

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

SUNDAY 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	458	0.0	OFF	458	0	0.00	0	60.2	60.2	60.2	
1-2 AM	299	0.0	OFF	299	0	0.00	0	60.2	60.2	60.2	
2-3 AM	190	0.0	OFF	190	0	0.00	0	60.2	60.2	60.2	
3-4 AM	152	0.0	OFF	152	0	0.00	0	60.2	60.2	60.2	
4-5 AM	77	0.0	OFF	77	0	0.00	0	60.2	60.2	60.2	
5-6 AM	64	0.0	OFF	64	0	0.00	0	60.2	60.2	60.2	
6-7 AM	83	0.0	OFF	83	0	0.00	0	60.2	60.2	60.2	
7-8 AM	212	0.0	OFF	212	0	0.00	0	60.2	60.2	60.2	
8-9 AM	372	0.0	OFF	372	0	0.00	0	60.2	60.2	60.2	
9-10 AM	652	0.0	1500	652	0	0.41	0	60.2	50.7	42.9	
10-11 AM	861	0.0	1500	861	0	0.43	0	60.2	50.2	42.2	
11AM-NOON	1200	0.0	1499	1200	0	0.57	0	60.2	47.8	38.6	
NOON-1PM	1537	0.0	1499	1537	0	1.34	11	60.2	37.4	31.0	
1-2 PM	1663	0.0	1500	1663	0	5.25	124	60.2	17.7	30.8	
2-3 PM	1674	0.0	1500	1674	0	11.85	298	60.2	10.6	30.8	
3-4 PM	1630	0.0	1499	1545	84	16.40+	418	60.2	9.0	30.8	
4-5 PM	1674	0.0	1499	1499	175	16.63+	424	60.2	9.0	30.8	
5-6 PM	1583	0.0	1500	1499	84	16.62+	423	60.2	9.0	30.8	
6-7 PM	1326	0.0	1499	1326	0	13.96+	355	60.2	9.7	30.8	
7-8 PM	1118	0.0	OFF	1118	0	0.17	11	60.2	56.0	56.0	
8-9 PM	923	0.0	OFF	923	0	0.00	0	60.2	60.2	60.2	
