

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

SATURDAY 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	472	0.0	OFF	472	0	0.00	0	60.2	60.2	60.2	
1-2 AM	309	0.0	OFF	309	0	0.00	0	60.2	60.2	60.2	
2-3 AM	189	0.0	OFF	189	0	0.00	0	60.2	60.2	60.2	
3-4 AM	154	0.0	OFF	154	0	0.00	0	60.2	60.2	60.2	
4-5 AM	111	0.0	OFF	111	0	0.00	0	60.2	60.2	60.2	
5-6 AM	118	0.0	OFF	118	0	0.00	0	60.2	60.2	60.2	
6-7 AM	206	0.0	OFF	206	0	0.00	0	60.2	60.2	60.2	
7-8 AM	420	0.0	OFF	420	0	0.00	0	60.2	60.2	60.2	
8-9 AM	783	0.0	1500	783	0	0.43	0	60.2	50.4	42.5	
9-10 AM	1198	0.0	1499	1198	0	0.57	0	60.2	47.8	38.6	
10-11 AM	1505	0.0	1499	1505	0	1.26	10	60.2	38.3	31.6	
11AM-NOON	1851	0.0	1500	1851	0	7.53	203	60.2	14.3	30.8	
NOON-1PM	1980	0.0	1499	1505	476	16.66+	424	60.2	8.9	30.8	
1-2 PM	2044	0.0	1500	1504	540	16.66+	425	60.2	8.9	30.8	
2-3 PM	1958	0.0	1500	1503	454	16.65+	424	60.2	8.9	30.8	
3-4 PM	1966	0.0	1500	1503	463	16.66+	424	60.2	8.9	30.8	
4-5 PM	2029	0.0	1500	1502	526	16.66+	425	60.2	8.9	30.8	
5-6 PM	1945	0.0	1500	1502	443	16.65+	424	60.2	8.9	30.8	
6-7 PM	1710	0.0	OFF	1710	0	0.56	37	60.2	48.0	48.0	
7-8 PM	1459	0.0	OFF	1459	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1178	0.0	OFF	1178	0	0.00	0	60.2	60.2	60.2	
9-10 PM	897	0.0	OFF	897	0	0.00	0	60.2	60.2	60.2	
10-11 PM	768	0.0	OFF	768	0	0.00	0	60.2	60.2	60.2	
11PM-MID	643	0.0	OFF	643	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	0.0091
MAIN ROUTE WITH WORKS	0.0071
'DIVERSION'	0.0024
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,739
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

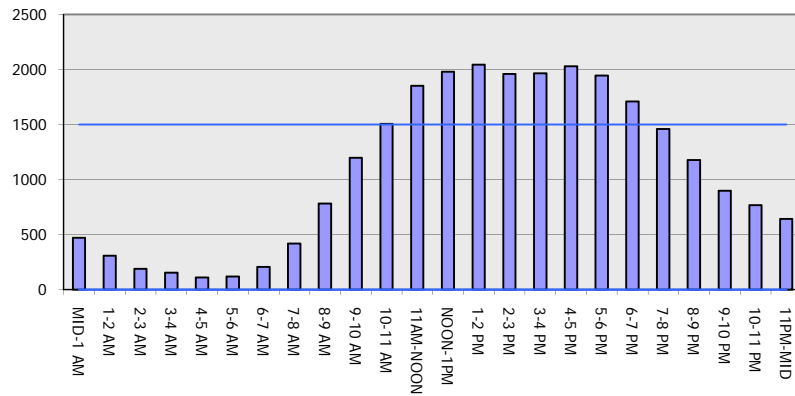
OCTOBER

Analyzed for 2009
 Construction Season

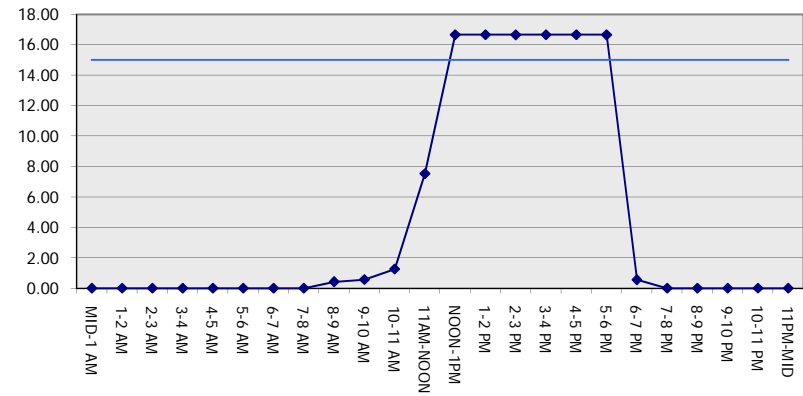
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

