0	0.00	0	54.8	54.8	54.8	
9-10 AM	2419	0.0	OFF	2419	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1755	0.0	1499	1755	0	5.84	149	60.2	16.6	30.8	
11AM-NOON	1731	0.0	1500	1674	57	14.00+	357	60.2	9.7	30.8	
NOON-1PM	1957	0.0	1500	1499	457	16.65+	424	60.2	8.9	30.8	
1-2 PM	2152	0.0	1499	1500	653	16.67+	425	60.2	8.9	30.8	
2-3 PM	2106	0.0	1500	1500	607	16.67+	425	60.2	8.9	30.8	
3-4 PM	2205	0.0	OFF	2205	0	0.79	50	60.2	44.3	44.3	
4-5 PM	2443	0.0	OFF	2443	0	0.00	0	60.2	60.2	60.2	
5-6 PM	2983	0.0	OFF	2983	0	0.00	0	56.0	56.0	56.0	
6-7 PM	2977	0.0	OFF	2977	0	0.00	0	56.0	56.0	56.0	
7-8 PM	1998	0.0	OFF	1998	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1381	0.0	OFF	1381	0	0.00	0	60.2	60.2	60.2	
9-10 PM	1122	0.0	OFF	1122	0	0.00	0	60.2	60.2	60.2	
10-11 PM	811	0.0	OFF	811	0	0.00	0	60.2	60.2	60.2	
11PM-MID	496	0.0	OFF	496	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	0.0110
'DIVERSION'	0.0014
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$29,799
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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AUGUST

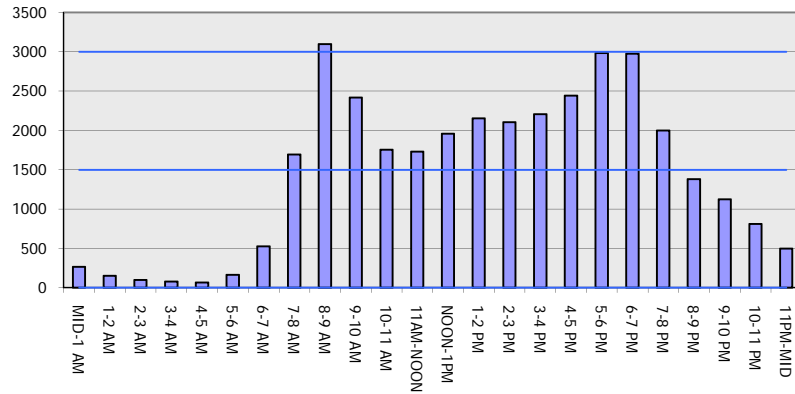
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

