

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	301	0.0	OFF	301	0	0.00	0	60.2	60.2	60.2	
1-2 AM	175	0.0	OFF	175	0	0.00	0	60.2	60.2	60.2	
2-3 AM	121	0.0	OFF	121	0	0.00	0	60.2	60.2	60.2	
3-4 AM	79	0.0	OFF	79	0	0.00	0	60.2	60.2	60.2	
4-5 AM	98	0.0	OFF	98	0	0.00	0	60.2	60.2	60.2	
5-6 AM	164	0.0	OFF	164	0	0.00	0	60.2	60.2	60.2	
6-7 AM	502	0.0	OFF	502	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1602	0.0	OFF	1602	0	0.00	0	60.2	60.2	60.2	
8-9 AM	3028	0.0	OFF	3028	0	0.00	0	55.5	55.5	55.5	
9-10 AM	2486	0.0	OFF	2486	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1828	0.0	1499	1828	0	6.87	183	60.2	15.2	30.8	
11AM-NOON	1876	0.0	1499	1616	260	16.14+	411	60.2	9.1	30.8	
NOON-1PM	2120	0.0	1499	1497	623	16.67+	425	60.2	8.9	30.8	
1-2 PM	2305	0.0	1499	1498	807	16.69+	425	60.2	8.9	30.8	
2-3 PM	2277	0.0	1499	1498	779	16.68+	425	60.2	8.9	30.8	
3-4 PM	2461	0.0	OFF	2461	0	1.06	62	60.2	40.6	40.6	
4-5 PM	2714	0.0	OFF	2714	0	0.00	0	58.7	58.7	58.7	
5-6 PM	3079	0.0	OFF	3079	0	0.00	0	55.0	55.0	55.0	
6-7 PM	2953	0.0	OFF	2953	0	0.00	0	56.3	56.3	56.3	
7-8 PM	2071	0.0	OFF	2071	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1476	0.0	OFF	1476	0	0.00	0	60.2	60.2	60.2	
9-10 PM	1140	0.0	OFF	1140	0	0.00	0	60.2	60.2	60.2	
10-11 PM	1008	0.0	OFF	1008	0	0.00	0	60.2	60.2	60.2	
11PM-MID	723	0.0	OFF	723	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	0.0128
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0020
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$34,322
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

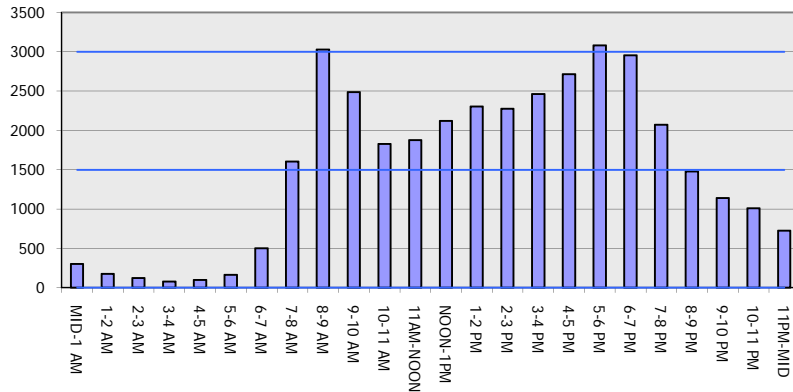
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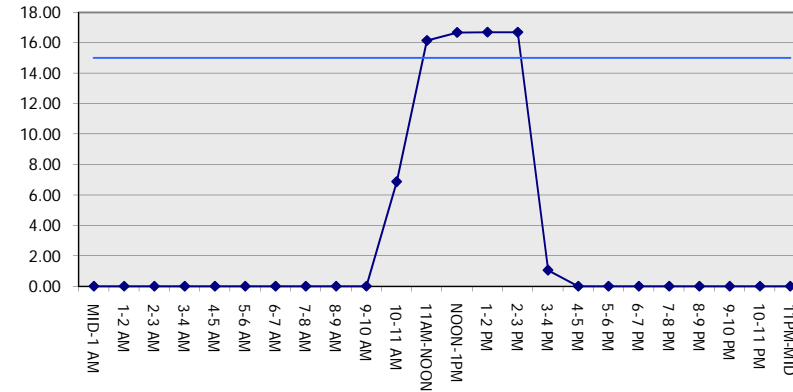
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

