

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

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	224	0.0	OFF	224	0	0.00	0	60.2	60.2	60.2	
1-2 AM	132	0.0	OFF	132	0	0.00	0	60.2	60.2	60.2	
2-3 AM	81	0.0	OFF	81	0	0.00	0	60.2	60.2	60.2	
3-4 AM	63	0.0	OFF	63	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	168	0.0	OFF	168	0	0.00	0	60.2	60.2	60.2	
6-7 AM	516	0.0	OFF	516	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1718	0.0	OFF	1718	0	0.00	0	60.2	60.2	60.2	
8-9 AM	3144	0.0	OFF	3144	0	0.00	0	54.3	54.3	54.3	
9-10 AM	2605	0.0	OFF	2605	0	0.00	0	59.8	59.8	59.8	
10-11 AM	1731	0.0	1499	1731	0	5.84	146	60.2	16.6	30.8	
11AM-NOON	1632	0.0	1500	1632	0	11.75	294	60.2	10.6	30.8	
NOON-1PM	1836	0.0	1499	1553	283	16.41+	418	60.2	9.0	30.8	
1-2 PM	2038	0.0	1500	1501	537	16.66+	425	60.2	8.9	30.8	
2-3 PM	1962	0.0	1500	1501	461	16.66+	424	60.2	8.9	30.8	
3-4 PM	2096	0.0	OFF	2096	0	0.69	46	60.2	45.8	45.8	
4-5 PM	2400	0.0	OFF	2400	0	0.00	0	60.2	60.2	60.2	
5-6 PM	2979	0.0	OFF	2979	0	0.00	0	56.0	56.0	56.0	
6-7 PM	2940	0.0	OFF	2940	0	0.00	0	56.4	56.4	56.4	
7-8 PM	1934	0.0	OFF	1934	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1262	0.0	OFF	1262	0	0.00	0	60.2	60.2	60.2	
9-10 PM	980	0.0	OFF	980	0	0.00	0	60.2	60.2	60.2	
10-11 PM	762	0.0	OFF	762	0	0.00	0	60.2	60.2	60.2	
11PM-MID	461	0.0	OFF	461	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	0.0118
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0010
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,095
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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OCTOBER

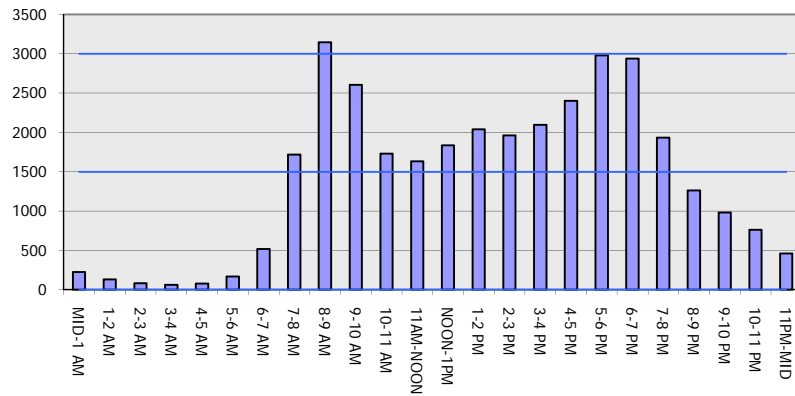
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