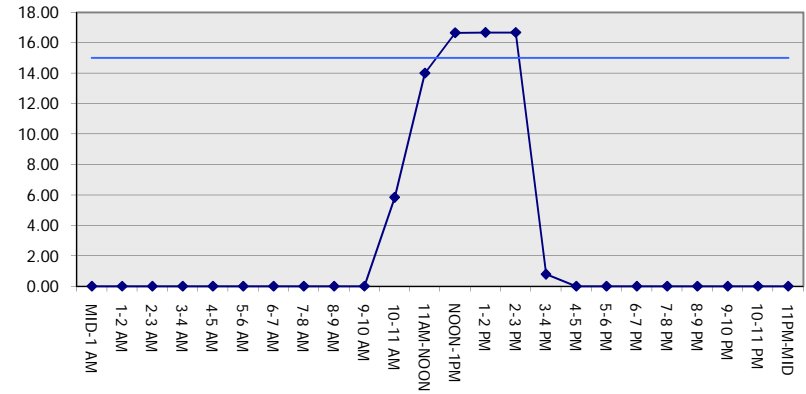
MON-THUR

WESTBOUND DIRECTION

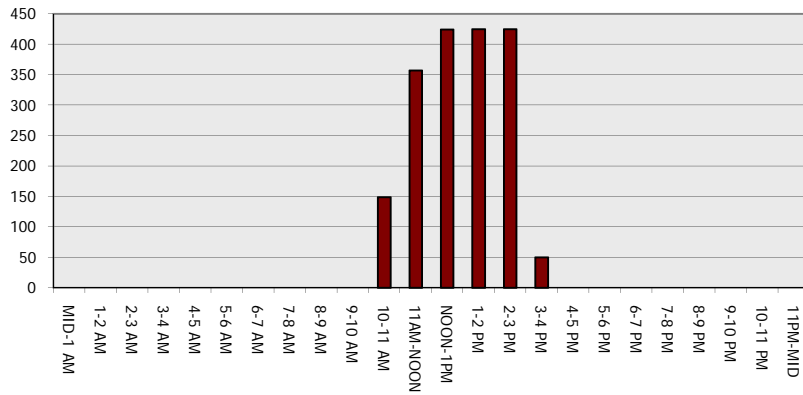
Main Route - Traffic Demand (Vehicles Per Hour)



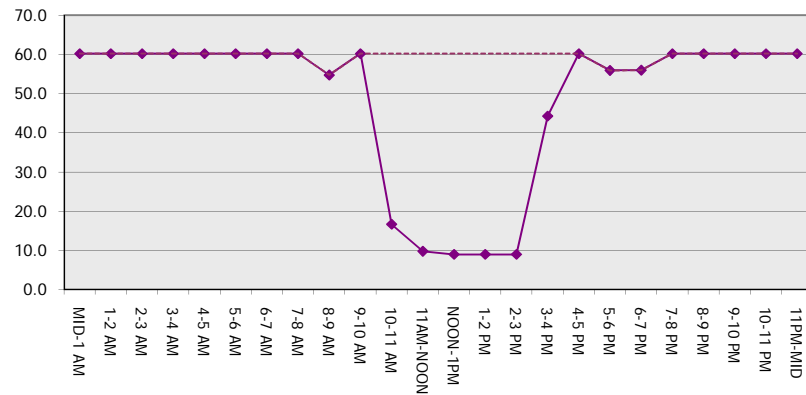
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	386	0.0	OFF	386	0	0.00	0	60.2	60.2	60.2
1-2 AM	185	0.0	OFF	185	0	0.00	0	60.2	60.2	60.2
2-3 AM	119	0.0	OFF	119	0	0.00	0	60.2	60.2	60.2
3-4 AM	73	0.0	OFF	73	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	149	0.0	OFF	149	0	0.00	0	60.2	60.2	60.2
6-7 AM	536	0.0	OFF	536	0	0.00	0	60.2	60.2	60.2
7-8 AM	1446	0.0	OFF	1446	0	0.00	0	60.2	60.2	60.2
8-9 AM	2553	0.0	OFF	2553	0	0.00	0	60.2	60.2	60.2
9-10 AM	2185	0.0	OFF	2185	0	0.00	0	60.2	60.2	60.2
10-11 AM	1624	0.0	1499	1624	0	3.66	78	60.2	22.5	30.8
11AM-NOON	1659	0.0	1500	1659	0	7.87	192	60.2	13.4	30.8
NOON-1PM	1988	0.0	1500	1682	305	15.83+	404	60.2	9.2	30.8
1-2 PM	2143	0.0	1499	1494	649	16.67+	425	60.2	8.9	30.8
2-3 PM	2062	0.0	1499	1495	567	16.66+	425	60.2	8.9	30.8
3-4 PM	2189	0.0	OFF	2189	0	0.89	57	60.2	42.8	42.8
4-5 PM	2596	0.0	OFF	2596	0	0.00	0	59.9	59.9	59.9
5-6 PM	3081	0.0	OFF	3081	0	0.00	0	55.0	55.0	55.0
6-7 PM	2751	0.0	OFF	2751	0	0.00	0	58.3	58.3	58.3
7-8 PM	1851	0.0	OFF	1851	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	1263	0.0	OFF	1263	0	0.00	0	60.2	60.2	60.2
10-11 PM	966	0.0	OFF	966	0	0.00	0	60.2	60.2	60.2
11PM-MID	617	0.0	OFF	617	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	0.0119
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0012

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,112
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