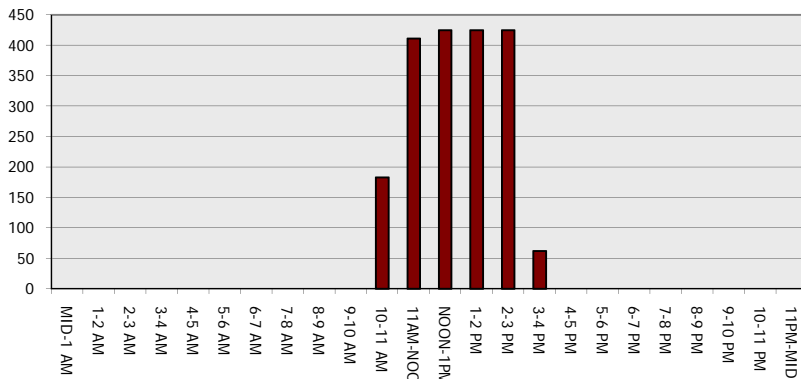
Main Route - Traffic Demand (Vehicles Per Hour)



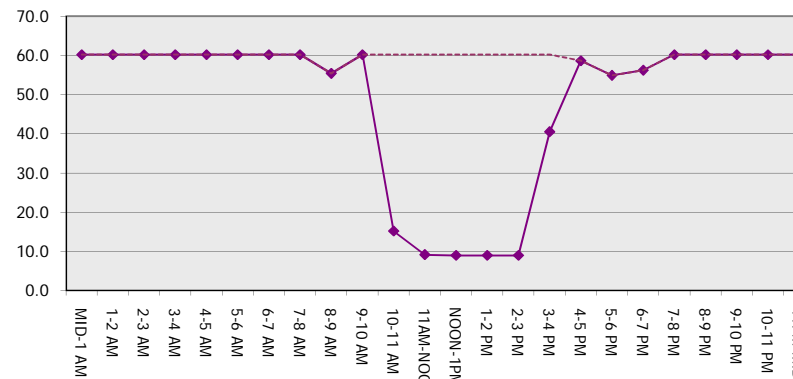
Main Route Average Delay Per Vehicle (Minutes)