9-10 PM	820	0.0	OFF	820	0	0.00	0	60.2	60.2	60.2	
10-11 PM	674	0.0	OFF	674	0	0.00	0	60.2	60.2	60.2	
11PM-MID	408	0.0	OFF	408	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	0.0069
MAIN ROUTE WITH WORKS	0.0059
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$36,101
CONGESTED HOURS PER DAY*	4

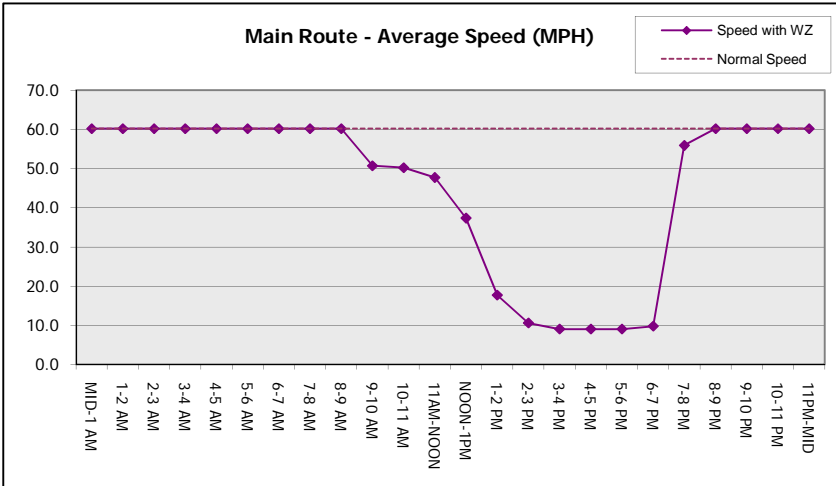
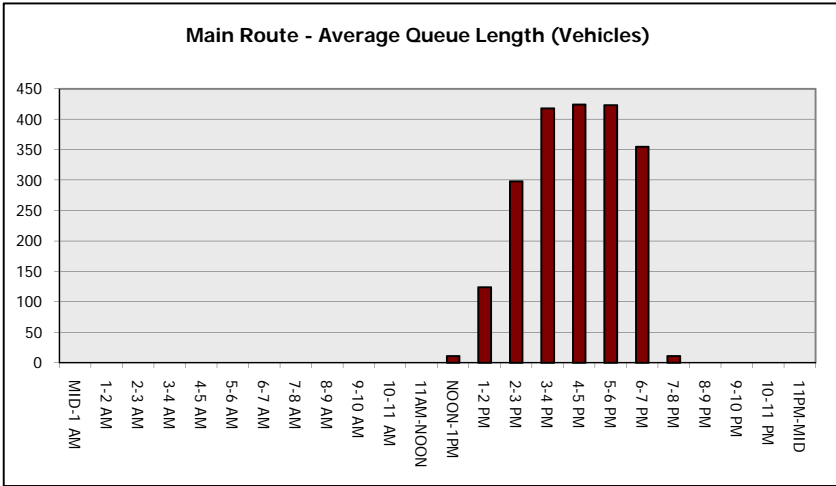
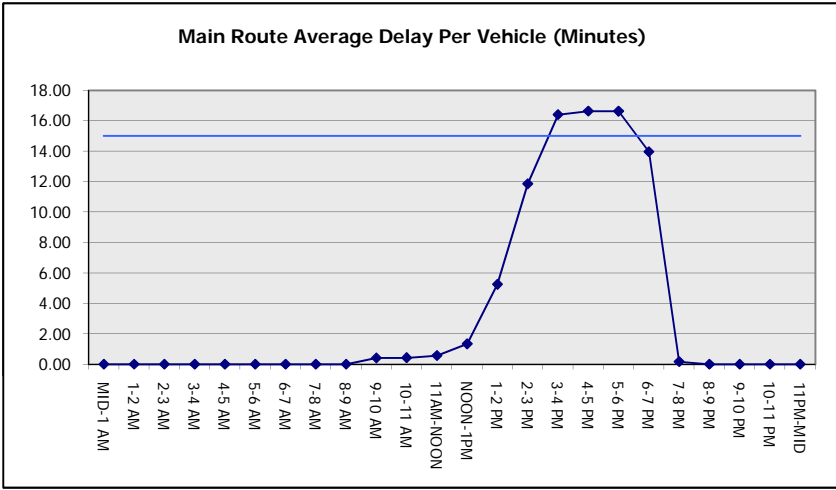
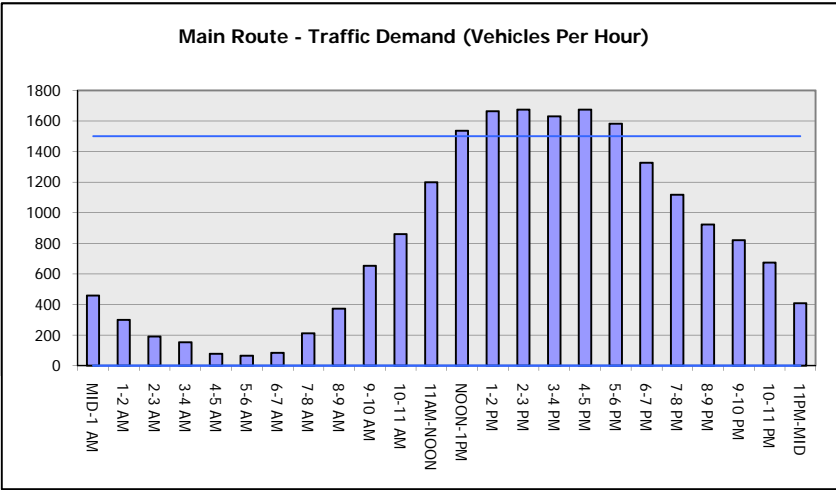
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	591	0.0	OFF	591	0	0.00	0	60.2	60.2	60.2	
1-2 AM	337	0.0	OFF	337	0	0.00	0	60.2	60.2	60.2	
2-3 AM	178	0.0	OFF	178	0	0.00	0	60.2	60.2	60.2	
3-4 AM	176	0.0	OFF	176	0	0.00	0	60.2	60.2	60.2	
4-5 AM	87	0.0	OFF	87	0	0.00	0	60.2	60.2	60.2	
5-6 AM	72	0.0	OFF	72	0	0.00	0	60.2	60.2	60.2	
6-7 AM	101	0.0	OFF	101	0	0.00	0	60.2	60.2	60.2	
7-8 AM	237	0.0	OFF	237	0	0.00	0	60.2	60.2	60.2	
8-9 AM	352	0.0	OFF	352	0	0.00	0	60.2	60.2	60.2	
9-10 AM	605	0.0	1500	605	0	0.40	0	60.2	50.9	43.1	
10-11 AM	940	0.0	1500	940	0	0.44	0	60.2	50.1	41.9	
11AM-NOON	1309	0.0	1499	1309	0	0.72	0	60.2	45.4	35.4	
NOON-1PM	1563	0.0	1499	1563	0	1.57	18	60.2	35.1	30.8	