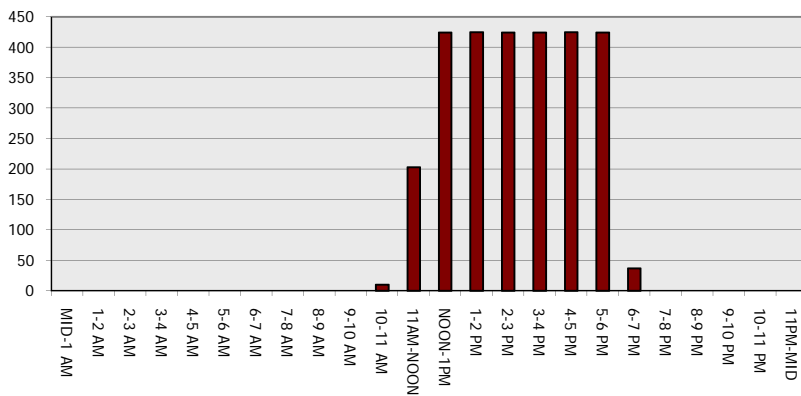
Main Route - Traffic Demand (Vehicles Per Hour)



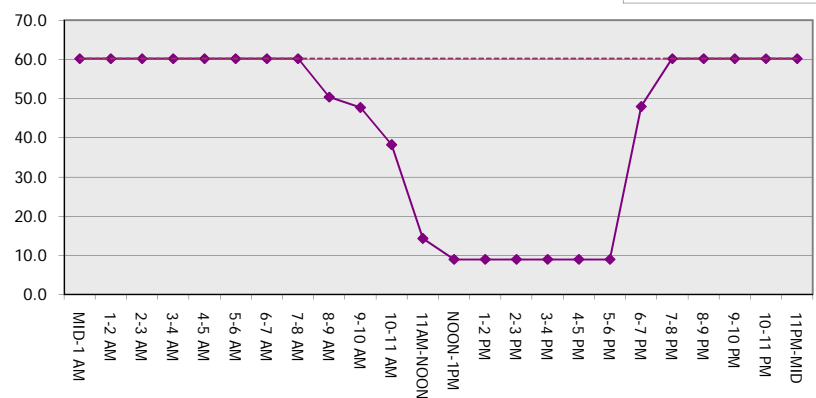
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	612	0.0	OFF	612	0	0.00	0	60.2	60.2	60.2
1-2 AM	307	0.0	OFF	307	0	0.00	0	60.2	60.2	60.2
2-3 AM	172	0.0	OFF	172	0	0.00	0	60.2	60.2	60.2
3-4 AM	174	0.0	OFF	174	0	0.00	0	60.2	60.2	60.2
4-5 AM	113	0.0	OFF	113	0	0.00	0	60.2	60.2	60.2
5-6 AM	109	0.0	OFF	109	0	0.00	0	60.2	60.2	60.2
6-7 AM	179	0.0	OFF	179	0	0.00	0	60.2	60.2	60.2
7-8 AM	383	0.0	OFF	383	0	0.00	0	60.2	60.2	60.2
8-9 AM	737	0.0	1500	737	0	0.42	0	60.2	50.5	42.6
9-10 AM	1148	0.0	1499	1148	0	0.54	0	60.2	48.3	39.4
10-11 AM	1471	0.0	1499	1471	0	1.06	4	60.2	40.7	31.8
11AM-NOON	1660	0.0	1500	1660	0	3.85	87	60.2	21.9	30.8
NOON-1PM	1784	0.0	1500	1784	0	12.23+	314	60.2	10.5	30.8
1-2 PM	1814	0.0	1500	1485	329	16.61+	423	60.2	9.0	30.8
2-3 PM	1813	0.0	1499	1497	316	16.64+	424	60.2	8.9	30.8
3-4 PM	1889	0.0	1499	1497	392	16.65+	424	60.2	8.9	30.8
4-5 PM	2018	0.0	1499	1498	521	16.66+	425	60.2	8.9	30.8
5-6 PM	1886	0.0	1499	1498	388	16.65+	424	60.2	8.9	30.8
6-7 PM	1794	0.0	OFF	1794	0	0.65	43	60.2	46.5	46.5
7-8 PM	1546	0.0	OFF	1546	0	0.00	0	60.2	60.2	60.2
8-9 PM	1284	0.0	OFF	1284	0	0.00	0	60.2	60.2	60.2
9-10 PM	1033	0.0	OFF	1033	0	0.00	0	60.2	60.2	60.2
10-11 PM	912	0.0	OFF	912	0	0.00	0	60.2	60.2	60.2
11PM-MID	725	0.0	OFF	725	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	0.0089
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0016