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	426	0.0	OFF	426	0	0.00	0	60.2	60.2	60.2
1-2 AM	213	0.0	OFF	213	0	0.00	0	60.2	60.2	60.2
2-3 AM	126	0.0	OFF	126	0	0.00	0	60.2	60.2	60.2
3-4 AM	86	0.0	OFF	86	0	0.00	0	60.2	60.2	60.2
4-5 AM	93	0.0	OFF	93	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	499	0.0	OFF	499	0	0.00	0	60.2	60.2	60.2
7-8 AM	1391	0.0	OFF	1391	0	0.00	0	60.2	60.2	60.2
8-9 AM	2529	0.0	OFF	2529	0	0.00	0	60.2	60.2	60.2
9-10 AM	2224	0.0	OFF	2224	0	0.00	0	60.2	60.2	60.2
10-11 AM	1687	0.0	1499	1687	0	4.51	107	60.2	19.7	30.8
11AM-NOON	1780	0.0	1500	1780	0	12.19+	313	60.2	10.5	30.8
NOON-1PM	2117	0.0	1500	1494	624	16.67+	425	60.2	8.9	30.8
1-2 PM	2321	0.0	1499	1495	826	16.69+	425	60.2	8.9	30.8
2-3 PM	2310	0.0	1499	1496	814	16.69+	425	60.2	8.9	30.8
3-4 PM	2413	0.0	OFF	2413	0	1.08	63	60.2	40.4	40.4
4-5 PM	2767	0.0	OFF	2767	0	0.00	0	58.1	58.1	58.1
5-6 PM	3078	0.0	OFF	3078	0	0.00	0	55.0	55.0	55.0
6-7 PM	2650	0.0	OFF	2650	0	0.00	0	59.4	59.4	59.4
7-8 PM	1980	0.0	OFF	1980	0	0.00	0	60.2	60.2	60.2
8-9 PM	1447	0.0	OFF	1447	0	0.00	0	60.2	60.2	60.2
9-10 PM	1126	0.0	OFF	1126	0	0.00	0	60.2	60.2	60.2
10-11 PM	1037	0.0	OFF	1037	0	0.00	0	60.2	60.2	60.2
11PM-MID	780	0.0	OFF	780	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	0.0123
MAIN ROUTE WITH WORKS	0.0110
'DIVERSION'	0.0018
PIA: Personal Injury Accidents	
ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,541
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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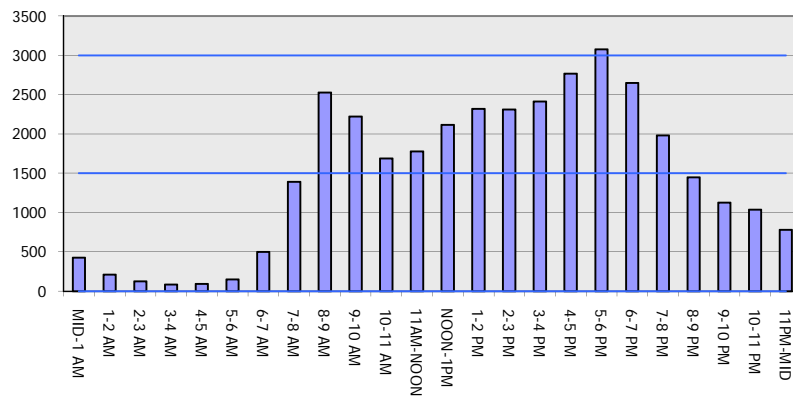
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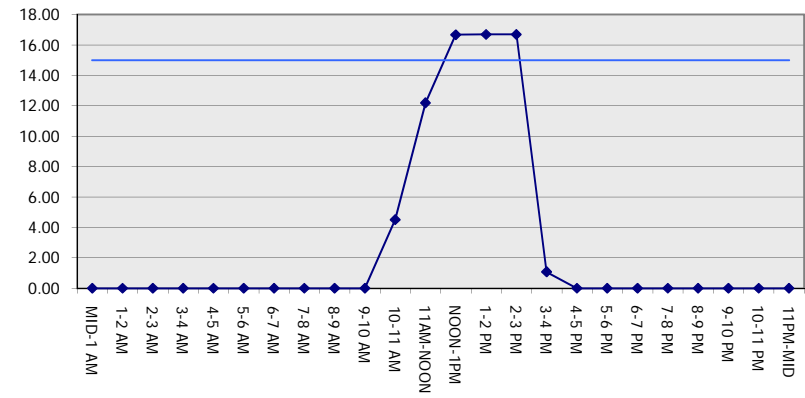
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

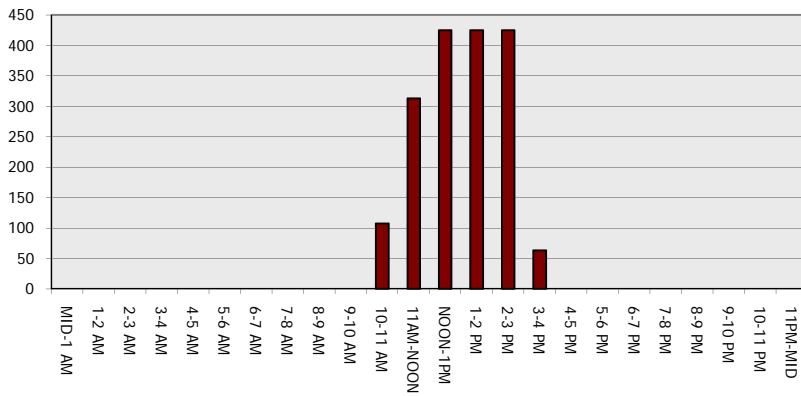
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