1-2 PM	1716	0.0	1500	1716	0	6.60	164	60.2	15.3	30.8	
2-3 PM	1748	0.0	1500	1621	127	14.93+	381	60.2	9.4	30.8	
3-4 PM	1799	0.0	1500	1504	296	16.64+	424	60.2	8.9	30.8	
4-5 PM	1893	0.0	1500	1503	390	16.65+	424	60.2	8.9	30.8	
5-6 PM	1837	0.0	1500	1503	335	16.64+	424	60.2	8.9	30.8	
6-7 PM	1724	0.0	1500	1502	222	16.63+	424	60.2	8.9	30.8	
7-8 PM	1488	0.0	OFF	1488	0	0.50	33	60.2	48.9	48.9	
8-9 PM	1261	0.0	OFF	1261	0	0.00	0	60.2	60.2	60.2	
9-10 PM	957	0.0	OFF	957	0	0.00	0	60.2	60.2	60.2	
10-11 PM	759	0.0	OFF	759	0	0.00	0	60.2	60.2	60.2	
11PM-MID	470	0.0	OFF	470	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	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	0.0078
MAIN ROUTE WITH WORKS	0.0064
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,714
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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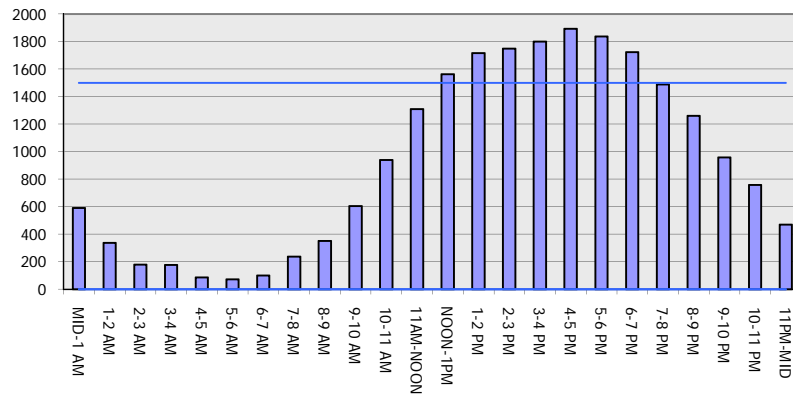
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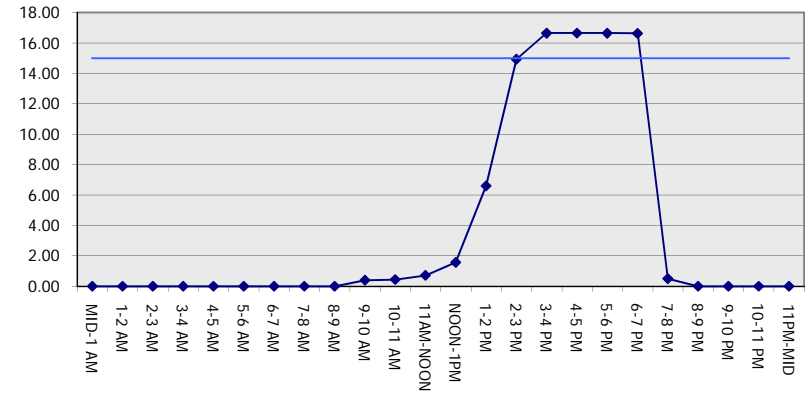
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

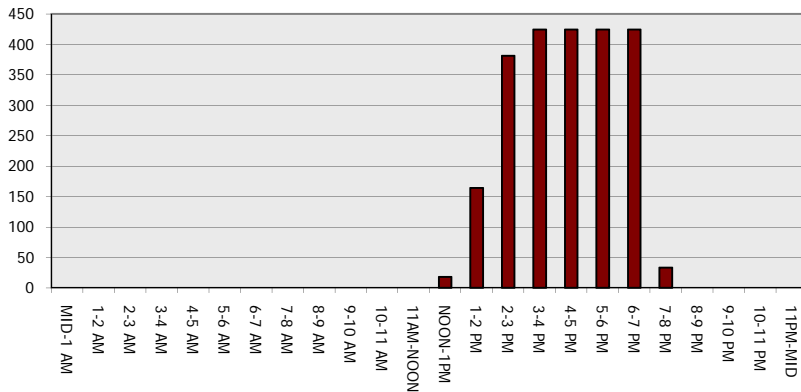
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