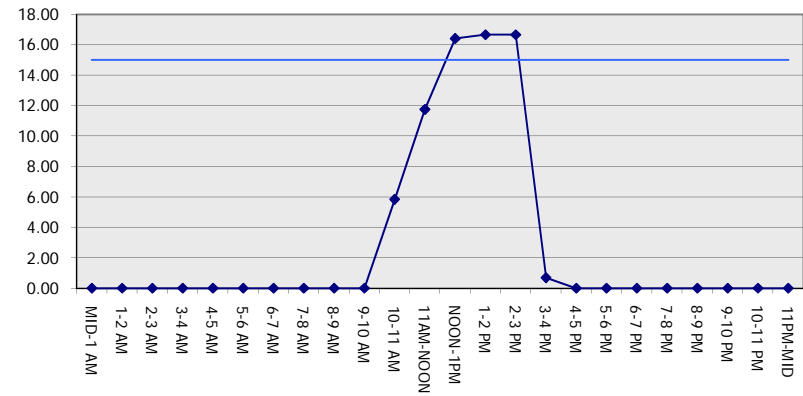
MON-THUR

WESTBOUND DIRECTION

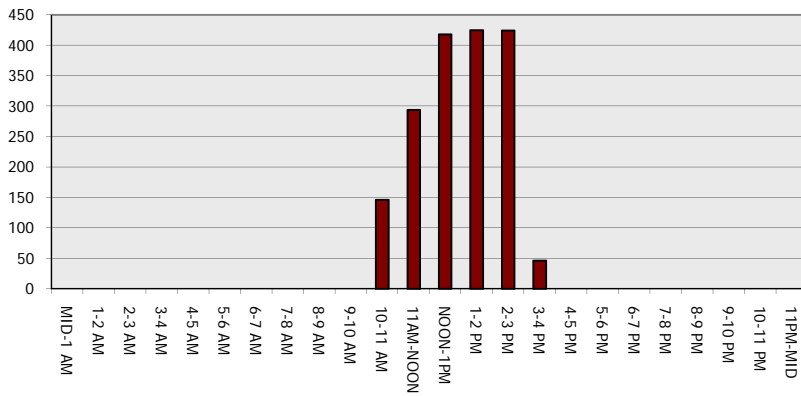
Main Route - Traffic Demand (Vehicles Per Hour)



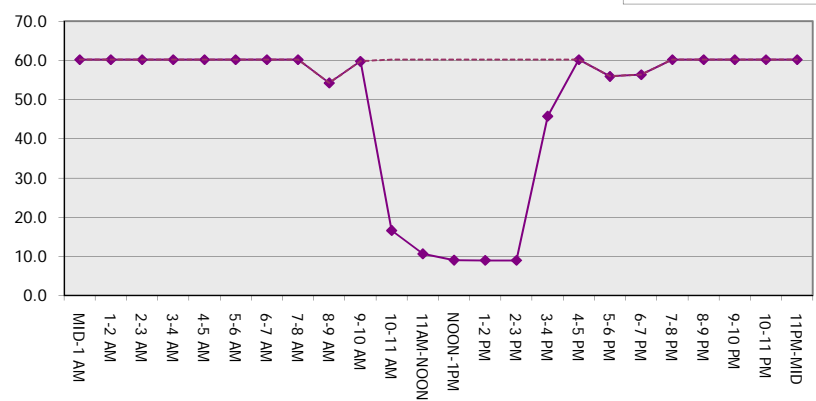
Main Route Average Delay Per Vehicle (Minutes)



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	319	0.0	OFF	319	0	0.00	0	60.2	60.2	60.2
1-2 AM	149	0.0	OFF	149	0	0.00	0	60.2	60.2	60.2
2-3 AM	99	0.0	OFF	99	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	78	0.0	OFF	78	0	0.00	0	60.2	60.2	60.2
5-6 AM	152	0.0	OFF	152	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	1486	0.0	OFF	1486	0	0.00	0	60.2	60.2	60.2
8-9 AM	2775	0.0	OFF	2775	0	0.00	0	58.1	58.1	58.1
9-10 AM	2305	0.0	OFF	2305	0	0.00	0	60.2	60.2	60.2
10-11 AM	1579	0.0	1499	1579	0	3.18	62	60.2	24.5	30.8
11AM-NOON	1566	0.0	1500	1566	0	4.66	101	60.2	19.3	30.8
NOON-1PM	1907	0.0	1500	1786	122	12.14+	316	60.2	10.6	30.8
1-2 PM	2011	0.0	1500	1499	512	16.66+	425	60.2	8.9	30.8
2-3 PM	1934	0.0	1499	1499	435	16.65+	424	60.2	8.9	30.8
3-4 PM	2118	0.0	OFF	2118	0	0.73	48	60.2	45.1	45.1
4-5 PM	2614	0.0	OFF	2614	0	0.00	0	59.7	59.7	59.7
5-6 PM	3170	0.0	OFF	3170	0	0.00	0	54.0	54.0	54.0
6-7 PM	2837	0.0	OFF	2837	0	0.00	0	57.4	57.4	57.4
7-8 PM	1895	0.0	OFF	1895	0	0.00	0	60.2	60.2	60.2
8-9 PM	1333	0.0	OFF	1333	0	0.00	0	60.2	60.2	60.2
9-10 PM	1085	0.0	OFF	1085	0	0.00	0	60.2	60.2	60.2
10-11 PM	855	0.0	OFF	855	0	0.00	0	60.2	60.2	60.2
11PM-MID	542	0.0	OFF	542	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	0.0117
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$21,829
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