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,205
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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OCTOBER

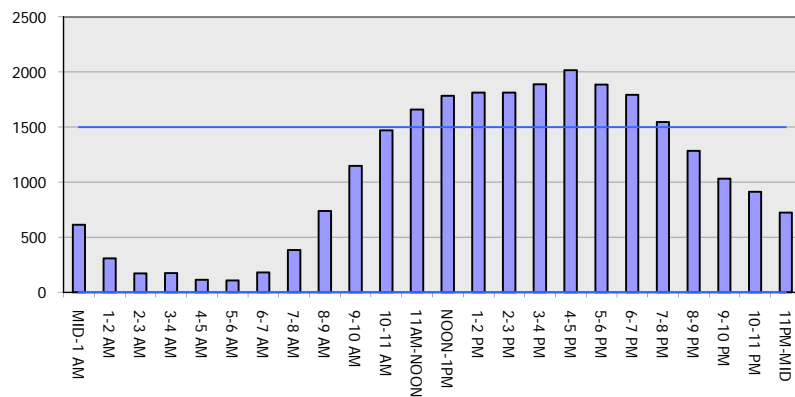
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

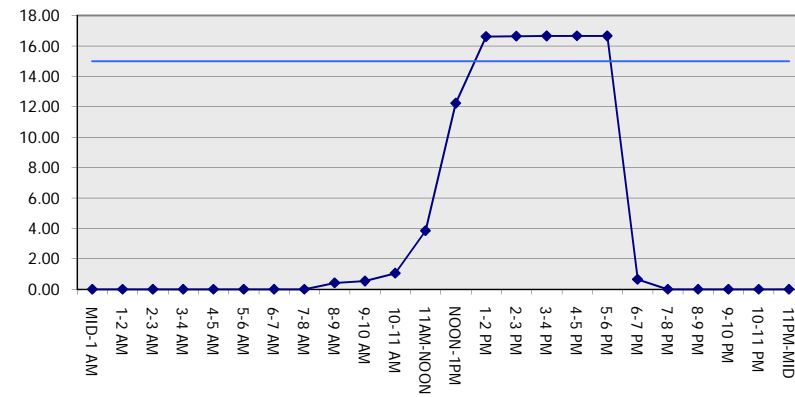
SATURDAY

EASTBOUND DIRECTION

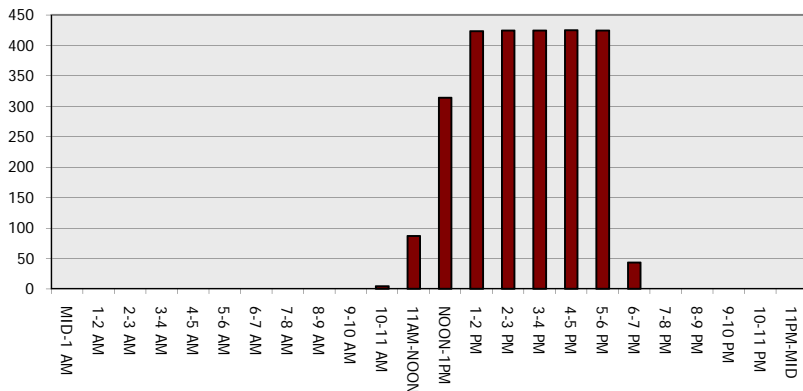
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

